

# CITY OF BLOOMINGTON



June 23, 2022 @ 5:30 p.m.  
City Hall, 401 N. Morton Street  
Common Council Chamber, Room #115

<https://bloomington.zoom.us/j/83272351886?pwd=N3dZUEIMYXNhVjZGWWZXMlYzTzZyQT09>

Meeting ID: 832 7235 1886

Passcode: 519404

**CITY OF BLOOMINGTON  
BOARD OF ZONING APPEALS (Hybrid Meeting)**

City Hall, 401 N. Morton Street  
Common Council Chambers, Room #115

June 23, 2022 at 5:30 p.m.

❖ **Virtual Meeting:**

<https://bloomington.zoom.us/j/83272351886?pwd=N3dZUEIMYXNhVjZGWZXMiyZTzZyQT09>

Meeting ID: 832 7235 1886

Passcode: 519404

PETITION MAP: <https://arcg.is/1bHTHe>

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**ROLL CALL**

**APPROVAL OF MINUTES:** March 24, 2022

**PETITIONS CONTINUED TO:** July 21, 2022

AA-17-22     **Joe Kemp Construction, LLC & Blackwell Construction, Inc.**  
Summit Woods (Sudbury Farm Parcel O) W. Ezekiel Dr.  
Request: Administrative Appeal of the Notice of Violation (NOV) issued  
March 25, 2022.  
*Case Manager: Jackie Scanlan*

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**PETITIONS:**

V-14-22     **Chris and Betsy Smith (Springpoint Architects)**  
600 W. Kirkwood Ave.  
Request: Variance from front building setback standards, front parking setback  
standards, and a determinate sidewalk variance to allow for the construction of a  
new single-family residence in the Mixed-Use Medium Scale (MM) zoning district.  
*Case Manager: Eric Greulich*

V-19-22     **Peoples State Bank**  
202 W. 17<sup>th</sup> St.  
Request: Variance from front parking setback standards. Also requested is a  
variance from drive access standards to allow construction of a 34,200 square  
foot commercial building in the Mixed-Use Corridor (MC) zoning district.  
*Case Manager: Gabriel Holbrow*

**\*\*Next Meeting: July 21, 2022**

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

**BLOOMINGTON BOARD OF ZONING APPEALS**  
**STAFF REPORT**  
**Location: 600 W. Kirkwood Ave**

**CASE #: V-14-22**  
**DATE: June 23, 2022**

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**PETITIONER:** Chris and Betsey Smith  
3702 E. Devonshire Ln, Bloomington

**CONSULTANT:** Dawn Gray (Springpoint Architects)  
213 S. Rogers Street, Bloomington

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**REQUEST:** Variance from front building setback standards, front parking setback standards, and a determinate sidewalk variance to allow for the construction of a new single-family residence in the Mixed-Use Neighborhood Scale (MN) zoning district.

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**REPORT:** This 0.20 acre property is zoned Mixed-Use Neighborhood Scale (MN) and is located at the northwest corner of W. Kirkwood Ave. and N. Jackson Street. The site is also located in the Near West Side Conservation District. The properties to the north are zoned Residential Small Lot (R3), to the east are zoned Mixed-Use Medium Scale (MM), and to the south and west are zoned Mixed-Use Neighborhood Scale (MN). The site recently had a garage on it, but that has been removed and currently sits vacant.

The petitioner is proposing to construct a new single family residence on the lot. The residence would have a driveway off of the alley along the north side of the site that accesses an attached garage. The petitioner has also received a Certificate of Appropriateness (COA-22-32) from the Historic Preservation Commission for the proposed residence.

Within the Mixed-Use Neighborhood Scale (MN) zoning district, the Unified Development Ordinance has a 15' to 25' front build-to-range. The petitioner is requesting a variance from that standard to allow a 10' setback from the Kirkwood Avenue frontage and a 7' setback from the Jackson Street frontage. This is being requested to match the existing historic setback of the adjacent residences. This is also something supported within the Plan for West Kirkwood to maintain existing historic block faces.

The MN district also requires any areas used for parking to be located 20' behind the front building wall. The 20' setback requirement is designed for commercial uses to ensure parking is not between a building and a street and to promote pedestrian accessibility and those aspects are not applicable to a single family residence. The UDO does not have standards for single family residences specifically in the MN district to better match that use. The petitioner is requesting a variance from the 20' front parking setback standard to allow a 3' setback for the driveway to the attached garage. The driveway is proposed to be 20' wide and have a 15' setback from the alley and meets the standards for a typical driveway. The petitioner is also requesting a determinate sidewalk variance to not require a sidewalk to be constructed on the Jackson Street frontage.

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## CRITERIA AND FINDINGS FOR DEVELOPMENT STANDARDS VARIANCE

### 20.06.080(b)(3)(E) Standards for Granting Variances from Development Standards:

A variance from the development standards of the Unified Development Ordinance may be approved only upon determination in writing that each of the following criteria is met:

- 1) *The approval will not be injurious to the public health, safety, morals, and general welfare of the community.*

#### **PROPOSED FINDING:**

**Front building setback:** The granting of the variance to allow the building within the front building setback will not be injurious to the public health, safety, morals, or general welfare of the community as it will match the setback of the existing adjacent residences.

**Front parking setback:** The granting of the variance to allow the proposed driveway in the parking setback area will not be injurious to the public health, safety, morals, or general welfare of the community as the driveway will meet all of the standards for a typical single family driveway. The driveway will not be between the building and the street and is accessed from the alley.

- 2) *The use and value of the area adjacent to the property included in the Development Standards Variance will not be affected in a substantially adverse manner.*

#### **PROPOSED FINDING:**

**Front building setback:** No adverse impacts are found to the use and value of surrounding properties as a result of the building being located within the front build-to-range, conversely the granting of the variance would allow for the residence to match the existing historic setback of the adjacent buildings and create a uniform block face as encouraged by the Plan for West Kirkwood. In addition, a Certificate of Appropriateness was approved that specifically evaluated the overall design and location of the residence and found to be appropriate.

**Front parking setback:** No adverse impacts to the use and value of the area adjacent to the property are found as a result of allowing the driveway within the required front parking setback as it is not located between the residence and the street and is accessed directly from the alley. The driveway is designed as a typical single family driveway and meets the standards if this was zoned as a primarily single family district.

- 3) *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in question; that the Development Standards Variance will relieve the practical*

*difficulties.*

**PROPOSED FINDING:**

**Front building setback:** The Department finds that the strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property as they would not allow for the residence to be constructed at a location that is appropriate to the area. The practical difficulties are peculiar to the property in question because the location of adjacent residences and existing block face are closer to the street than what the build-to-range would allow. The petitioner has designed the site to be compatible with the adjacent residences, fit the historic pattern of the Conservation District, and fit within the design guidelines of the Plan for West Kirkwood. The granting of the variance allows for the residence to be constructed at a location that is appropriate for the neighborhood.

**Front parking setback:** The Department finds that the strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property as they would not allow for a typical driveway to be constructed that is appropriate to the use. The practical difficulties are peculiar to the property in question because although the property is zoned for a range of commercial uses, because it is being developed with a single family residence, the standards do not match the proposed use. The proposed driveway has been designed as a typical residential driveway and meets the driveway standards for a single family use. The granting of the variance allows for a driveway to be installed that is typical to a single family residence and is appropriate for the neighborhood.

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**CRITERIA AND FINDINGS FOR DEVELOPMENT STANDARDS VARIANCE**

**20.06.080(b)(3)(E)(i)(1) Standards for Granting Variances from Development Standards:** Pursuant to Indiana Code 36-7-4-918.5, the Board of Zoning Appeals or Hearing Officer may grant a variance from the development standards of this UDO if, after a public hearing, it makes findings of fact in writing, that:

- (1) *The approval will not be injurious to the public health, safety, morals, and general welfare of the community; and*

**PROPOSED FINDING:** A sidewalk connection on this site would certainly improve pedestrian safety by providing a defined, protected place for pedestrians and would connect to an existing sidewalk on Kirkwood.

- (2) *The use and value of the area adjacent to the property included in the development standards variance will not be affected in a substantially adverse manner; and*

**PROPOSED FINDING:** Adverse impacts to the use and value of the surrounding area associated with the proposed variance are found. The granting of the variance is expected to have off-site negative consequences, as it will continue the existing design that lacks a sidewalk connection to the network north of Kirkwood Avenue.

- (3) *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in questions; that the development standards variance will relieve the practical difficulties; and*

**PROPOSED FINDING:** No practical difficulties are found in the use of the property. A compliant sidewalk could be constructed on this site. The site will continued to be used as a single-family development even if the sidewalk is built. The petitioner has not supplied sufficient data or reasoning indicating that there are practical difficulties in the use of the site and that a variance is necessary for relief.

**Determinate Sidewalk:**

*20.06.080(b)(3)(E)(i)(3): While not to be included as separate findings of fact, items to consider when determining the practical difficulties or peculiar conditions associated with a determinate sidewalk variance include, but are not limited to:*

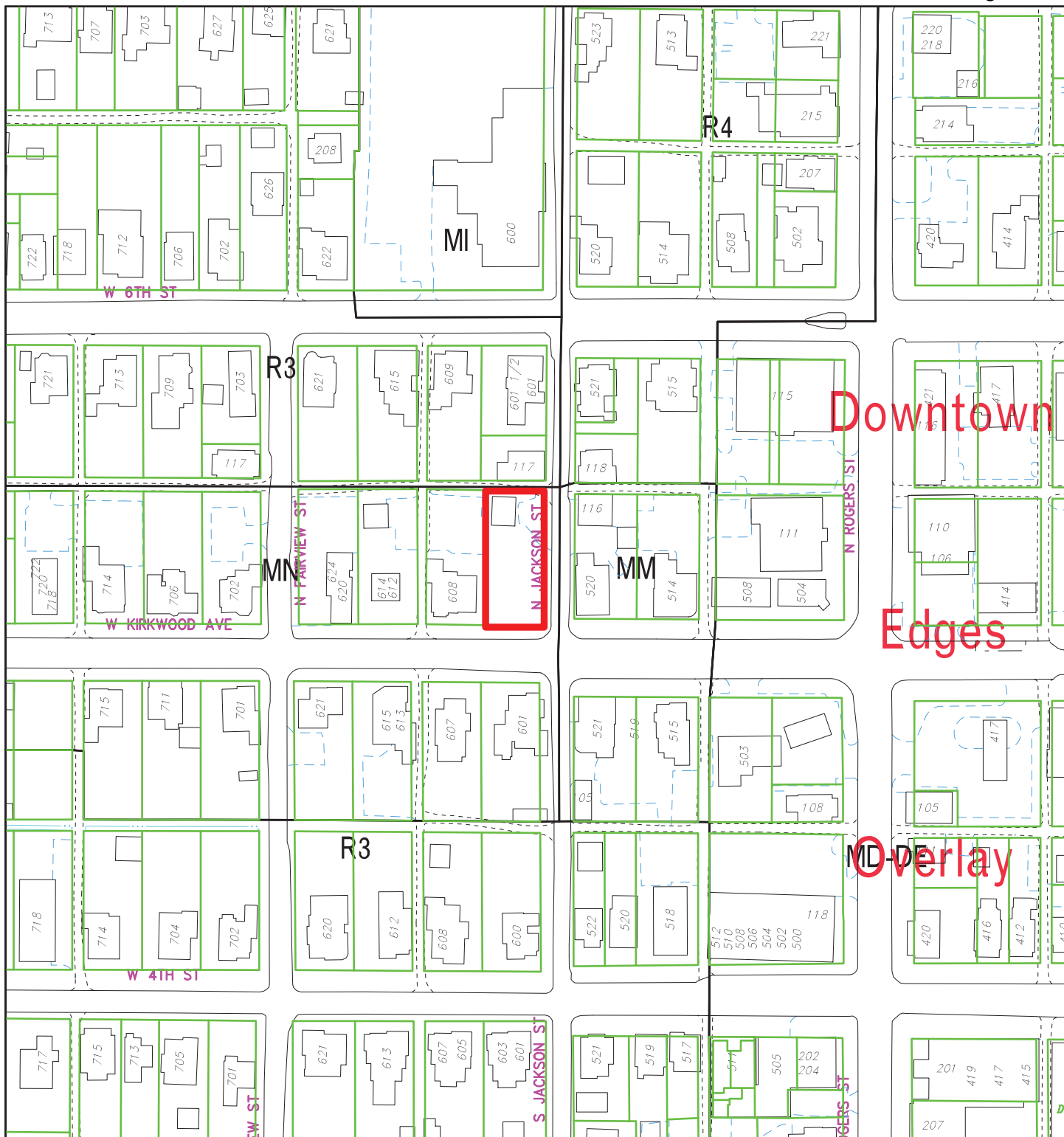
- [a] *That the topography of the lot or tract together with the topography of the adjacent lots or tract and the nature of the street right-of-way make it impractical for construction of a sidewalk; or*
- [b] *That the pedestrian traffic reasonably to be anticipated over and along the street adjoining such lot or tract upon which new construction is to be erected is not and will not be such as to require sidewalks to be provided for the safety of pedestrians; or*
- [c] *The adjacent lot or tracts are at present developed without sidewalks and there is no reasonable expectation of additional sidewalk connections on the block in the near future; or*
- [d] *The location of the lot or tract is such that a complete pedestrian network is present on the other side of the street on the same block; or*
- [e] *Uniformity of development of the area would best be served by deferring sidewalk construction on the lot or tract until some future date.*

