

Bike and Pedestrian Safety Commission

Agenda

Monday, June 17, 2013

5:30 p.m. – Hooker Conference Room

- I. INTRODUCTIONS
- II. APPROVAL OF MINUTES – May 20, 2013
- III. PUBLIC COMMENT
- IV. COMMISSION MEMBER’S COMMENTS
- V. DEPARTMENTAL UPDATES
 - A. City Planning
 - 1) 7th & Jordan Bike/Ped Crash Analysis
 - 2) Valet Bike Parking at Market
 - 3) The Crest at 11th (701 N. Walnut Street)
 - 4) Hullska - 117 E. 6th Street
 - B. City Engineering
 - C. Bloomington Police Department
- VI. NEW BUSINESS
- VII. OLD BUSINESS

NEXT WORK SESSION: Monday, July 1, 2013 in the Hooker Conference Room, City Hall

NEXT MEETING: Monday, July 15, 2013 in the Hooker Conference Room at the Showers Building

MINUTES
BIKE AND PEDESTRIAN SAFETY COMMISSION
5-20-13

INTRODUCTIONS

Members: Present: Carl Zager, Paul Ash, Mitch Rice, Betty Rose Nagle, Ann Holahan, Jim Rosenbarger,

Absent: Jacob Sinex.

Ex-Officio: Vince Caristo - Planning
Roy Aten - Engineering
Officer Robert Skelton - Bloomington Police

Citizen: (name inaudible)

New members Paul Ash and Betty Rose Nagle were welcomed.

Jim asked Betty Rose as to why she was interested in this Commission. Betty Rose stated primarily she is a pedestrian who sometimes feels threatened by cyclists, and the view that bicycles and pedestrians are the same.

Jim asked Paul why he wanted to be on this Commission. Paul stated it is great fun.

ELECTION OF NEW OFFICERS

Jim Rosenbarger stated he has been serving as Chair for quite sometime and would like someone else to do it. Rosenbarger stated some time ago it was discussed with the Commission that Jacob Sinex serve. Jacob was not present. Jim further explained Jacob would like to do the job, but over the past few months he has become busy and doesn't feel like he can make the commitment.

Mitch Rice stated he had commitments over the summer so if there was someone that wanted to fill in the vice roll he would do it. Jim stated he would handle the Vice Roll.

The nominated slate of officers was Mitch Rice for Chair, and Jim Rosenbarger as Vice Chair. A vote was taken, no one opposed. The slate of officers for 2013 will be Mitch Rice as Chair, and Jim Rosenbarger as Vice Chair.

APPROVAL OF MINUTES

Motion was made to approve the minutes from March 18th and April 15, 2013 was made with a second by Carl Zager. Vote was taken. Minutes from both March 18 and April 15, 2013 were approved.

PUBLIC COMMENT

No comment made.

COMMISSION MEMBER COMMENTS

Carl Zager - no comment

Jim Rosenbarger stated he missed the Bike Week Block Party. Planning worked very hard on Bike Month this year and would like to have an update from Planning later in the meeting.

Ann Holahan also thought the promotion for Bike Week was well done and was also sorry to have missed the block party. She added she has seen more women commuting in the last month. She has been told when IU breaks people feel more confident because there is less traffic. Paul Ash stated the B-line is very inviting and he has seen a lot of his younger neighbors bicycling. He hopes the Allen Street Bike Boulevard will be as inviting.

Betty Rose Nagle stated she had noticed the advertising for the Bicycle Week. She also added she thinks the B-line is a great resource for recreation and commuting.

Paul Ash stated the party was fun and it was fun hanging out along Kirkwood and taking head counts and seeing who actually stopped, which was about 50/50.

Mitch Rice said congratulations and was sorry he wasn't there, but did bike to work 300 other days. He also stated he saw in the National Biking News what Portland did; they are an example of bicycle and pedestrian safety. He said he also has noticed the path that has been created by users off the B-Line up to the Opportunity House. He looked on GIS and saw that the City does have right of way there and he suggested honoring the community's preference for walking and biking traffic that comes from the B-line in that location. He would like to add it to the agenda to see how that could be accomplished by this Commission. Roy stated that was mentioned during safe routes to school, and it is on the list of projects to do as funds become available.

DEPARTMENTAL UPDATES

Planning

Vince gave a summarization of Bike Month. He felt the party at Bloomingfoods was great, with about 150 people to 200 attending, and about that many signed up for Bike to Work Day. More than 50 different organizations signed up for Bike to Work Day. There was a block party and bells and brochures were handed out. There is one more event which is a Bike Tour led by Miah Michaelsen on May 29th and will meet at the steps of

City Hall at 5:30 p.m. Vince announced on the 31st the Clips of Faith Film Tour is coming to Bryan Park which benefits the Center for Sustainability.

Anne thought she had seen a brochure about people who may want to walk the tour. Vince was not familiar with an art walking tour, other than one put out by the Active Living Coalition on their website.

1. 2012 Crash Report (draft)

Vince stated the 2012 Crash Report has been presented to the committees of the MPO. At this point the Report is still in draft form and the final version will be presented to the MPO policy committee at their June meeting. This is updated every two years to show trends across Monroe County. The report gives the City an idea of where resources should be directed. There was a slight increase in the total number of crashes over the previous three year total, which is just over 12,000 crashes for 2010 and 2011. Bike, pedestrian and motorcycle crashes make up a very small number of total crashes, less than 5 percent; however, those three crash types make up 20 percent of all injuries. For pedestrians, at least 90% lead to some type of injury. He added the report shows the highest number of crashes during the evening commute, the least amount is on Sundays. The intersection with the greatest crash frequency was State Road 37 & West Bloomfield Road where 35 crashes were reported. The highest frequency crash locations have remained consistent over time, with 86% of the locations appearing in the previous years' analysis. There are three pieces to the safety puzzle, severity, frequency, and crash rating. Vince went through the traffic study and touched on highlights.

Vince stated in the Bicycle & Pedestrian portion the number one intersection for a second year is 7th & Jordan had the highest number of bicycle and pedestrian crashes, the majority were bike crashes. The second highest intersection is Dunn & Kirkwood, where there are more pedestrian crashes. Zager stated he feels there is also an issue with bike and pedestrian incidents. Walkers biggest complaint is with bicycles. There are bike and pedestrian encounters that are never reported to the police, nor are there injuries or trips to the hospital, but it is a problem. Zager added he has been told by bicyclists that they ride on the sidewalk because they feel safer, even though they know its against the law. Betty Rose Nagle agreed saying she's never had an accident with a car, but has been hit and had near misses with bicycles. Ann stated that bicycle safety is not taught in this country as it is in other countries, where they actually have bike licenses they carry.

Mitch Rice stated he hoped Vince would continue supplying bike safety materials for Orientation.

2. Small Needs List

Vince gave an update on the Small Needs List. Signage at the underpass at 7th and the Bypass is on track to be done with the 7th Street/Longview Greenway project to be done this summer. The 3rd Street/Washington pedestrian island project was going to be done with the signalization project in 2014. Due to budget issues in Public Works the signalization project has been pushed back. it has been pushed back.

Sharrow signs needing to be added are about 24. College Avenue between 10 Street and 4th Street, and on Walnut street to fill gap between 3rd and 4th Street and to pick up where the South Walnut project ended. Staff is looking at possible funding sources.

The bollards on the B-line have been removed except on Country Club and Adams Street, and will remain there permanently.

Six new bike racks have been installed for Farmer's Market on Morton Street, 7th and the B-line. Vince also reported a pilot valet parking program worked very well.

The Stop sign at the B-line trail at the Convention Center has been discussed with Parks and Public Works. Both have the desire to maintain consistency on the B-line Trail. There is no precedent for a yield sign.

3. Sidewalk variance

Vince stated there will be a project on Smith Avenue, in the Prospect Hill Neighborhood. This is a small residential project at 920 and 910 Smith Ave between Bunkner and Euclid. The building is multi-story home with a small garage and is being built on primarily unused land. Jim Rosenbarger did disclose he is the architect on the project. The City zoning requirements require the property owner to build a new sidewalk in the case of redevelopment, subdivisions, etc. In this case the owner is being required to put in a sidewalk to be built along the edges of the street front of the property. There are, however, options for a property owner to apply for a variance. A variance can be obtained one of two ways, one is a permanent variance, where the current property owner and all future land owners will be absolved from the responsibility of having to build a sidewalk. The second, and is the only sidewalk various Planning really does, is a determinate sidewalk variance. This temporarily differs the current property owner from building the sidewalk but goes along to any other property owners. Both sides on the east and west are five feet from the right of way. There are no existing sidewalks. The Planning Department generally denies sidewalk variances because sidewalks are important. However, the neighborhood is in favor of the variance because they don't think Smith needs a sidewalk. The Planning Department may allow the variance. Planning does not foresee where the City would ever want to build a sidewalk on Smith.

The Commission felt, under the circumstances, the variance would be fine.

Engineering

1, 2012 NTSP (Neighborhood Traffic Safety Program) Update

Roy Aten stated there was a request to update the Commission on the NTSP. There were no applications last year so nothing happened. There have also been no applications turned in this year.

Roy explained the NTSP comes from an ordinance written in the early 2000's where neighborhoods can request traffic calming on residential streets. The application is a

step process and comes before this Commission a couple of times for review. There have been no applications since West 3rd Street traffic calming request, however, there have been neighborhood groups that have come to Engineering and asked that something be looked at. Some of those projects were Crestmont, Morningside, and other places through town where a speed bump has been added in an alley, but no formal NTSP application was submitted. Roy stated there is a part of the process he is disconnected with and that is the first step needed, which is to go to their City Council representative.

A brief discussion about the program ensued. Paul Ash stated that in McDoel they have been trying to do something about S Fairview between Wylie and Patterson and if this would be the process they should go through. Aten stated yes, but the process would need to start with their Councilmember.

2nd & Rogers accident 5-14-2013

Office Skelton stated he was told there was some questions about this accident.

Mitch Rice asked if he could have some information on the accident. Aten stated he could give some information about the circumstances. The accident occurred on a dark and rainy night at 2nd & Rogers about 11:30 in the evening. It was past 11:00 p.m. so the lights were set to flash.

Zager asked if Aten could explain what colors the lights were flashing. Red for Rogers and yellow for 2nd Street.

Aten continued his summarization and stated a 59 year old woman was going south on Rogers, and stopped at the light. The bicyclist was westbound on 2nd Street, a 22 year old, who had on a vest and flashing lights on his bike. The bicycle proceeded through the intersection, the woman did not see him and there was a crash. The bicyclist was injured. Aten stated he looked at the intersection and the flashing is normal. It was an accident, and the bicyclist was doing everything he was suppose to do, the driver of the vehicle just did not see him.

Jim Rosenbarger stated it sounds from the newspaper article that the bicyclist was doing everything he should, the woman did not see him, although he did yell, and there was a collision. The article also stated no citation was given. Rosenbarger wondered what it takes to get a citation.

Officer Skelton explained it is not normal procedure to give a citation when an accident occurs, it is an accident, and no malice was intended. It was raining outside, she came to a complete stop, she did what she was suppose to do, but made a mistake, and it was an unfortunate accident. In this situation there was no reason to give a citation.

Jim Rosenbarger asked, had she t-boned another car, if she would have received a citation. Skelton stated no citation would have been given.

There was discussion about the intersection which Skelton stated it is a bad intersection. Ann was curious if there was a way to determine the speed of her acceleration, and how far into the intersection he was when he was struck. Also discussed was the location of the vehicle and the cyclist. Skelton stated it was an unfortunate accident.

Zager wondered if on the accident report it would say, for the insurance company who was at fault so the insurance company would know who is liable. Skelton stated yes, it would.

Vince wondered if the injury status would have anything to do with being cited or not. Skelton stated it really would depend, there are so many variables before a citation is written. Jim was confused as the article stated the driver failed to yield, so why was there not a citation. Skelton explained to the Commission what an officer considers before they give a citation.

Anne wondered if there was any kind of signage that could be put up to say to look for cyclists. Zager stated an interesting point brought up in Vince's session last week, was that there are so many signs already that you would never get through the intersection if you read all the signs.

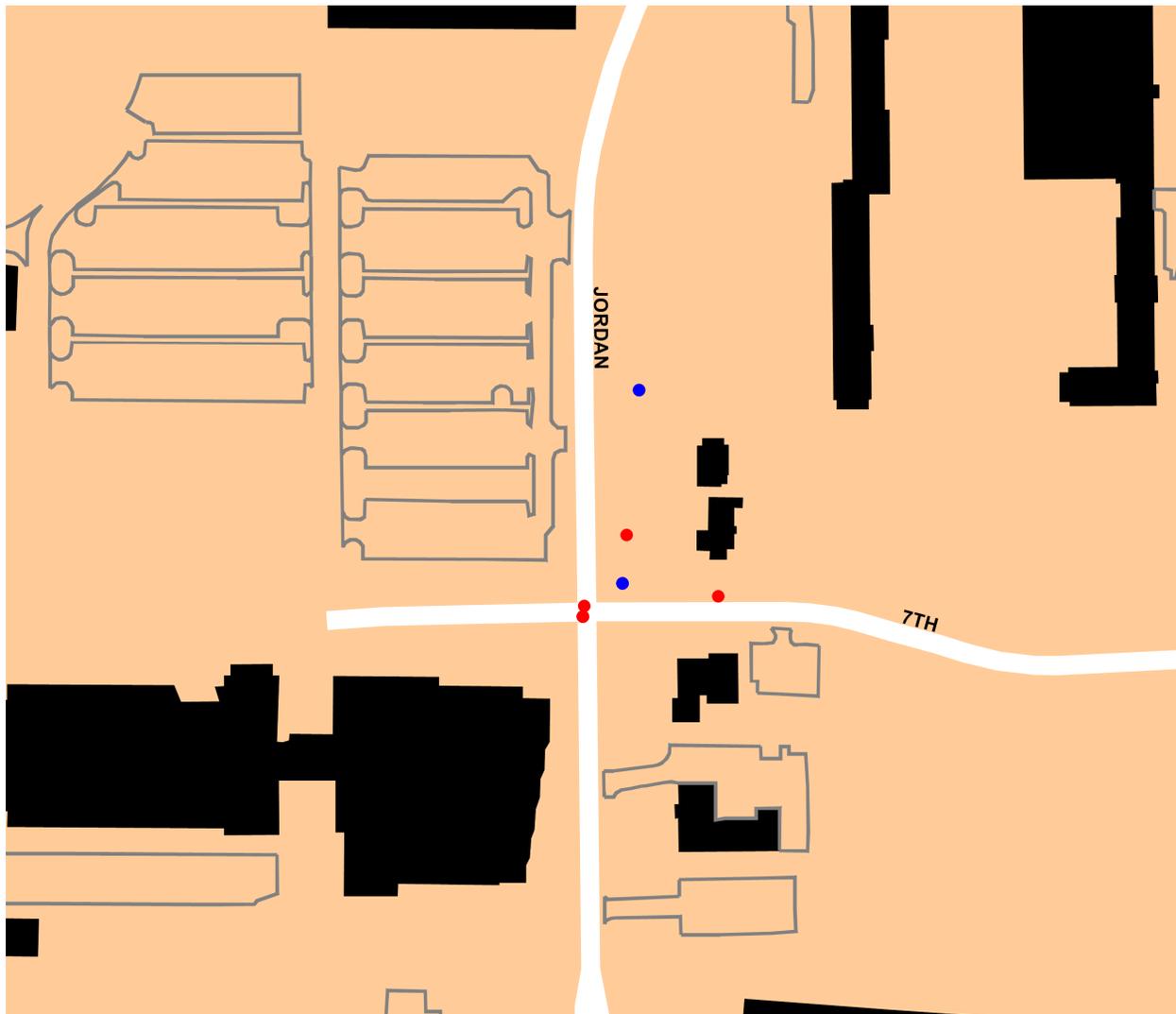
There was a motion to adjourn the meeting and a second. Meeting was adjourned at 7:00 p.m.