**Review of Determinate Sidewalk Criteria:** The topography of the lot or tract does not make it impractical to construct a sidewalk. Although a sidewalk would improve pedestrian safety, Jackson Street is also a very low volume street with less than 500 ADT's. The Transportation Plan states that it can be appropriate for neighborhood residential streets with an existing or expected ADT of less than 500 vehicles a day and an expected operating speed of less than 20 mph or less to not have sidewalks. The adjacent lots to the north are presently developed without sidewalks and there is no reasonable expectation of additional sidewalk connection opportunities on the block in the near future. There is not a pedestrian network on the other side of Jackson Street. There does not seem to be a compelling reason to not require a sidewalk along the Jackson Street frontage at the time of development.

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**RECOMMENDATION:** The Department recommends that the Board of Zoning Appeals adopt the proposed findings for V-14-22 and approve the variances for building setback and parking setback and deny the sidewalk variance with the following condition:

1. This variance is for the driveway location as submitted. Any new driveway design or placement will require a new variance.
2. A zoning commitment for the determinate sidewalk variance must be recorded and submitted prior to approval of a building permit.
3. A minimum 6' wide concrete sidewalk is required along the property frontage.

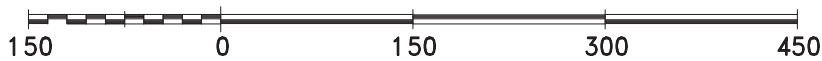


Downtown

Edges

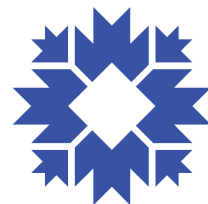
MD Overlay

By: greulice  
20 May 22



For reference only; map information NOT warranted.

City of Bloomington  
Planning



Scale: 1" = 150'







March 24, 2022

Eric Greulich  
Senior Zoning Planner  
City of Bloomington  
401 N Morton St, Ste 130  
Bloomington, IN 47404

RE: 600 W. Kirkwood, variance request

Dear Eric,

The owners of the property at 600 W. Kirkwood would like to respectfully request variances from the following two (2) development standards:

1. The front building setback standard along Jackson Street to allow a proposed setback of 7 feet.
2. The front parking setback standard along Jackson Street to allow proposed setback of 7 feet.

The proposed project is a two-story, single-family residence with a full basement and an attached garage situated on the northwest corner of W. Kirkwood and Jackson Street in the Near West Side Conservation District. The site-design the of the new home is intended to closely reflect the patterns of the historic neighborhood.

The practical difficulties of this site are due to the UDO standards for corner lots which require compliance with two (2) front yard setbacks. These front yard setback standards do not reflect the established neighborhood patterns. The UDO allows for the front yard setbacks to be adjusted along W. Kirkwood because the neighboring property to the west is a designated as an outstanding historic structure. However, no such concession is made for the setback on the Jackson Street side.

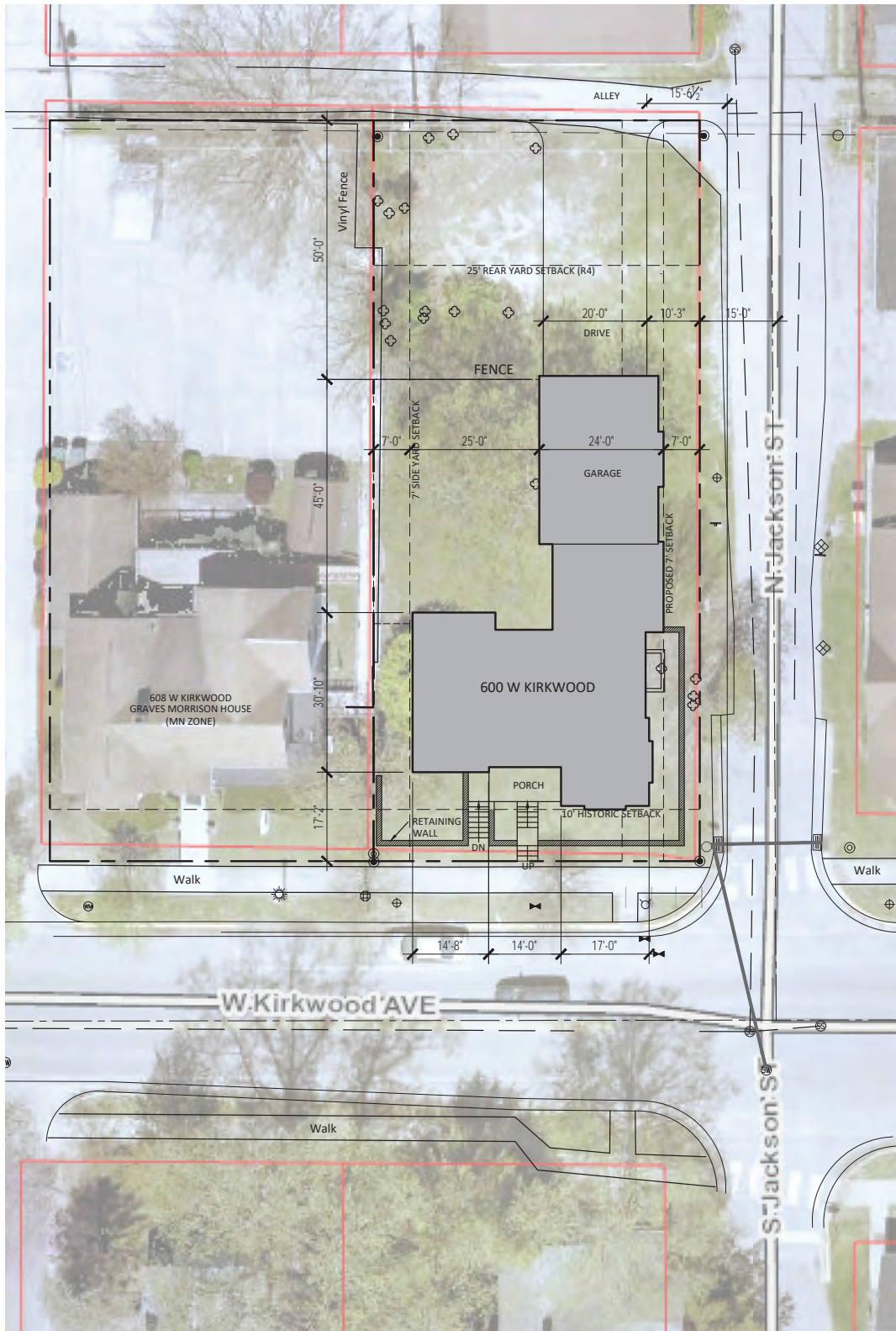
Historical Sanborn maps from 1898 show the original structure on the site created a defined edged along Jackson. Our proposed site design including the garage location aligns with this historic configuration. Our intention is to create a contextual project that integrates well with the Near West Side Conservation District.

Sincerely,

A handwritten signature in black ink that reads "Dawn M Gray". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Dawn M Gray, AIA  
SPRINGPOINT ARCHITECTS, pc





**SITE PLAN**

SCALE: 1"=20'



608 W KIRKWOOD - GRAVE MORRISON HOUSE, OUTSTANDING



600 W. KIRKWOOD - SUBJECT PROPERTY, STREET VIEW (TO NORTH)



520 W KIRKWOOD AVE - CONTRIBUTING



601 W 6TH - CONTRIBUTING

117 N JACKSON - NON-CONTRIBUTING



1898 SANBORN MAP



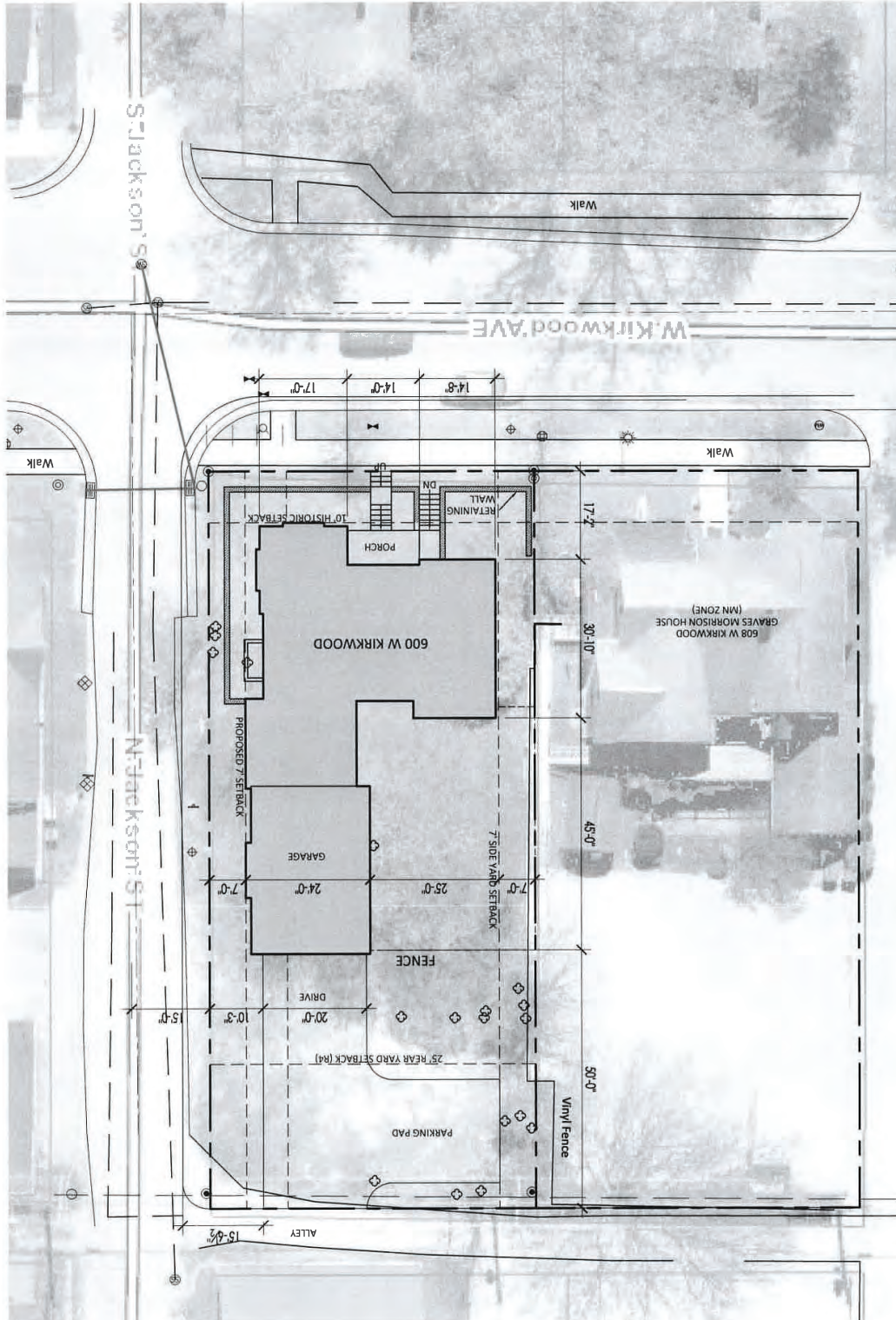
514 W KIRKWOOD - PARKER-HAWKINS HOUSE, OUTSTANDING

# SMITH RESIDENCE BLOOMINGTON, INDIANA

# SMITH RESIDENCE 600 WEST KIRKWOOD

MARCH 30, 2022

SITE PLAN  
SCALE: 1"=20'



MARCH 30, 2022



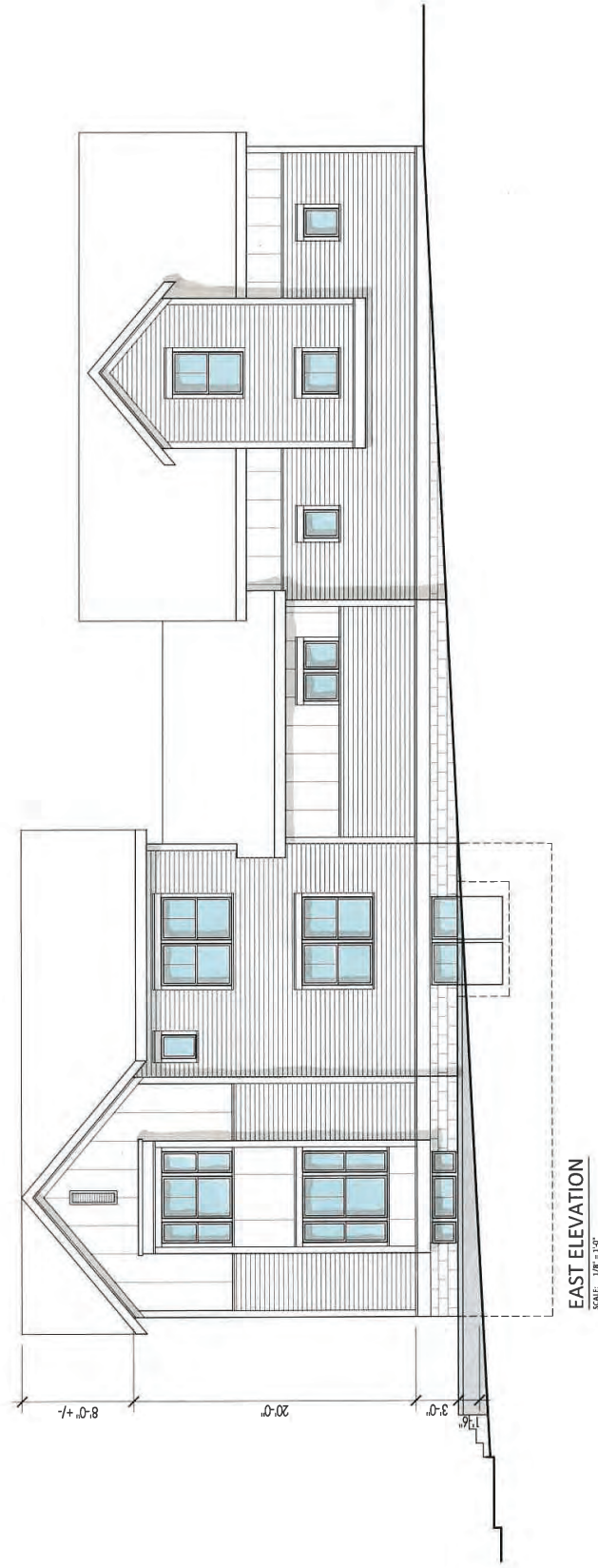
SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"

SMITH RESIDENCE  
600 WEST KIRKWOOD

MARCH 30, 2022

# SMITH RESIDENCE

600 WEST KIRKWOOD



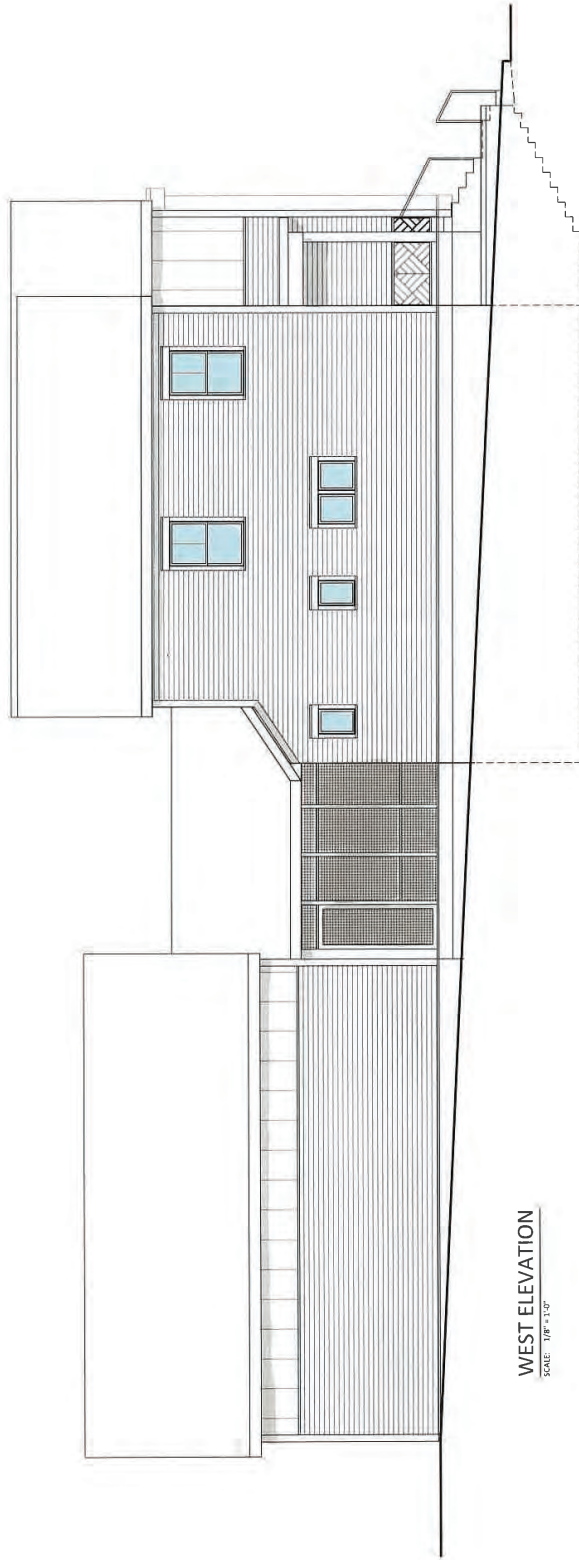




NORTH ELEVATION  
 SCALE: 1/8" = 1'-0"

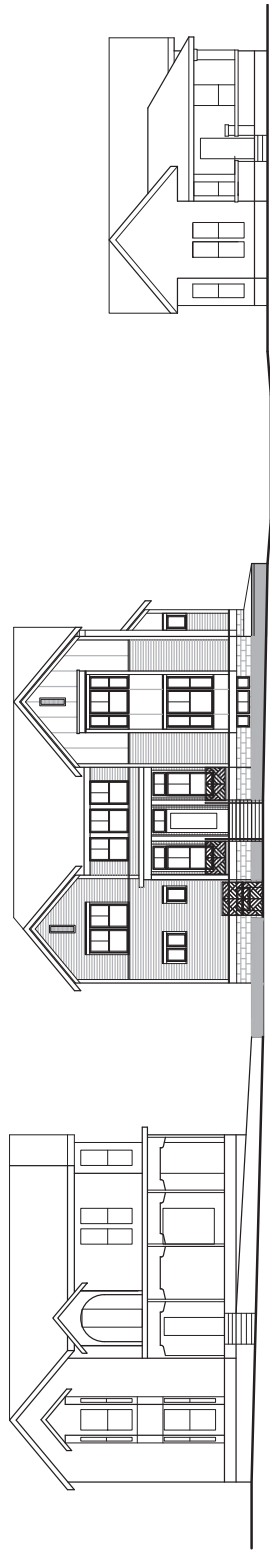
MARCH 30, 2022

SMITH RESIDENCE  
 600 WEST KIRKWOOD



WEST ELEVATION  
SCALE: 1/8" = 1'-0"

SMITH RESIDENCE  
600 WEST KIRKWOOD



STREET ELEVATION  
 SCALE: 1/8" = 1'-0"

APRIL 4, 2022

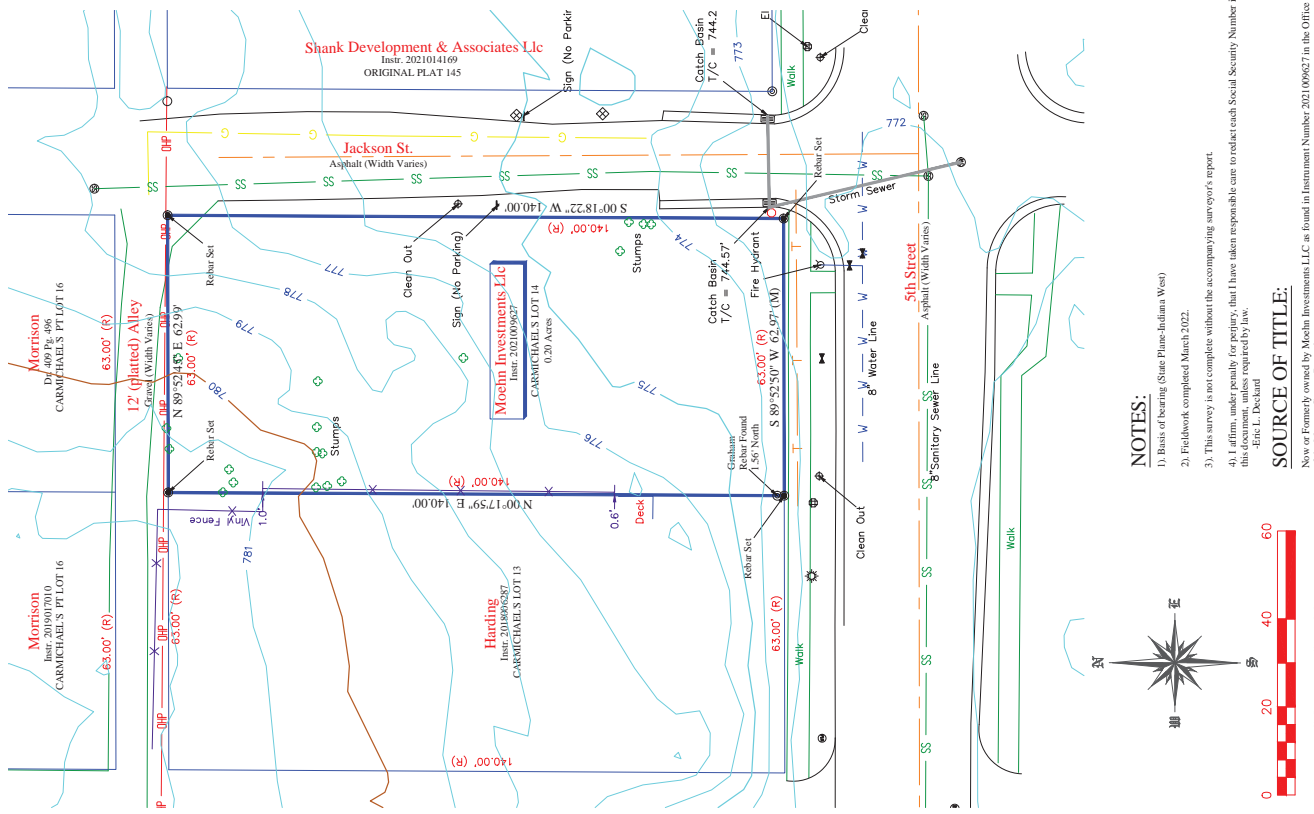
**SMITH RESIDENCE**  
 BLOOMINGTON, INDIANA