NEW BUSINESS

OLD BUSINESS

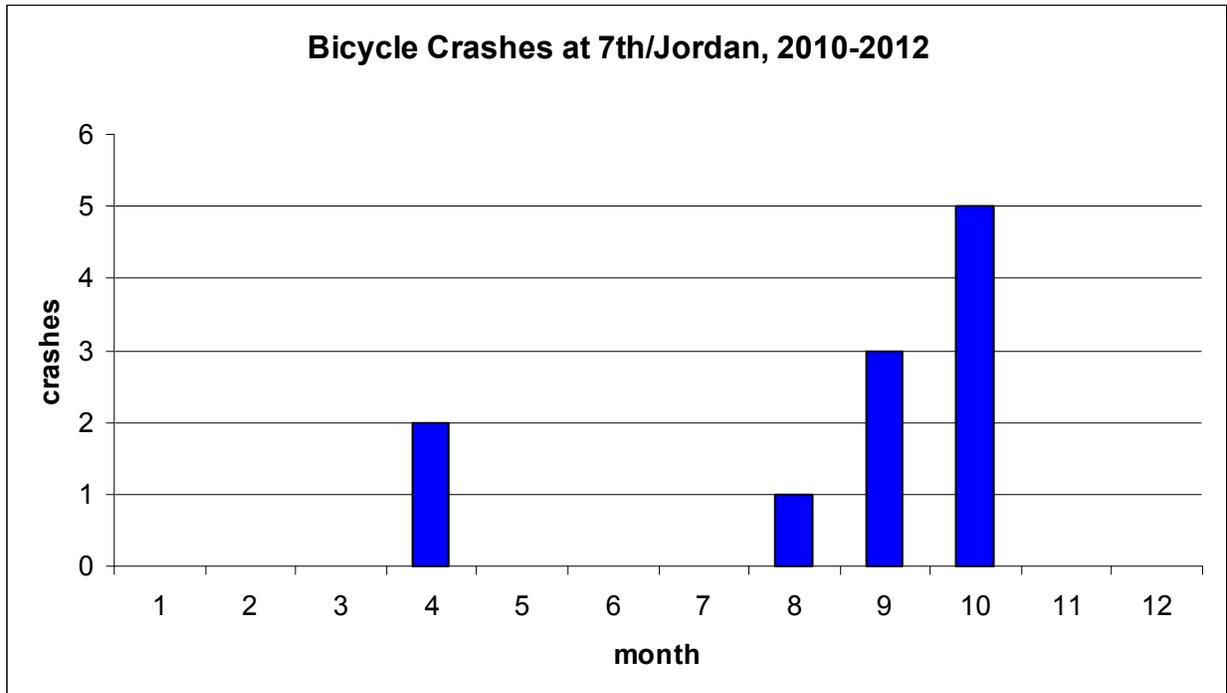
| Year | Month | Day | Weekend? | Hour | Collision Type | Injury Type | Primary Factor | Reported_Location |
|------|-------|-----|----------|------|----------------|--------------------|------------------------------|---------------------------------|
| 2010 | 3 | 4 | Weekday | 1300 | Pedestrian | Non-incapacitating | PEDESTRIAN ACTION | 7TH & JORDAN AVE |
| 2010 | 8 | 3 | Weekday | 1500 | Cyclist | Non-incapacitating | FAILURE TO YIELD RIGHT OF W/ | EAST 7TH & NORTH JORDAN AVE |
| 2011 | 9 | 2 | Weekday | 1300 | Cyclist | Non-incapacitating | IMPROPER PASSING | 7TH ST & JORDAN |
| 2011 | 10 | 2 | Weekday | 1700 | Cyclist | No injury/unknown | DISREGARD SIGNAL/REG SIGN | 7TH & JORDAN AVE |
| 2011 | 10 | 2 | Weekday | 1700 | Cyclist | Non-incapacitating | DISREGARD SIGNAL/REG SIGN | 7TH ST & JORDAN |
| 2011 | 10 | 3 | Weekday | 900 | Cyclist | Non-incapacitating | FAILURE TO YIELD RIGHT OF W/ | EAST SEVENTH & NORTH JORDAN AVE |
| 2012 | 2 | 5 | Weekday | 2200 | Pedestrian | Non-incapacitating | FAILURE TO YIELD RIGHT OF W/ | E 7TH ST & N JORDAN |
| 2012 | 4 | 3 | Weekday | 1700 | Cyclist | No injury/unknown | FAILURE TO YIELD RIGHT OF W/ | 7TH & JORDAN AVE |
| 2012 | 4 | 5 | Weekday | 2200 | Cyclist | Non-incapacitating | DISREGARD SIGNAL/REG SIGN | E 7TH ST & N JORDAN |
| 2012 | 9 | 2 | Weekday | 1700 | Cyclist | Non-incapacitating | UNSAFE LANE MOVEMENT | 7TH & JORDAN AVE |
| 2012 | 9 | 2 | Weekday | 1900 | Cyclist | Incapacitating | FAILURE TO YIELD RIGHT OF W/ | 7TH & JORDAN AVE |
| 2012 | 9 | 4 | Weekday | 2200 | Pedestrian | Incapacitating | PEDESTRIAN ACTION | 7TH & JORDAN AVE |
| 2012 | 10 | 4 | Weekday | 1000 | Cyclist | Non-incapacitating | DRIVER DISTRACTED - EXPLAIN | 7TH ST & STADIUM |
| 2012 | 10 | 5 | Weekday | 1400 | Cyclist | No injury/unknown | FAILURE TO YIELD RIGHT OF W/ | 7TH & JORDAN AVE |

E 7th St & Jordan Ave Bicycle and Pedestrian Crashes, 2010 to 2012 (reported)



- 14 total crashes—3 pedestrian, 11 cyclist
- Injury rate - 78%
- 2 Incapacitating injury crashes

E 7th St & Jordan Ave Bicycle and Pedestrian Crashes, 2010 to 2012 (reported)



Causes of Bike/Ped Crashes, 7th & Jordan, 2010-2012

| Primary Factor | Crashes |
|--|---------|
| FAILURE TO YIELD RIGHT OF WAY | 6 |
| DISREGARD SIGNAL/REG SIGN | 3 |
| PEDESTRIAN ACTION | 2 |
| UNSAFE LANE MOVEMENT | 1 |
| IMPROPER PASSING | 1 |
| DRIVER DISTRACTED - EXPLAIN IN NARRATIVE | 1 |

Time of Bike/Ped Crashes, 7th & Jordan, 2010-2012

| Hour | Crashes |
|----------|---------|
| 9:00 AM | 1 |
| 10:00 AM | 1 |
| 1:00 PM | 2 |
| 2:00 PM | 1 |
| 3:00 PM | 1 |
| 5:00 PM | 4 |
| 7:00 PM | 1 |
| 10:00 PM | 3 |