# BOUNDARY/TOPOGRAPHIC SURVEY CARMICHAEL'S LOT 14 MONROE COUNTY, INDIANA

BLOOMINGTON, TWP.  
TOWNSHIP 9 N  
RANGE 1 W  
SECTION 32

DEVELOPER, APPLICANT & JOB OWNER  
CHRIS & KELLY SMITH  
PO BOX 5544  
BLOOMINGTON, IN 47407

**NOTE: CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.**



**NOTES:**

1. Basis of Bearing (State Plane-Indiana West)
2. Fieldwork completed March 2022.
3. This survey is not complete without the accompanying surveyor's report.
4. I affirm, under penalty for perjury, that I have taken responsible care to locate each Social Security Number in this document, unless required by law.

Eric L. Deckard

**SOURCE OF TITLE:**  
Now or Formerly owned by Mochin Investments LLC as found in Instrument Number 2021.009627 in the Office of the Monroe County Recorder.

**SCALE 1" = 20'**

HOLEY MOLEY SALES  
"DIG SAFELY"

**"IT'S THE LAW"**  
CALL 3 HOURS A DAY BEFORE 100-100  
1-800-382-6644

FOR MORE INFO CALL TOLL FREE  
IT'S AGAINST THE LAW TO EXCAVATE  
WITHOUT NOTIFYING THE UNDERGROUND  
UTILITY SERVICE PERSONNEL  
DAYS BEFORE COMMENCING WORK.

## PROJECT LOCATION



## LEGEND

- These standard symbols will be found in the drawing.
- CALCULATED
  - REBAR SET
  - ⊕ WATER UTILITY FLAG
  - ⊖ FIRE HYDRANT
  - ⊙ SIGN
  - ⊕ WATER VALVE
  - ⊖ UTILITY POLE
  - ⊙ TRANSFORMER
  - ⊕ BOLLARD
  - ⊖ REBAR FOUND
  - ⊙ GAS METER
  - ⊕ COMMUNICATIONS BOX
  - ⊖ MAG SPIKE SET
  - ⊙ RECORD
  - ⊕ MEASURED
  - ⊖ FINISHED FLOOR
  - ⊙ REBAR SET

- ⊕ FLAG POLE
- ⊖ STOP SIGN
- ⊙ STORM MANHOLE
- ⊕ MAILBOX
- ⊖ LIGHT POLE
- ⊙ CATCH BASIN
- ⊕ YARD LIGHT
- ⊖ ACCESS PIT
- ⊙ ELECTRIC METER
- ⊕ CLEAN OUT
- ⊖ WATER METER
- ⊙ STUMP
- ⊕ ELECTRIC BOX
- ⊖ TREE
- ⊙ GAS METER
- ⊕ SANITARY MANHOLE
- ⊖ FENCE
- ⊙ SANITARY SEWER
- ⊕ GAS LINE
- ⊖ ATT UTILITY
- ⊙ BUILDING LINE
- ⊕ OVERHEAD POWER LINE
- ⊖ OVERHEAD UTILITY



PHOTO LOOKING NORTHWEST

## SURVEYOR'S REPORT

In accordance with Title 865, IAC, 1-12 sections 1-30 of the Indiana Administrative Code, the following observations and opinions are submitted regarding the various uncertainties in the location of lines and corners established on this survey as a result of:

- (Variance) in the reference monuments
- (Discrepancies) in the record description and plats
- (Inconsistencies) in lines of occupation and;
- (Relative Positional Accuracy) RPA

The relative positional accuracy (due to random errors in measurement) of this survey is within that allowable for a Suburban class survey (0.13' plus 100 PPM) as defined I.A.C. Title 865 ("relative positional accuracy" means the value expressed in feet or meters that represents the uncertainty due to random errors in measurements in the location of any point on a survey relative to any other point on the same survey at the 95 percent confidence level.")

### SUBJECT PROPERTY:

A boundary survey was performed on the property now or formerly owned by Mochin Investments LLC as found in Instrument Number 2021.009627 in the Office of the Monroe County Recorder. The purpose of this survey is to retrace the boundary lines of the subject property as located in Carmichael's Addition to the City of Bloomington, Monroe County, Indiana.

### REFERENCED SURVEYS:

1. Reference is made to the plat of Carmichael's Addition to the City of Bloomington, Indiana prepared by Dillon Talbot dated March 15th, 1887 as found in Plat Cabinet B, Envelope 15 in the Office of the Monroe County Recorder.

### REFERENCE MONUMENTS:

A) A 3/8" diameter rebar was found marking the Northeast corner of Lot 1 in Carmichael's Addition. The origin of this rebar is unknown. However, it was found to be the best evidence available marking the west right of way of Fairview Street.

B) A 5/8" diameter rebar was found marking the Southeast corner Lot 12 in Carmichael's Addition. The origin of this rebar is unknown, however was the best found evidence and was used to calculate the southeast and southwest corners of the subject property.

C) A 5/8" diameter rebar was found marking the Southwest corner Lot 14 in Carmichael's Addition. The origin of this rebar is unknown, however was the best found evidence and was used to calculate the west line of the subject property. This rebar is on the west line of the subject property and lies 1.56 feet north of the southwest corner of the subject property.

### ESTABLISHMENT OF LINES AND CORNERS:

- 1) The Southwest and southeast corners of the subject property was established by record distance measuring from the monuments referenced in lines "B" to the east.
- 2) The Northeast and Northwest corners of the subject property were established at record distance measuring from southwest and southeast corners respectively and measuring north.

### RECORD DESCRIPTIONS:

- 1) No discrepancies were found in the record descriptions.

## CERTIFICATION

The within survey was performed without the benefit of source of title and is subject to any statement of facts revealed by the same.

Easements have been located in the field and prepared with this survey drawing. This qualification will be removed upon receipt and inspection of current title work.

Subject to the above reservation, the survey work shown hereon is under my direct supervision and control and to the best of my knowledge and belief was performed according to the survey requirements in 865 IAC

Completed this 18th day of March, 2022.



Eric L. Deckard  
Registered Surveyor LS 2990012  
State of Indiana

**BLOOMINGTON BOARD OF ZONING APPEALS  
STAFF REPORT**

**CASE #: V-19-22  
DATE: June 23, 2022**

**Location: 202 West 17th Street**

**PETITIONER:** Peoples State Bank  
601 East Temperance Street  
Ellettsville, IN

**CONSULTANT:** Tim Cover, Studio 3 Design  
8605 Allisonville Road, Suite 330  
Indianapolis, IN

**REQUEST:** Variances from front parking setback standards, location and separation of drives standards, and driveway pavement width standards to allow construction of a 34,200 gross-square-foot commercial building in the Mixed-Use Corridor (MC) zoning district.

**REPORT:** The property is located on the north side of 17th Street, covering the entire block from College Avenue to Woodburn Avenue. The property is zoning Mixed-Use Corridor (MC). To the north, properties along the west side of College Avenue are also zoned Mixed-Use Corridor (MC), while properties to along the east side of Woodburn Avenue are zoned Mixed-Use Student Housing (MS). To the west, properties on the west side of Woodburn Street are zoned Residential Medium Lot (R2). To the south, properties on the south side of 17th Street are zoned Mixed-Use Medium Scale (MM). To the east is Miller Showers Park, which is zoned Parks and Open Space (PO). The site currently has a Peoples State Bank branch and a former Pepsi bottling plant. The City of Bloomington Engineering Department is in the final stages of design and planning for a new multi-use path along the north side of 17th Street adjacent to the property.

The petitioner is proposing to redevelop the site as a corporate office and local bank branch for Peoples State Bank. The proposal has one four-story building, approximately 34,200 gross square feet, located near the corner of 17th and College at the southeast of the site. The petition is subject to major site plan review by the Plan Commission, and has been placed on the schedule for the Plan Commission's public hearing on July 11, 2022.

The petitioner is requesting three variances. The first variance is to allow parking areas located between the building and Woodburn Avenue to the west. The Unified Development Ordinance (UDO) requires a minimum front parking setback in the MC district of 20 feet behind the primary structure's front building wall. Because this setback standard applies to all public streets, the UDO requires all parking to be at least 20 feet behind the building wall nearest each of the three adjacent streets, including Woodburn Avenue. One of the purposes of the front parking setback standard is to encourage site design that engages directly with the public realm of the street and to promote pedestrian accessibility, instead of the site uses being buffered from the street by parking lots. The petition locates the proposed building close to the corner of 17th and College, which supports these same goals of engaging directly with the public realm and promoting pedestrian accessibility. However, the location of the building on the site farther from Woodburn also has the effect of limiting the areas that can be used for parking due to the front parking setback standards, unless a variance is granted. As proposed, the development will provide 58 off-street parking spaces, including six spaces in the building and 52 spaces in the

surface parking area. This is well below the maximum of 136 parking spaces that could be allowed for 34,000 gross square feet of financial institution use.

The two further variance requests relate to driveway access for the site's parking areas and drive through. The UDO requires that for nonresidential uses located on corner lots, drive access must be located on the street assigned the lower functional classification. College Avenue is classified as a primary arterial, 17th Street is classified as a secondary arterial, and Woodburn Avenue is not classified, otherwise known as a local street. Because Woodburn Avenue is the lowest classified street, the UDO requires that all drive access be on Woodburn. The petitioner is requesting a variance to allow drive access on both Woodburn and 17th. The proposal shows a two-way driveway on Woodburn to the west and a second two-way driveway on 17th to the south. The driveway on 17th crosses the planned multi-use path along the north side of the street.

The third variance is specific to the design of the driveway on 17th and therefore is contingent on a variance to allow that driveway in the first place. The driveway as proposed runs north-south from 17th Street and intersects with both the drive-through exit coming from the east and the continuation of the two-way driveway running diagonally to/from the northwest. The petitioner has chosen to design the driveway such that this intersection starts forward of (south of) the front building setback line. This design creates two nonconformities with the UDO. First, the UDO limits driveway pavement width for nonresidential uses to a maximum of 24 feet (not 20 feet as stated in the petitioner's statement), measured at the front building setback line. As measured at the front building setback line, the driveway is approximately 39 feet 9 inches width, due to the curb radius to the east and the intersecting drive to the northwest. Second, the UDO prohibits drives that run less than 45 degrees from parallel anywhere in the area that is closer to the street than the front building wall. In this petition, the front building wall is at the front building setback. The driveway continuation that runs diagonally to/from the northwest includes a small triangle that is both less than 45 degrees from parallel to the street and is forward of (south of) the front building setback line. The petitioner is requesting a variance to allow the proposed driveway configuration on 17th Street.