Valet Bike Parking at the Farmer's Market Pilot - May 18, 2013



an efficient use of physical space, volunteers, and bicyclists' time



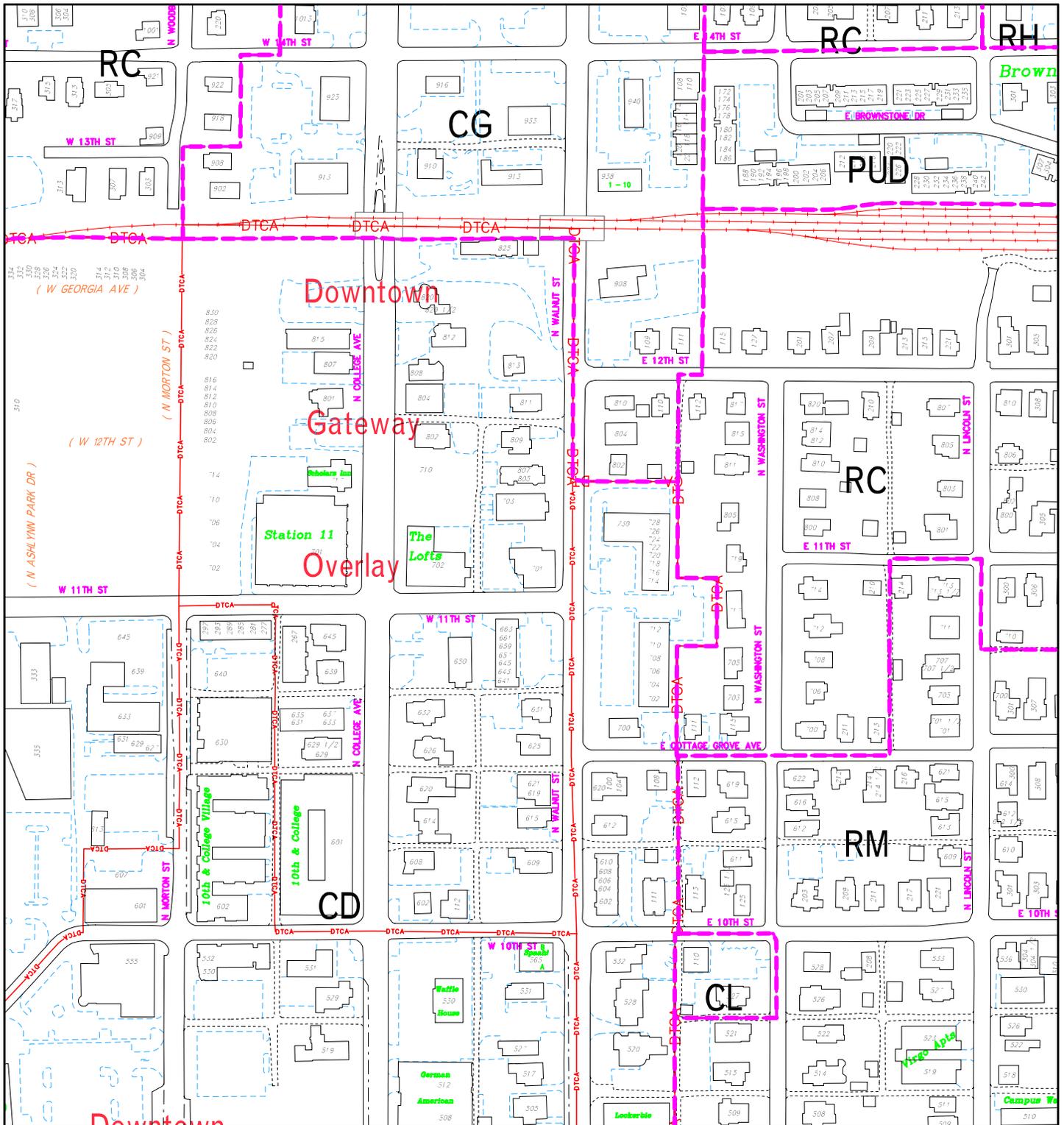
a place to get bicycling information and advice



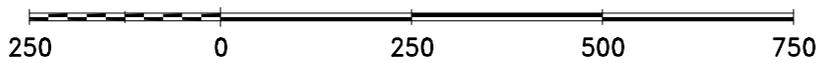
a gathering place for bicyclists

**Bicycle and Pedestrian Safety Commission
Planning - Development Review Cases
6/17/2013**

The Crest @ 11th (701 N. Walnut Street): Northwest corner of 11th and Walnut. This property is zoned Commercial Downtown and is within the Downtown Gateway Overlay District. There is an existing 1 1/2 story office building that would be demolished. This structure is listed as a non-contributing structure in the Historic Survey. The applicant is proposing to construct a 3 story (with partial basement level) apartment building. It is proposed to have 30 units, 37 bedrooms, 17 parking spaces. This request requires a downtown site plan review. Issues include height, parking, access to 11th, street/sidewalk/ROW closures.

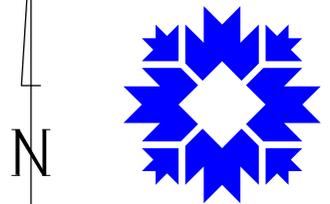


By: roachja
31 May 13



For reference only; map information NOT warranted.

City of Bloomington
Planning



Scale: 1" = 250'

PROJECT SUMMARY TABLE

| | | | |
|----------------|----------------------------------|----------|--------|
| PROJECT | The Crest @ 11th | | |
| Address | 701 N College Avenue | | |
| SIZE | 15,536 SF | 0.357 AC | |
| Zoning | CG - w/ Downtown Gateway Overlay | | |
| | Non-Residential First Floor | NO | |
| | Residential Density Max | 33 | edu/ac |
| | Parking Required | YES | |
| | Impervious Surface | 25% | |
| | SET BACKS | | |
| | Front | 0 | ft |
| | Rear | 5 | ft |
| | Side | 5 | ft |
| | Height | 40 | ft |

| APARTMENT | UNITS | BEDS | EDU | Units | Beds |
|------------------|-------|------|-------|-------|------|
| ONE BEDROOMS - | 23 | 23 | 5.75 | 77% | 62% |
| TWO BEDROOMS - | 7 | 14 | 4.62 | 23% | 38% |
| THREE BEDROOMS - | 0 | 0 | 0 | 0% | 0% |
| | 30 | 37 | 10.37 | 100% | 100% |

| | Non-Residential | Residential | | | Parking | |
|-------------------------|-----------------|------------------|-----------------|-----------------|------------------|-----------------|
| | | 1-Bed | 2-Bed | 3-Bed | On-Site | Off-Site |
| <i>Walnut ST Floor</i> | | 2 | 0 | | | |
| <i>First Floor</i> | | 6 | 1 | | 17 | 2 |
| <i>Second Floor</i> | | 8 | 3 | | | |
| <i>Third Floor</i> | | 7 | 3 | | | |
| <i>sub-total</i> | <i>0</i> | <i>23</i> | <i>7</i> | <i>0</i> | <i>17</i> | <i>2</i> |

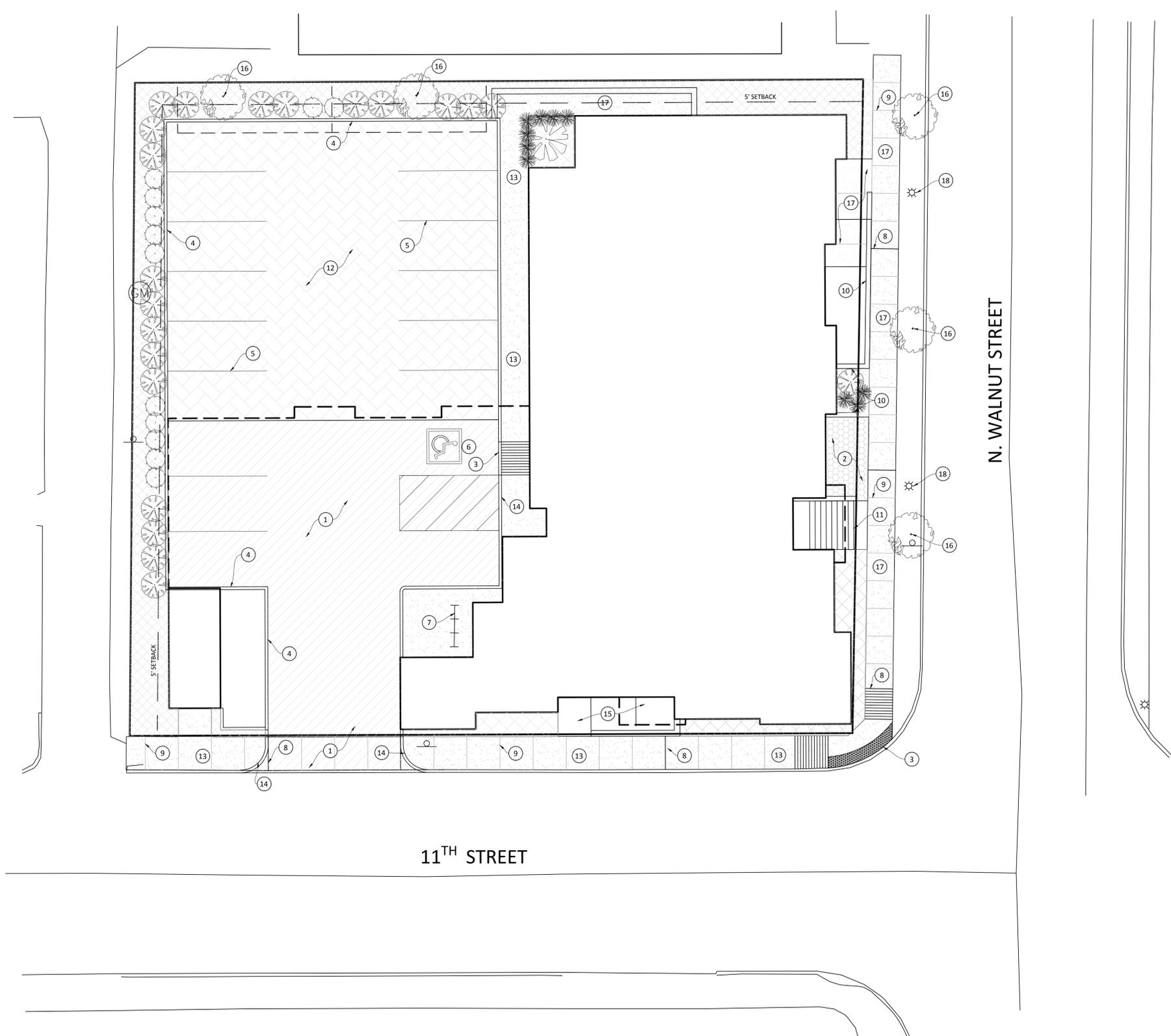
| | | |
|---------|---------------------|-----------------|
| DENSITY | 33.00 EDU/AC | Maximum |
| | 29.08 EDU/AC | Proposed |

| | | |
|---------|------------------|-----------------|
| PARKING | 18.6 Spaces | Required |
| | 19 Spaces | Provided |

| | | |
|------------|-------------------|-----------------|
| IMPERVIOUS | 3,884 SqFt | Required |
| | 5,098 SqFt | Provided |

NOTES:

HEIGHT FROM 11TH = 36.44FT
 HEIGHT FROM WALNUT = 46.58FT



GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB, POINT OF TANGENCY, EDGE OF PAVEMENT, OR EDGE OF WALK, UNLESS OTHERWISE NOTED. ALL RADII ARE TO FACE OF CURB UNLESS NOTED OTHERWISE. CURB AND WALL COORDINATES ARE TO THE BACK, UNLESS NOTED OTHERWISE. COORDINATE DIMENSIONS WITH ARCHITECTURAL DRAWINGS AND CENTER SIDEWALKS WITH RESPECTIVE ENTRANCES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING WORK.
2. CONTRACTOR IS REQUIRED TO VERIFY FIELD CONDITIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING WORK.
3. ALL DISTURBED AREAS SHALL RECEIVE 6" OF TOP SOIL, MULCH AND SEED OR BE IMPROVED AS NOTED OTHERWISE.
4. REFER TO PLAN FOR DETAILS CORRESPONDING TO PLAN NOTES.
5. SIGNAGE AND PAVEMENT MARKINGS SHALL COMPLY WITH THE INDIANA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. ALL STREET CUTS FOR UTILITIES AND OTHER IMPROVEMENTS SHALL BE REPAIRED TO MATCH EXISTING PAVEMENT SECTION OR BETTER.

PLAN NOTES

- 1 HEAVY DUTY CONCRETE PAVEMENT, 6" THICK - REFER TO DETAIL
- 2 PATIO PAVING - REFER TO DETAIL
- 3 ADA COMPLIANT RAMP AND CONCRETE CURB TRANSITION, 1:12 SLOPE MAX. WITH 5/8" DEEP GROVES AT 6" O.C. - REFER TO DETAILS
- 4 6" STANDING CONCRETE CURB - REFER TO DETAIL
- 5 PAVEMENT MARKING, 4" WIDE, WHITE - AUTO PARKING
- 6 ADA COMPLIANT VAN PARKING SPACE: INCLUDES PAVEMENT MARKING, 4" WIDE, BLUE, PAINTED WHEELCHAIR SYMBOL, CONCRETE WHEEL STOP AND VAN ACCESSIBLE SUPPLEMENTAL SIGN - SEE DETAILS
- 7 BICYCLE RACK - TO INCLUDE 4 PARKING SPACES
- 8 EXPANSION JOINT (TYPICAL) - REFER TO DETAIL
- 9 SCORE JOINT (TYPICAL) - REFER TO DETAIL
- 10 RETAINING WALL - REFER TO DETAIL
- 11 CONCRETE STEPS - REFER TO DETAIL
- 12 PERVIOUS PAVERS - REFER TO DETAIL
- 13 MONOLITHIC CURB AND WALK - REFER TO DETAIL
- 14 DEPRESSED MONOLITHIC CURB AND WALK
- 15 ADA COMPLIANT CONCRETE RAMP
- 16 TREE - REFER TO DETAIL
- 17 CONCRETE PAVEMENT, 4" THICK - REFER TO DETAIL
- 18 STREET LIGHT - REFER TO DETAIL

LEGEND

- LIMITS OF NEW 6" THICK HEAVY DUTY CONCRETE PAVING
- LIMITS OF NEW 4" THICK CONCRETE PAVING
- LIMITS OF PATIO PAVING
- LIMITS OF LANDSCAPING
- LIMITS OF PERMEABLE PAVERS

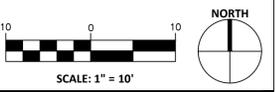
1351 West Tapp Road
Bloomington, Indiana 47403
Phone: 812.336.8277
Fax: 812.336.0817
www.brgcivil.com
BLOOMINGTON BEDFORD PAOLI