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## **CRITERIA AND FINDINGS FOR DEVELOPMENT STANDARDS VARIANCE**

**20.06.080(b)(3)(E)(i)(1) Standards for Granting Variances from Development Standards:** Pursuant to Indiana Code 36-7-4-918.5, the Board of Zoning Appeals or Hearing Officer may grant a variance from the development standards of this UDO if, after a public hearing, it makes findings of fact in writing, that:

### **PROPOSED FINDINGS FOR THE FRONT PARKING SETBACK VARIANCE**

*(1) The approval will not be injurious to the public health, safety, morals, and general welfare of the community; and*

**PROPOSED FINDING:** The granting of the variance to allow parking areas between the proposed building and Woodburn Avenue will not be injurious to the public health, safety, morals, or general welfare of the community. Given the configuration of the site with three street frontages, the location of the proposed building near the corner of 17th and College and the location of parking on the Woodburn side of the building maximizes the public realm-facing and pedestrian-accessibility aspects of the site design, compared to other possible locations on the site for a 34,200 gross-square-foot commercial building.

- (2) *The use and value of the area adjacent to the property included in the development standards variance will not be affected in a substantially adverse manner; and*

**PROPOSED FINDING:** Any potential adverse impact on the use and value of properties on Woodburn Avenue adjacent to the proposed parking area will not be substantial. The petitioner has proposed a landscaped area approximately nine feet wide from the edge of the proposed sidewalk along Woodburn to the edge of the parking lot surface. This width exceeds UDO requirements for parking lot perimeter landscaping by at least one foot. The landscaped area will be planted with trees and shrubs in accordance with the landscaping requirements of the UDO.

- (3) *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in questions; that the development standards variance will relieve the practical difficulties.*

**PROPOSED FINDING:** The configuration of the site with three street frontages poses a particular practical difficulty that is not explicitly anticipated by the front parking setback standards in the UDO. Without a variance, the area available for parking would be severely limited and the amount of surface parking that could be provided would be significantly below the maximum amount allowed by the UDO and significantly below the amount necessary to support the proposed permitted use as a bank branch and corporate office.

#### **PROPOSED FINDINGS FOR THE DRIVE LOCATION VARIANCE**

- (1) *The approval will not be injurious to the public health, safety, morals, and general welfare of the community; and*

**PROPOSED FINDING:** The granting of the variance to allow two-way drive access on 17th Street will be injurious to public health and safety by allowing turning vehicles to interrupt the flow of pedestrian and bicycle traffic on the planned multi-use path as well as the flow of automobile traffic on 17th Street.

- (2) *The use and value of the area adjacent to the property included in the development standards variance will not be affected in a substantially adverse manner; and*

**PROPOSED FINDING:** By interfering with the flow of traffic on 17th Street and the planned multi-use path, two-way drive access on 17th Street may adversely impact the use and value of properties on 17th Street and in adjacent neighborhoods.

- (3) *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in questions; that the development standards variance will relieve the practical difficulties.*

**PROPOSED FINDING:** The drive location standards in the UDO explicitly anticipate the case of corner lots, and require drive access to be provided on the lowest classified street. Adherence to this requirement does not pose a practical difficulty to the use of this property

because access can be adequately provided on Woodburn Avenue, as demonstrated by the proposed site plan which includes access on Woodburn Avenue. There are no peculiar difficulties on this site that require the relief of a variance.

### **PROPOSED FINDINGS FOR THE DRIVEWAY PAVEMENT WIDTH VARIANCE**

- (1) *The approval will not be injurious to the public health, safety, morals, and general welfare of the community; and*

**PROPOSED FINDING:** The granting of the variance to allow a drive on 17th Street with a driveway width greater than 24 feet will enable more vehicle-focused infrastructure in the street frontage area of the property than is necessary to provide access. Additionally, the two-way drive on 17th Street itself will be injurious to public health and safety by allowing turning vehicles to interrupt the flow of pedestrian and bicycle traffic on the planned multi-use path as well as the flow of automobile traffic on 17th Street.

- (2) *The use and value of the area adjacent to the property included in the development standards variance will not be affected in a substantially adverse manner; and*

**PROPOSED FINDING:** By interfering with the flow of traffic on 17th Street and the planned multi-use path, two-way drive access on 17th Street may adversely impact the use and value of properties on 17th Street and in adjacent neighborhoods.

- (3) *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in questions; that the development standards variance will relieve the practical difficulties.*

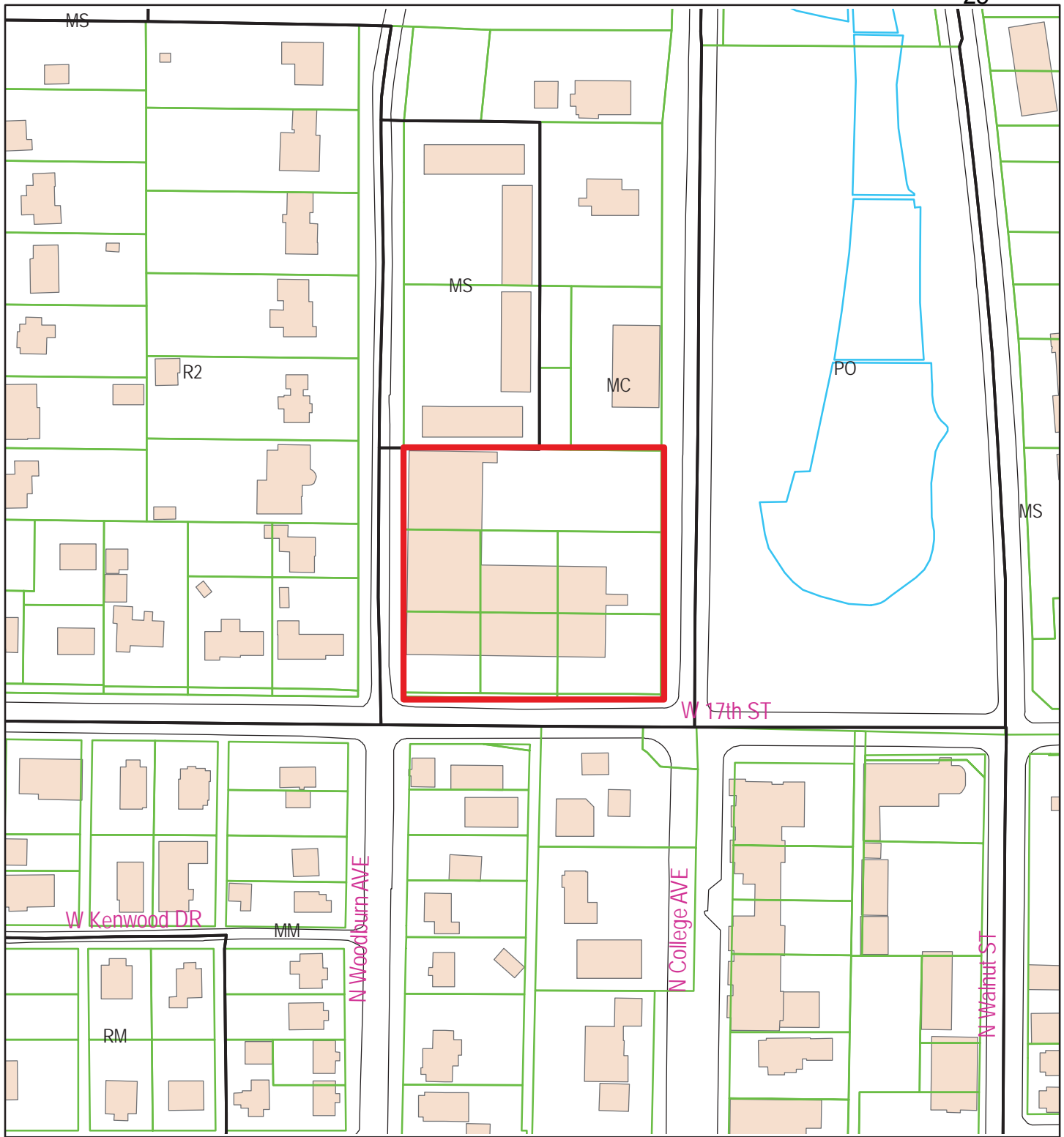
**PROPOSED FINDING:** There is nothing peculiar to this property that creates a need for a wider driveway surface. The amount of asphalt designed between the building and 17th Street is in opposition to the goals of the UDO regulations related to improved interface between the site and the public pedestrian realm. There is no need for the excess asphalt. The driveway intersection could be relocated a few feet to the north so as to conform to the driveway width standards in the UDO and provide radiused (softened) curves.

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**RECOMMENDATION:** Based upon the report and written findings of fact above, the Department recommends that the Board of Zoning Appeals adopts the proposed findings for V-19-22, denies the requested variances from drive location standards and driveway surface width standards to allow drive access on 17th Street, and approves the requested variance from front parking setback standards with the following condition:

1. The front parking setback variance is approved for the site plan, including building and parking lot design, as submitted with this petition.