PRELIMINARY
NOT FOR
CONSTRUCTION

The Crest

11th & Walnut
Bloomington, IN
BRG Project No: 7832

SITE IMPROVEMENT PLAN



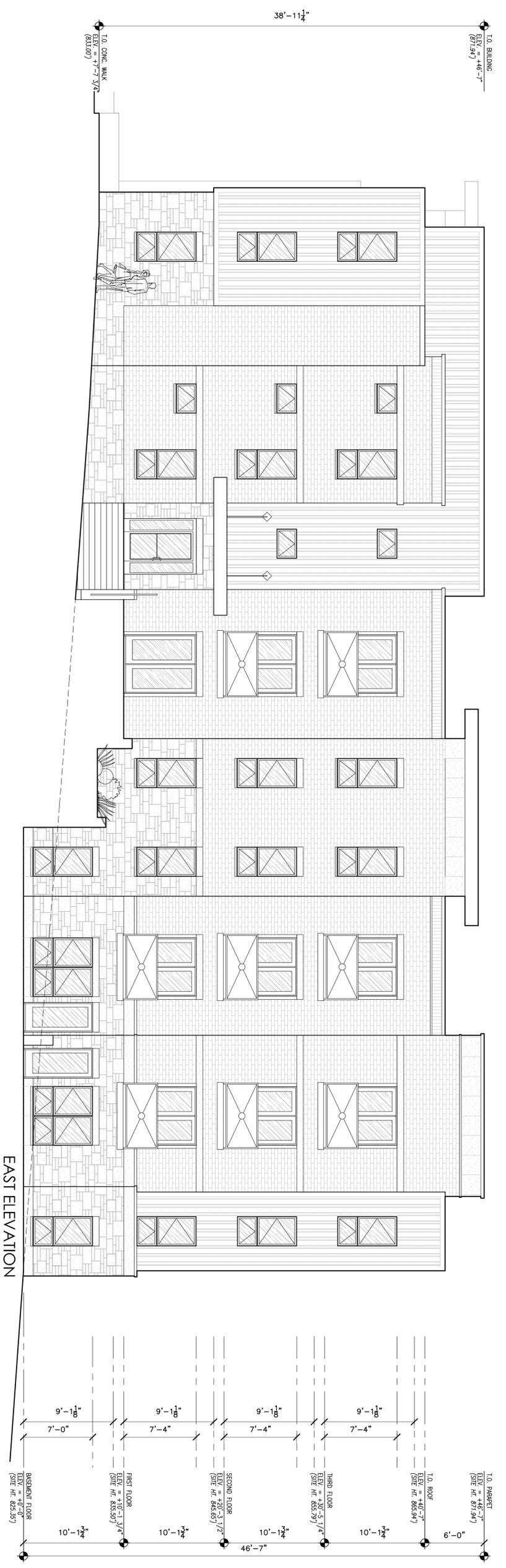
Date: 06-11-2013 Issue: OWNER REVIEW

REVISION SCHEDULE

| Rev. # | Rev. Description: | Issue Date |
|--------|-------------------|------------|
| | | |

Drawn By: CSM
Designed By: CSM
Checked By: CSM

C401



1.0 PARADEL
ELEV. = +45.54'
(SITE HT. 871.94')

1.0 ROOF
ELEV. = +20.51 1/2'
(SITE HT. 865.94')

THIRD FLOOR
ELEV. = +20.51 1/4'
(SITE HT. 865.93')

SECOND FLOOR
ELEV. = +20.51 1/2'
(SITE HT. 865.94')

FIRST FLOOR
ELEV. = +10.13 3/4'
(SITE HT. 855.50')

BASEMENT FLOOR
ELEV. = +0.00'
(SITE HT. 825.35')

10'-11 1/4"

9'-1 1/8"

7'-4"

7'-0"

10'-1 1/4"

10'-1 1/4"

10'-1 1/4"

10'-1 1/4"

9'-1 1/8"

7'-4"

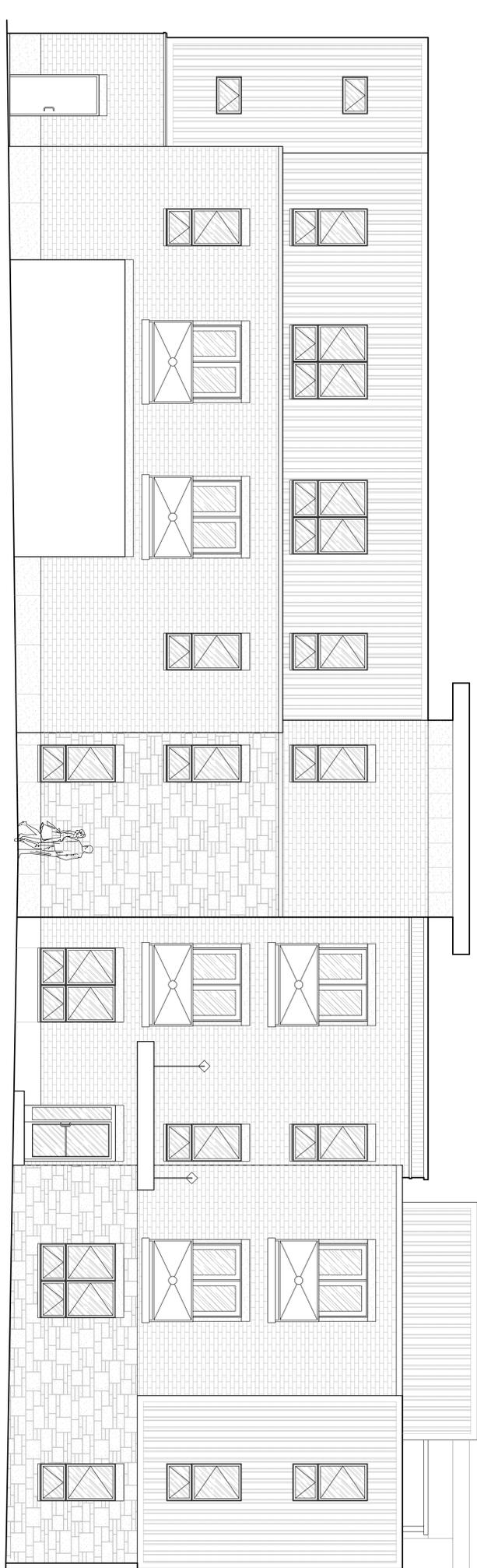
7'-4"

7'-4"

7'-4"

46'-7"

6'-0"



1.0 PARADEL
ELEV. = +45.54'
(SITE HT. 871.94')

1.0 ROOF
ELEV. = +20.51 1/2'
(SITE HT. 865.94')

THIRD FLOOR
ELEV. = +20.51 1/4'
(SITE HT. 865.93')

SECOND FLOOR
ELEV. = +20.51 1/2'
(SITE HT. 865.94')

FIRST FLOOR
ELEV. = +10.13 3/4'
(SITE HT. 855.50')

9'-1 1/8"

9'-1 1/8"

9'-1 1/8"

7'-4"

7'-4"

7'-4"

10'-1 1/4"

10'-1 1/4"

10'-1 1/4"

6'-0"

SOUTH ELEVATION

710 WALNUT (INTERSECTION OF 11TH & WALNUT STREET)

DESIGN DEVELOPMENT

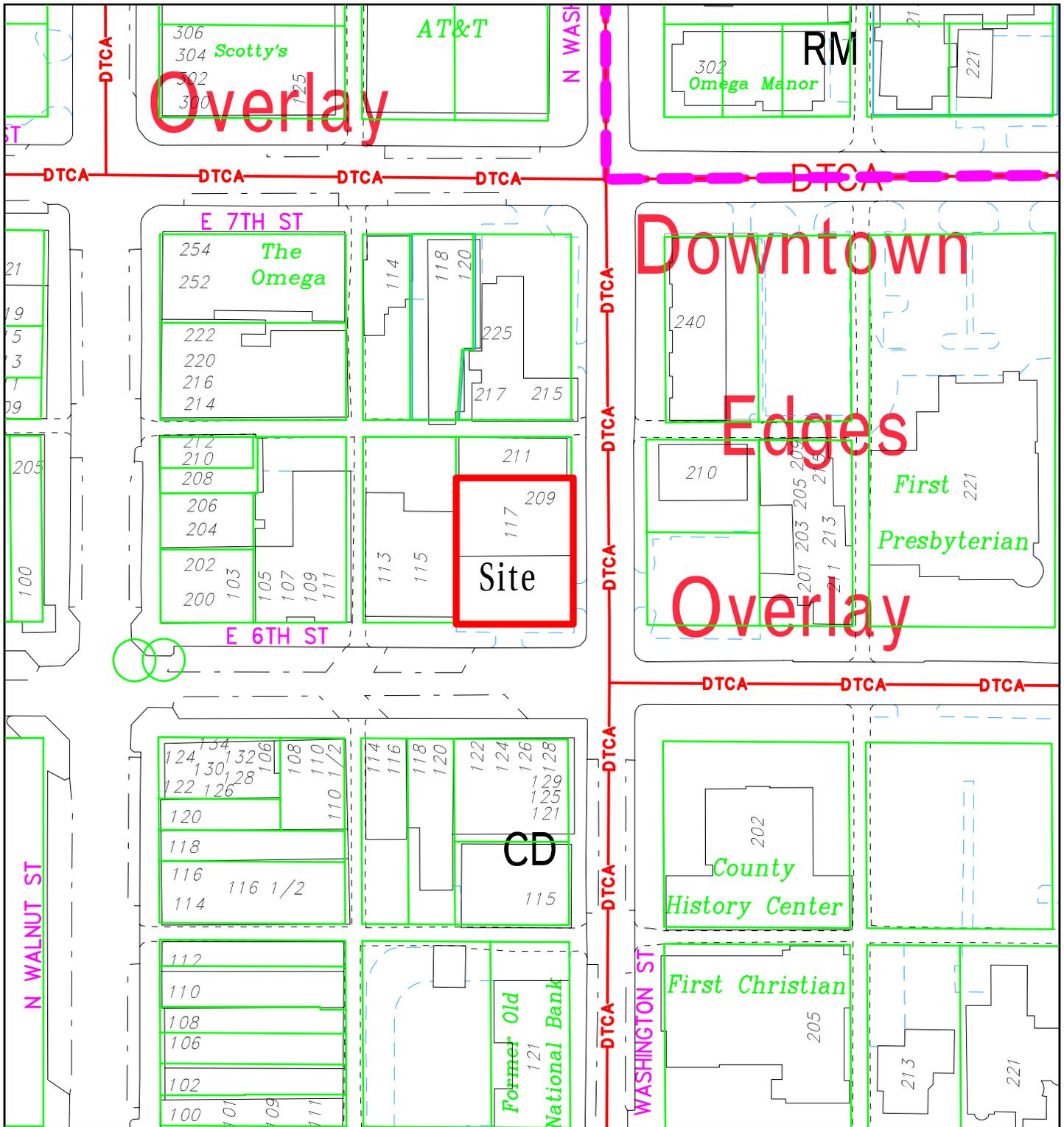
©2013 FABOR BRUCE ARCHITECTURE & DESIGN

05.31.13



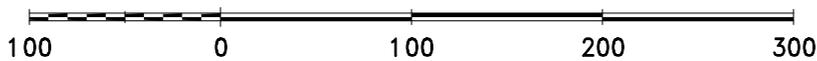
**Bicycle and Pedestrian Safety Commission
Planning - Development Review Cases
6/17/2013**

Halluska - 117 E 6th Street: Northwest corner of E 6th Street and N. Washington Street. The property is zoned Commercial Downtown and is within the Courthouse Square Overlay District. The site has been developed with a one-story commercial building with a surface parking lot in front. The parking area is accessed from a drivecut on 6th Street as well as a drivecut on Washington Street. The petitioner is proposing to construct a three-story addition to the existing building that would consist of 3,300 sq. ft. of commercial space on the ground floor with two floors of apartments above. Each floor would have two, 4-bedroom apartments. New street trees would be required along both 6th and Washington streets. The existing building would remain one-story and be used for commercial space and residential use. Items for discussion include handicap accessibility to the building with a possible ramp in the right-of-way, first floor residential use, and new on-street parking on 6th Street and Washington Street.



Halluska
117 E 6th Street

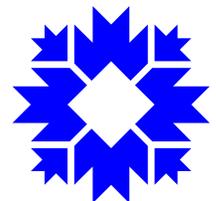
By: greulice
31 May 13



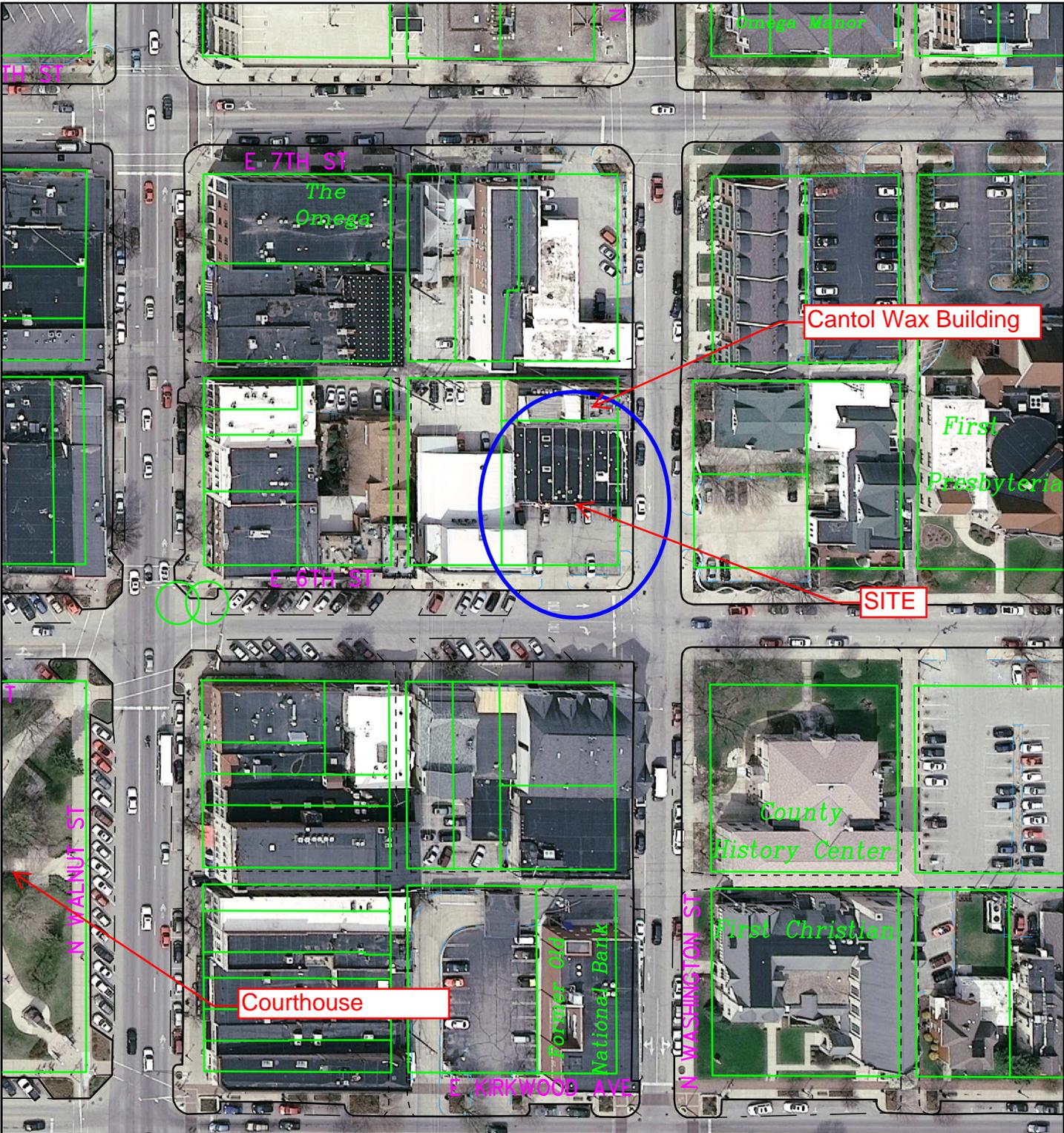
For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 100'