# 202 West 17th Peoples State Bank

City of Bloomington  
Planning & Transportation

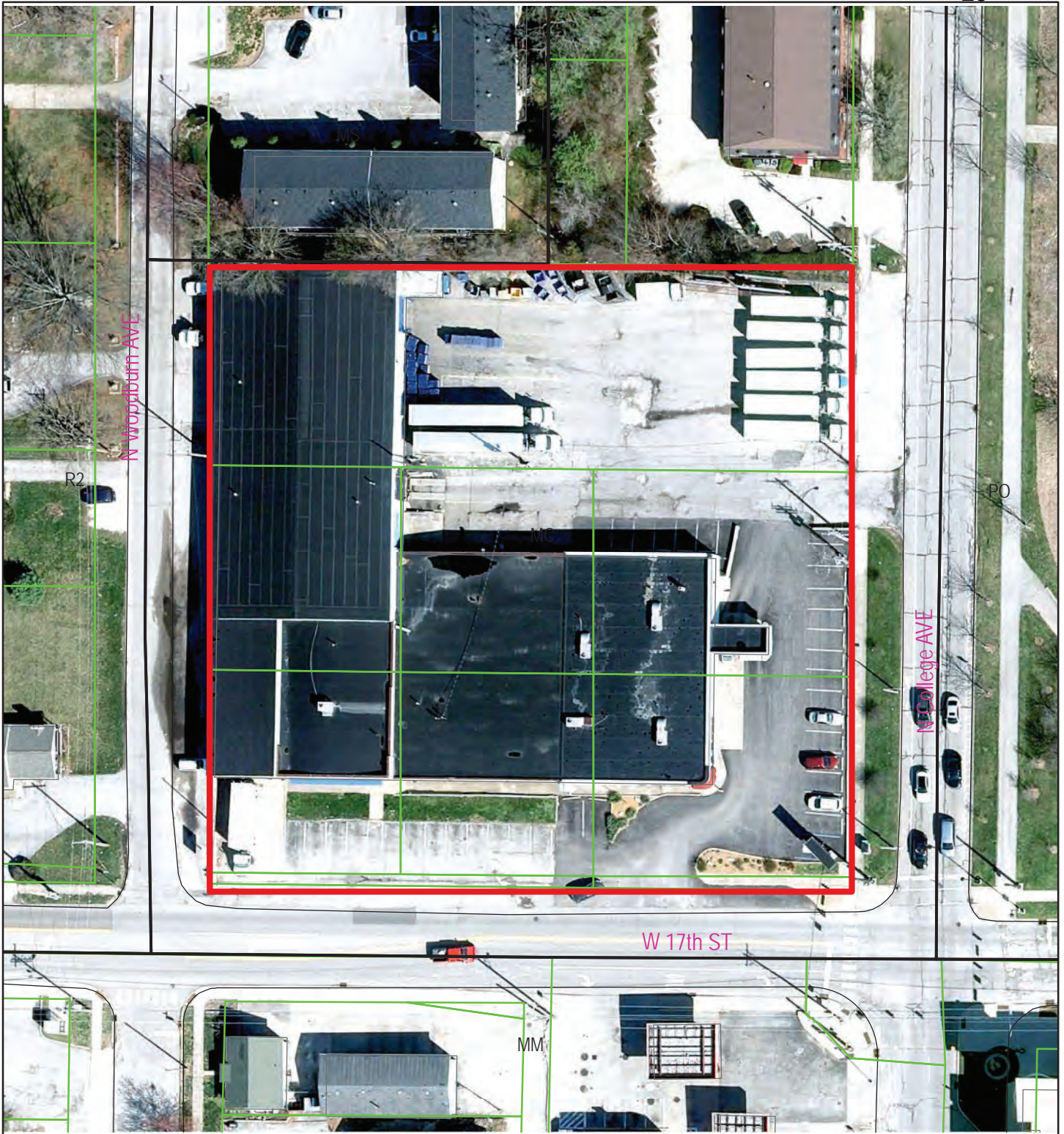


Scale: 1 " = 200 '



By: Gabriel Holbrow  
6/16/2022

For reference only. Map information NOT warranted.



# 202 West 17th Peoples State Bank

City of Bloomington  
Planning & Transportation



Scale: 1 " = 80 '

By: Gabriel Holbrow  
6/16/2022

For reference only. Map information NOT warranted.



June 9, 2022

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

Attn: Mr. Gabriel Holbrow

**RE: Peoples State Bank Corporate Office**

**PETITIONERS STATEMENT**

Gabriel,

Studio 3 Design is pleased to submit the attached corporate office and local bank branch for the Peoples State Bank to be located at the intersection of 17<sup>th</sup> and College.

The following document outlines the project scope. Please take time to review and contact us with any additional questions.

**The attached petition is based on the current UDO.**

**Project Location**

The project is located at the NW corner of 17<sup>th</sup> and College Ave.

**Project Owner**

The Project is being developed and will be occupied by The Peoples State Bank upon completion. The Peoples State Bank is a long-term member of the Bloomington community and is an employer of local residents. The bank's current corporate headquarters have been located in Ellettsville, IN since 1904, and with this project, the bank would like to expand their retail location and add additional corporate offices which will bring additional jobs to Bloomington. This project will remove the vacant Pepsi Bottling building, enhance entrances on both College and 17<sup>th</sup> Street, convert 40% of the concrete and pavement area to landscape zones and revitalize a key commercial corner for The Peoples State Bank.

**Project Description**

The project will consist of a single building, built for a single tenant – The Peoples State Bank. The building will serve as additional corporate offices for The Peoples State Bank and will house their administrative and lending operations along with an enhanced retail branch to better serve the downtown Bloomington customers. The building will be 3 levels over a full lower level, approximately 34,200 GSF in size. The lower level will be fully exposed along College Avenue and underground on the other three sides. The building will have entry points at the corner of 17<sup>th</sup> and College at the lower level connecting to the sidewalks and new proposed city trail along 17<sup>th</sup> Street. The primary entrance from the parking lot will be accessed from level 1. The bank and a 3-lane drive-thru will be accessed at level 1, and this drive-thru is entirely under the building and replaces the current drive-thru that exist facing College Ave. Parking is located at level 1 and meets the requirements of the UDO. The site has been designed based on UDO requirements for a maximum of 60% impermeable surface. Site access has been designed in conjunction with engineering for the new city trail along 17<sup>th</sup> Street. Additional angled parking is proposed along Woodburn Avenue along with an additional access point into the site.

Peoples State Bank  
6-9-22

### **Project Site Access:**

Currently, the site has ingress/egress drives along both College Ave. as well as 17<sup>th</sup> Street, has additional parking on Woodburn Avenue itself, and has private, direct pull-in parking along most of 17<sup>th</sup> Street.

The proposed plan limits site access to a single ingress/egress drive onto 17<sup>th</sup> Street, and a new access drive from Woodburn Avenue. The current entrance onto College Ave. has been eliminated and the pull in parking off of 17<sup>th</sup> Street has also been eliminated in conjunction with the proposed city trail. A new entrance off of Woodburn Avenue has been created and provides a direct access to the parking lot and bank drive-thru.

Additional parking has been proposed along Woodburn Avenue in the same location where parking has existed for years for the Pepsi Bottling Plant.

See attached Exhibits 1, 2 and 3 to understand the current site, the approved city-planned multiuse trail improvements that assumes the Pepsi building remains, and our proposed site improvements with a single entry access point on 17<sup>th</sup> Street as well as a second access point on Woodburn Avenue. (Exhibit 3).

### **Exhibits:**

#### **1. Existing conditions (Exhibit 1):**

The current site is surrounded by streets on three sides, College to the East, 17<sup>th</sup> street to the South and Woodburn Street to the west. Should Peoples State Bank elect to not move forward with the revitalization of the site, it will remain as shown with the majority of it's College Ave frontage serving as a wide curb cut/ access for entry and exit. 17<sup>th</sup> street is also primarily a giant access drive for the length of the site allowing for back out parking onto 17<sup>th</sup> as well as ingress/ egress for the site. Woodburn is currently paved up to the building line of the Pepsi building and serves as a parking for vehicles. There are currently no pedestrian improvements along Woodburn.

#### **2. City Engineering proposed Site modifications for new pedestrian trail (exhibit 2):**

The City is moving forward with a new pedestrian trail along 17<sup>th</sup> street. There are no proposed changes to the College Ave. curb line(ref. Exhibit 1 for extent of drive opening on College) The 17<sup>th</sup> street curb line would be modified as shown on **Exhibit 2**. This approach maintains ingress and egress on both 17<sup>th</sup> street and College Ave. The City improvements for the pedestrian trail proposed by City Engineering would allow for multiple curb cuts and vehicular traffic to enter off of 17<sup>th</sup> street. This is the design that the City intended to move forward with prior to Peoples Bank proposing to redevelop the site.

#### **3. Peoples State Bank- Proposed Site Plan (exhibit 3):**

With the proposed site plan we are closing **all access** to the property off of College Ave and installing a 10' wide pedestrian walkway and landscape separation from the street. We are replacing multiple curb cuts for ingress/ egress from 17<sup>th</sup> street with a single ingress/ egress curb cut (20' wide). We are replacing the current 100% paved area with a new city walking trail and landscape buffer in conjunction with City engineering. Exhibit 3 also highlights the limited parking zone available due to building fronting on 3 streets and the triangle of drive entrance that is over 20' in width in order to create a smooth turning radius.

**VariANCES:**

Based on the new UDO, there are (3) variances that we are aware of that will be requested thru the BZA process.

**1. Variance 1****Parking in-front of the building. Per the UDO parking must be held 20' behind the building line along any street frontage.**

This site is unique in that there are (3) public streets surrounding the building. As such, parking on any side between the building and the street creates a situation where a variance is required. The building has been placed at the corner of 17<sup>th</sup> and College Ave. which is the logical placement for a commercial building.

Per the requirements of the UDO, the proposed parking has been held back from the two commercial streets of College and 17<sup>th</sup> street to be 20' behind the building line. The third street (Woodburn) is a residential street to the West of the property.

**We are requesting a variance to allow parking between Woodburn and the building.** See Exhibit 3 for extent of usable area for parking (if) a variance is not allowed.

a. Approval will not be injurious to public health, safety, morals, and general welfare of the Community

Approval of this variance will not be injurious to public health, safety or welfare. The parking created will allow patrons of the business to park on site and have safe clear paths to the building entrance.

b. The use and value of the area adjacent to the property included in the development standards variance will not be affected in a substantially adverse manner:

The neighboring properties will not be impacted in a negative way by allowing parking. The area will be cleaned up and site lines improved for vehicular and pedestrian traffic.

c. The strict application of the terms of this UDO will result in practical difficulties in the use of the Property; that the practical difficulties are peculiar to the property in question; that the development standards variance will relieve the practical difficulties:

See **exhibit 3** for parking zone left available for a commercial property in event the variance is not approved.

The site is peculiar in that it is a corner lot that has (3) public streets surrounding it.

Abnormal corner lot would have (2) public streets and potentially an alley. The fact that Woodburn exist as a public street creates a unique situation in that the ability to park on the site is restricted from 3 sides.

Allowing the variance will provide an opportunity to reasonably park the site for employees and patrons.

With-out the variance the building would be left with little commercial parking for a commercial bank and corporate office building housing upward of 70 to 80 employees on a lot that (by code) allows for up to 133 spaces per the UDO. We feel the variance should be supported based on the unique character of the site having three streets surrounding the property. The intent of the UDO is not to prevent a commercial property from being able to have parking.

**2. Variance #2**  
**Allowing for an Ingress/ Egress drive off of 17<sup>th</sup> street.**

**Based on the UDO, Access to a property must come from the lowest tier designated street. College would be tier 1, 17<sup>th</sup> street would be tier 2 and Woodburn would be tier 3.**

a. Approval will not be injurious to public health, safety, morals, and general welfare of the Community

Approval of this variance will not be injurious to public health, safety or welfare. The curb cut created will be a limited 20' wide opening that is pulled back from the intersection of 17<sup>th</sup> and College. The entrance location allows for good visibility of anyone on the trail by both pedestrian and vehicular traffic and dramatically improves the current conditions (Exhibit 1), Improves on the proposed City improvements (Exhibit 2) by limiting the curb cuts and removing parking, and provides a safe, easily findable entrance for bank customers (Exhibit 3)..

b. The use and value of the area adjacent to the property included in the development standards variance will not be affected in a substantially adverse manner:

The neighboring properties will not be impacted in a negative way by allowing an entrance off of 17<sup>th</sup> street. The current parking and open curb line will be cleaned up and site lines improved for vehicular and pedestrian traffic. Having a second point of ingress/ egress) will relieve pressure on Woodburn (neighborhood street) by giving patrons of the bank as well as employees access off of a commercial drive in lieu of a neighborhood street. In the DRC meetings it was also stated that Woodburn has a fair amount of emergency vehicle activity responding to calls at the neighboring apartment complex. The proposed solution relieves the pressure of all vehicular access coming in on Woodburn and provides a second means of ingress/ egress to a commercial site in the event that Woodburn is blocked by emergency response vehicles. It also provides emergency vehicles trying to access the bank site a second route in in the event the other entrance is blocked.

c. The strict application of the terms of this UDO will result in practical difficulties in the use of the Property; that the practical difficulties are peculiar to the property in question; that the development standards variance will relieve the practical difficulties:

**Practical difficulties:**

The site is being developed as a 100% commercial site sitting at the corner of two prominent commercial streets. The site is a bank that provides for vehicular drive-thru banking. The site has existing for decades with full access from both College and 17<sup>th</sup> street without issue.