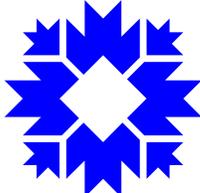


Cantol Wax Building

SITE

Courthouse

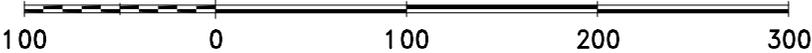
City of Bloomington
Planning



Scale: 1" = 100'



By: shapp
11 Jan 13



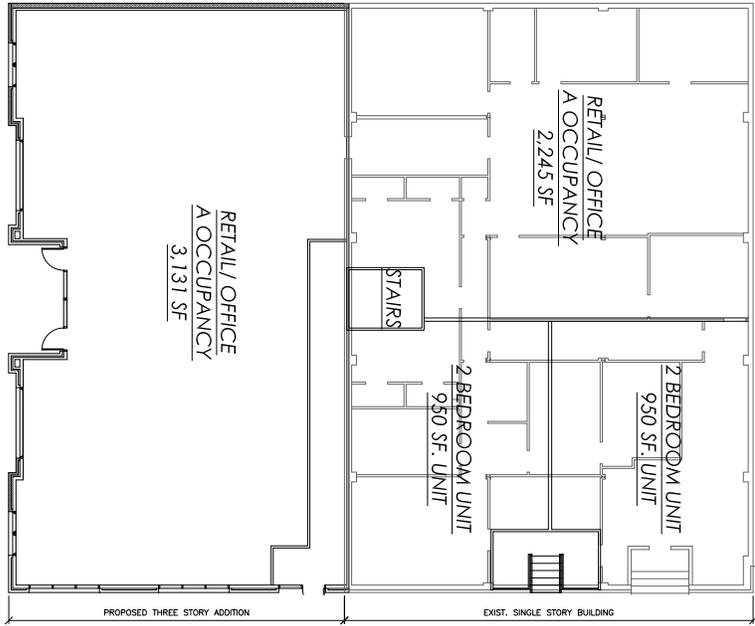
For reference only; map information NOT warranted.



PROPOSED SOUTH ELEVATION

JOHN HABASKA • 114 EAST BENT STREET ROCKAWAY, NJ
 CONCEPT
 02013 HABOR BRUCE ARCHITECTURE & DESIGN
 05/31/13





PROPOSED FIRST FLOOR PLAN

JOHN HAJASKA - 116 EAST 38TH STREET BLDG 2000 IN

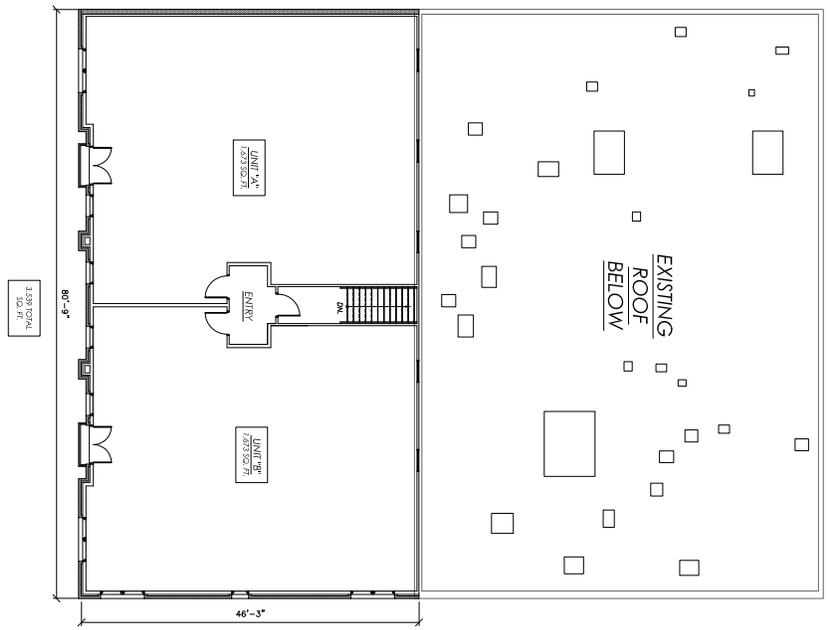
CONCEPT

© 2013 HAJASKA SERVICE ARCHITECTURE & DESIGN

05/31/13

1/8" = 1'-0"



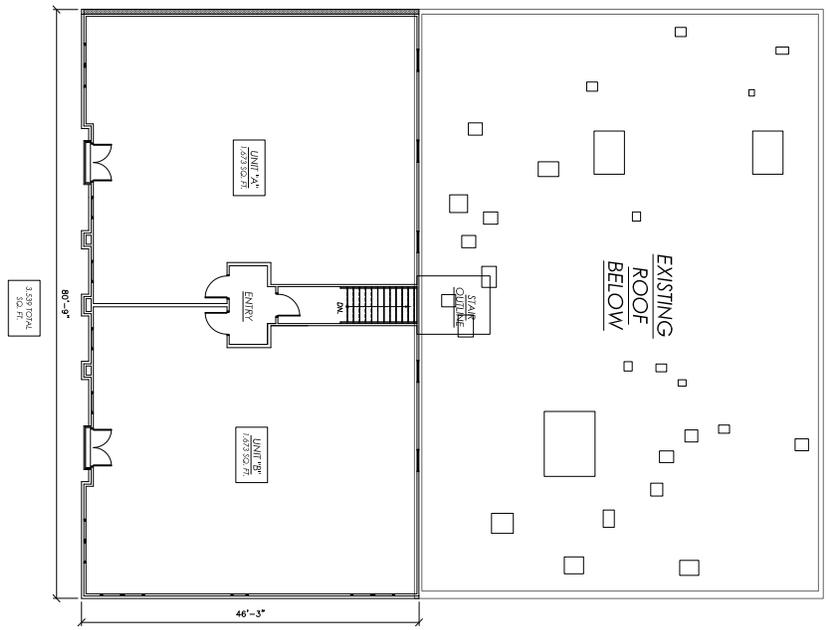


PROPOSED SECOND FLOOR

JOHN HALASKA - 115 S 4th Street, Bloomington, MN
 CONCEPT
 03/13 HARGREAVES ARCHITECTURE & DESIGN
 05/31/13



HARGREAVES ARCHITECTURE & DESIGN, INC.
 115 S 4th Street, Bloomington, MN 55404
 Phone: 612.225.2222
 Fax: 612.225.2223
 www.hargreavesarch.com



PROPOSED THIRD FLOOR PLAN

JOHN HAJASAKA - 115 S 4th STREET, BLOOMINGTON, MN
 CONCEPT
 03/13 HAJASAKA SERVICE ARCHITECTURE & DESIGN
 05/31/13

1/8" = 1'-0"



HAJASAKA SERVICE ARCHITECTURE & DESIGN, INC.
 115 S 4th Street, Bloomington, MN 55403
 Phone: 612.222.2222
 Fax: 612.222.2222
 www.hajasaka.com