The lack of visible access to the bank property and (taking away) the access that has existing for decades off of both College Ave. and 17<sup>th</sup> street will harm the viability of the business. While access can and is being provided off of Woodburn Street, it is not practical or logical to remove all existing access from a commercial street for a commercial tenant.

**Practical difficulties are peculiar to site:**

The site is a commercial corner site that has the unique situation of being fronted on 3 sides by streets. Normally there would only be (2) streets and potentially an alley.

Peoples State Bank  
6-9-22

Forcing patrons of the bank to “**find**” the entrance off of the neighborhood street (Woodburn) is purely the by-product of a UDO requirement that does not take into

account a Commercial business existing on a corner site with the rare condition of a third city street fronting the property. (If Woodburn did not exist (ie it was an ally) then there would be full support by the UDO to have entry and exit access off of 17<sup>th</sup> street – a commercial street for a commercial property. We feel that the current UDO does not take this rare corner condition into account, especially when considering the commercial use of the facility and the logical need for a commercial business to be accessed off of commercial street. We are requesting that this variance be approved.

Rejecting maintaining a single access point off of 17<sup>th</sup> street will likely harm the commercial nature of this site to the point that the bank will simply leave the current conditions and continue to function out of the existing branch as it exist today.

Variance will relieve practical difficulties associated with Site:

The variance will allow for (2) means of ingress/ egress to the site reducing the amount of traffic forced onto a neighborhood street.

The variance will provide clear, visible access to a commercial property off of a commercial street and will allow vehicles leaving the drive-thru a clear route to leave the property without circling back through the site.

**3. Variance 3:  
No part of a drive may exceed 20' in width.**

The access drives off of 17<sup>th</sup> street as shown has a radiused curb to allow for smooth flow into and out of the site. This forms a triangle of space that is technically exceeds the 20' width on the driveway (see exhibit 3). We can straighten this and not have a radius but the end result will be cars rubbing their rims and tires against a curb as they negotiate the turn. Having radiused entrances into a site is common practice and should continue to apply in this instance. The application of code to this is based more on the question of whether or not to allow an entrance off of 17<sup>th</sup> and less about the correct development of a drive lane and the resulting triangle of space that exceeds the 20' width requirement.

A. Approval will not be injurious to public health, safety, morals, and general welfare of the Community

Approval of this variance will not be injurious to public health, safety or welfare. The radiused curb is simply good design practice that will prevent vehicles from rubbing their tires and rims on a 90- degree curb corner.

B The use and value of the area adjacent to the property included in the development standards variance will not be affected in a substantially adverse manner:

Removing a sharp corner and providing a radiused curb will have absolutely no impact on the surrounding properties.

d. The strict application of the terms of this UDO will result in practical difficulties in the use of the Property; that the practical difficulties are peculiar to the property in question; that the development standards variance will relieve the practical difficulties:

Peoples State Bank  
6-9-22

**Practical Difficulty:**

The exit from the drive-thru and the route to and from the site create a "Y" intersection at the junction of the drives. The UDO simply puts a limit on drive width at 20' (which we meet in all cases. It does not address what happens when multiple drives come together. Leaving a 90-degree corner to avoid having a drive width expand beyond 20' in width at the "Y" intersection not only creates the potential for tire damage but is simply poor design. Providing a radiused curb at corners is common practice and exist at every new entrance developed by City engineering.

**Practical Difficulties are Peculiar to this site**

The strict adherence to the UDO creates this issue. The 20' width is to address the typical drive width. What is peculiar to this site is the fact that this is being presented as needing a variance.

**Develop standards variance will relieve the practical difficulties:**

The provision of a radiused (softened curve) at the "Y" intersection will make for a smoother more natural turn from the drive thru and the parking lot onto the ingress/egress drive out to the street.

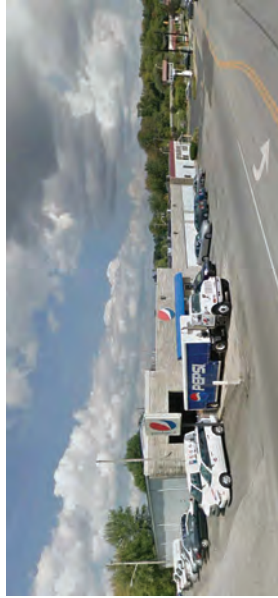
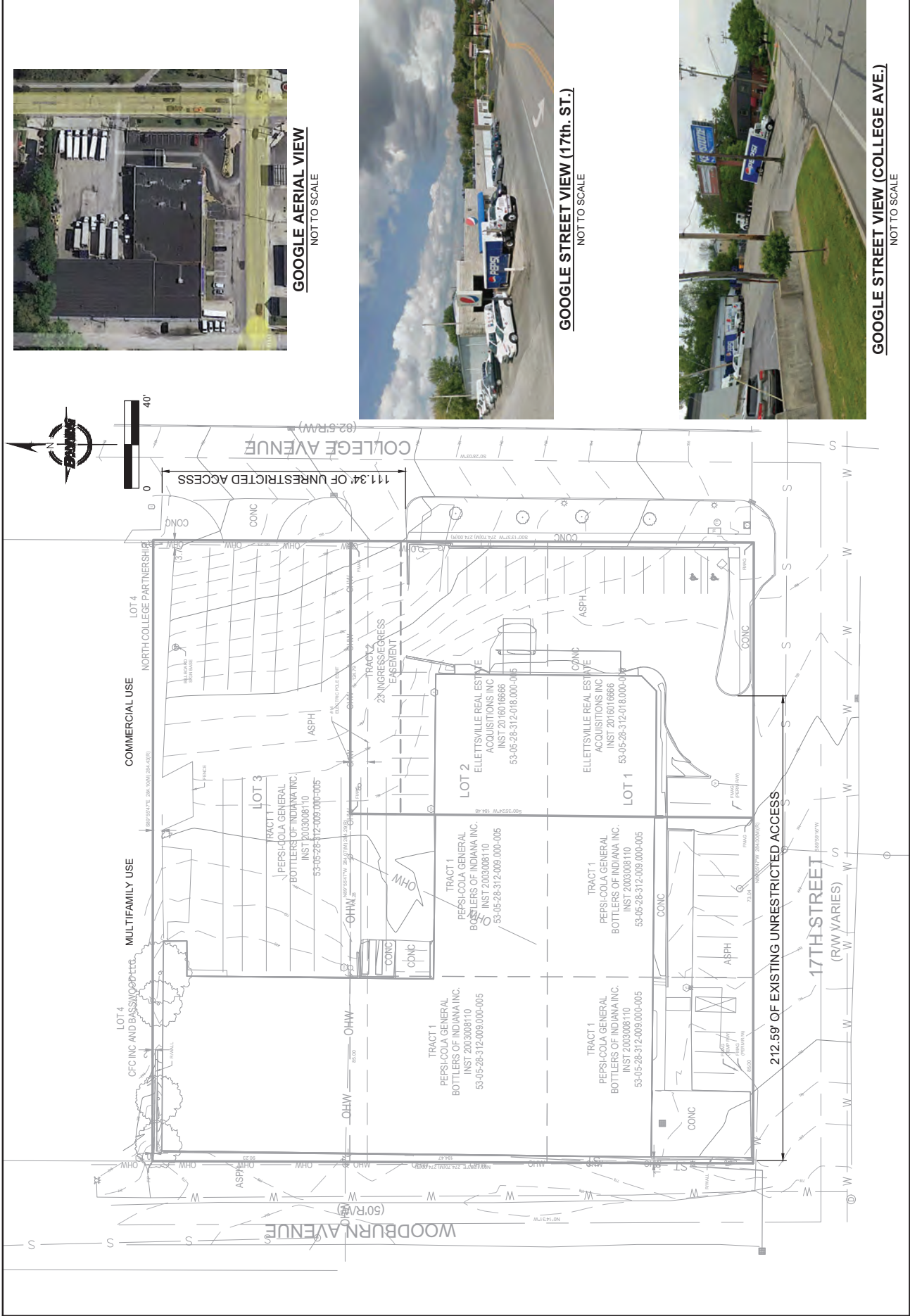
Respectfully submitted,

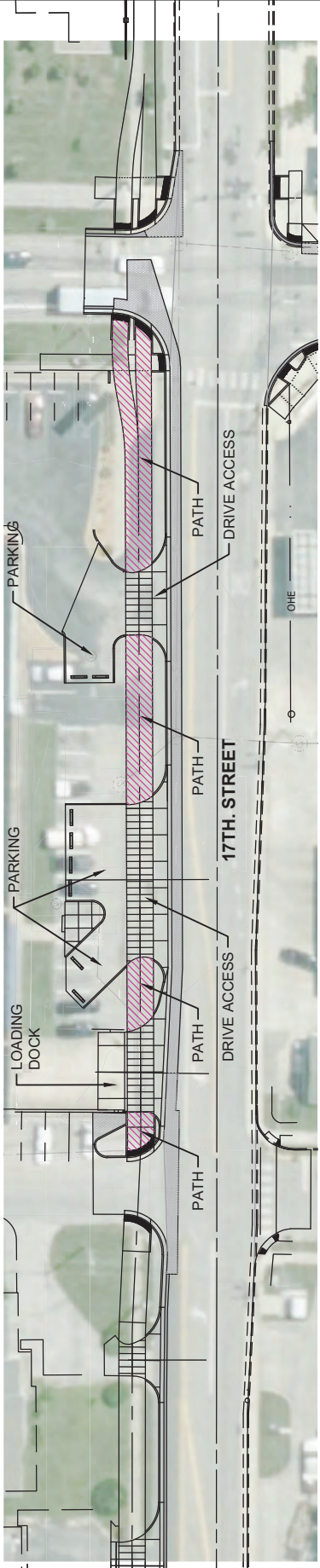
STUDIO 3 DESIGN, INC

A handwritten signature in black ink, appearing to read "Tim Cover". The signature is fluid and cursive, with a large initial "T" and "C".

Tim Cover, Architect







**PROPOSED IMPROVEMENTS**  
1" = 40'



www.studiodesign.com  
 8001 Altonville Road, Suite 330  
 Cincinnati, OH 45244  
 PH: 513.963.1100

**BANNING ENGINEERING**  
 853 COLUMBIA ROAD, SUITE #101  
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 BUS: (317) 707-3700 FAX: (317) 707-3800  
 E-MAIL: [Banning@BanningEngineering.com](mailto:Banning@BanningEngineering.com)  
 WEB: [www.BanningEngineering.com](http://www.BanningEngineering.com)

**PROPOSED PLAN**  
**PEOPLE'S STATE BANK**  
 202 W. 17TH STREET  
 BLOOMINGTON, IN 47401

PROJECT NUMBER  
**21403**

DATE  
**06/08/2022**

REVISIONSCHEDULE

DESCRIPTION

**NOT FOR CONSTRUCTION**

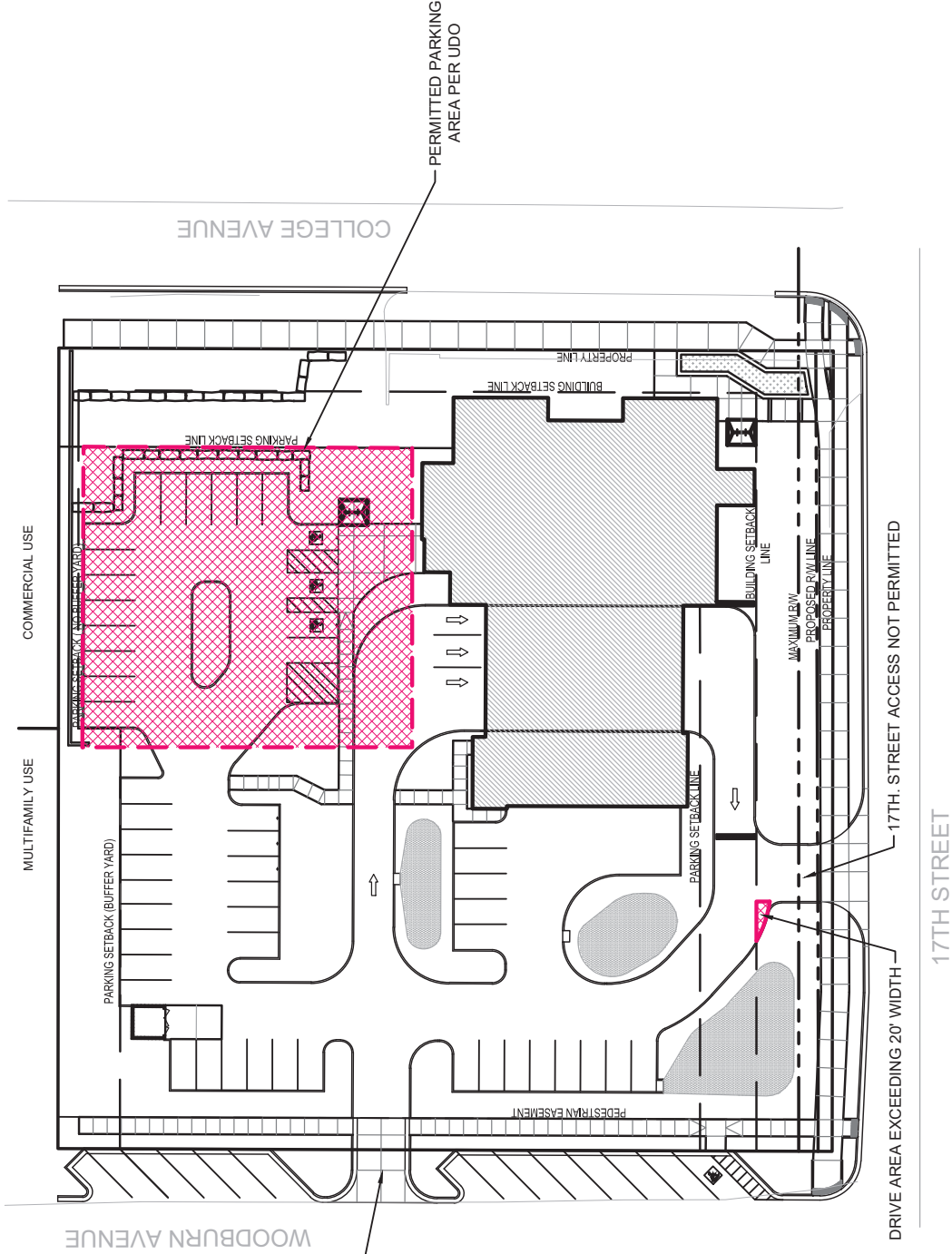
SHEET DESCRIPTION  
**PROPOSED PLAN**

BEE# 21403

SHEET NUMBER

**EX-3**  
 5

THESE DOCUMENTS ARE THE PROPERTY  
 OF STUDIO THREE DESIGN, INC. ALL RIGHTS  
 RESERVED



WOODBURN DRIVE  
 IS THE ONLY  
 ACCESS PERMITTED  
 PER UDO

DRIVE AREA EXCEEDING 20' WIDTH

17TH STREET

COLLEGE AVENUE

COMMERCIAL USE

MULTIFAMILY USE

WOODBURN AVENUE



P.O. BOX 128,  
Ellettsville, IN 47429  
(812) 876-2228  
[www.psbanywhere.com](http://www.psbanywhere.com)

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MAY 20, 2022

Mayor John Hamilton  
401 N. Morton St.  
Suite 210  
Bloomington IN 47404

Dear Mayor Hamilton:

I would like to thank you for taking the time to speak to me on May 11<sup>th</sup> and listening to my concerns regarding a 17<sup>th</sup> Street entrance/exit that The Peoples State Bank desires for our new corporate office and branch rebuild on our property located at 17<sup>th</sup> Street and College Avenue.

As I have not yet heard back from you since that telephone call, I wanted to follow up with this letter to reiterate our bank's desire for this second entrance on 17<sup>th</sup> Street and its importance to us as a part of our redevelopment of this property. As of this writing, the City of Bloomington planning staff has indicated that they will not recommend the variance to the Board of Zoning Appeals to allow this entrance, and as the head of the City, I wanted to appeal to you again directly for your assistance in resolving this disagreement. If necessary, we will present our request to the BZA without the planning staff's recommendation, but I feel it is important that the City and our bank are in agreement together as to what is best for both us as a local community bank as well as for the City.

First, I would like to emphasize that I believe that the Unified Development Ordinance regarding driveway access does not properly address a property such as ours which will have three street frontages. In the most recent version of the UDO published online--on page 134 under Chapter 20.04 section (c)(2)(B), it states that "No property shall be permitted to have more than two driveway access points per street frontage." This by itself gives the impression that the intent of the UDO is that non-residential properties like ours could have multiple driveway access points on multiple street frontages. On the same page, in section 20.04 section (c)(2)(A)(ii), the UDO states "For nonresidential uses located on corner lots, drive access shall be located on the street assigned the lower functional classification according to the Transportation Plan." This certainly seems to



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Ellettsville, IN 47429  
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conflict with the section above on the same page, and the reference to one corner rather than multiple corners in this section does not obviously contemplate a multi-corner property such as our bank's proposal contains. In essence, the UDO does not address a property on three street frontages. In a case where there is some ambiguity such as this in the UDO, supporting our bank's request would not be a violation of the intent of the UDO, as the intent is undefined.

Second, the bank's property currently has had access from both College Avenue and 17<sup>th</sup> Street for over 50 years. Taking away both access points restricts our business, as location and access are essential to a bank. Our bank had previously spoken with the planning staff and understood that the City would want to remove our access to College Ave., and therefore we developed our site plan based on removing that access. In doing so, we assumed that the City would be open to allowing continued access from 17<sup>th</sup> Street. In fact, including the former Pepsi property and its access to 17<sup>th</sup> Street, most of the 17<sup>th</sup> Street block between College and Woodburn currently has full access and parking right up against 17<sup>th</sup> Street. Our proposal reduces this access to a one standard size entrance and exit along 17<sup>th</sup> Street, which should be favored by the City in comparison to the existing configuration. By dismissing our concerns and taking away access on both 17<sup>th</sup> Street and College Avenue significantly hurts visibility and access, which I am sure is not what the City would want if by having the access does no harm otherwise. In defense of continuing the access we have now, the 17<sup>th</sup> Street driveway has not presented any significant issues that we are aware of in over 50 years that we have been at this location as a bank. Forcing all access to Woodburn is injurious to a longstanding business in the Bloomington community.

Third, when looking at the property and the three frontage roads where access is available, restricting the bank's entry/exit access to Woodburn Avenue can only be described as poor planning and design. Woodburn is a residential street in this area and narrow in comparison to 17<sup>th</sup> Street. Forcing all bank traffic onto this residential area essentially makes no traffic sense to us or our neighbors. Our residential neighbors certainly would not want the additional traffic this would create on their neighborhood road, as was eluded to already in the neighborhood meeting. Turning into and out of this more narrow road would likely also create additional issues for larger vehicles that may need to access our bank. Fire and police would have better access to the bank and surrounding residences if we had multiple entrances into the bank using Woodburn and 17<sup>th</sup> Street, and any closures of Woodburn or our entrance would cause our employees and customers to be unable to access or leave the bank. By allowing multiple access points, these problems are eliminated and traffic in and out of our bank will be divided between the two access points, which makes more sense for both our bank and for the City.



P.O. BOX 128,  
Ellettsville, IN 47429  
(812) 876-2228  
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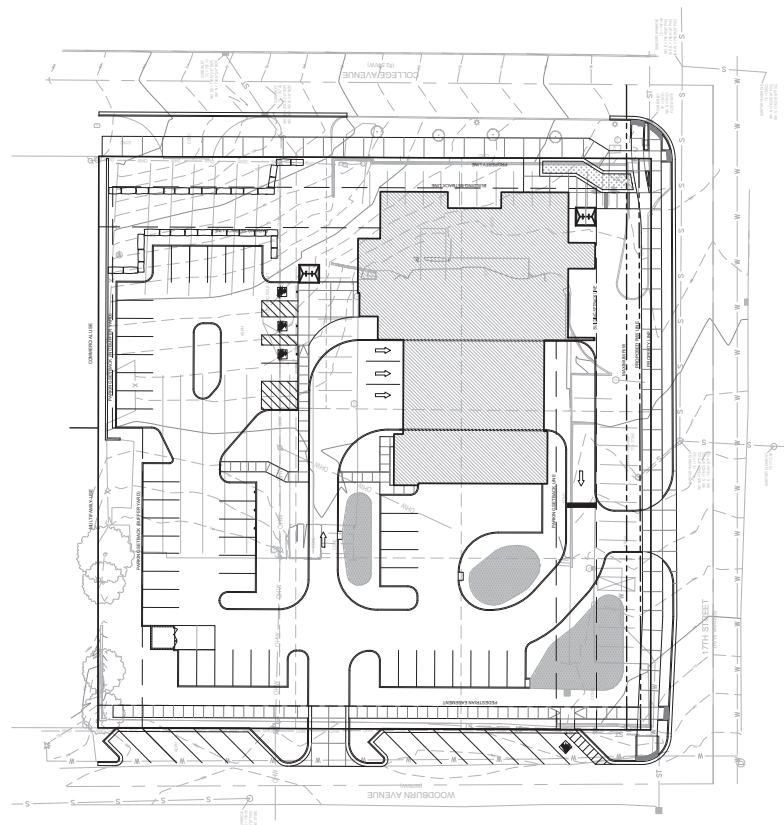
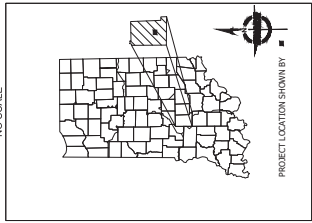
Finally, The Peoples State Bank's project proposal is beneficial to the City as well as to us. As one of the few remaining local community banks based in the Bloomington area, we are attempting to redevelop the corner of 17<sup>th</sup> Street and College Avenue into an attractive and inviting business building that is along the core entrance into the downtown area. The current Pepsi property is dated and the warehouse allows for no visibility for the neighbors. The entire site is either asphalt or building. Our site plan will enhance the entire corner to become more attractive both to our neighbors and to people coming into our city. There will be native trees and shrubs, green space, and multiple rain gardens to add to the attractiveness of the site. We feel that the building will be a modern and attractive design, and different from the typical college apartment rental as it will house a significant workforce in the downtown area. Our plan is to utilize this property to bring new jobs into the city, allowing us to continue to grow our employee base over many decades to come. Some of our employees based outside of the city will be relocated to this new office. Our building plan includes amenities that are a part of our interior design which could host community and business events, further enhancing the value to our community. However, without the appropriate street access to 17<sup>th</sup> Street that we feel is necessary for a substantial design like this project, we will be forced to find a different location likely outside of the City. In doing so, this corner will remain as it is for the foreseeable future, which includes multiple access points on both 17<sup>th</sup> Street and College Avenue, the older warehouse and building likely remaining indefinitely, and the site remaining fully impermeable surface.

I ask that the City please reconsider our request for access to be allowed from both 17<sup>th</sup> Street and Woodburn Avenue as proposed in our site plan. I would ask for a response as soon as possible. If you should wish to dialog further, please contact me at the phone number below.

Sincerely,

Johnny Lindsey  
President  
The Peoples State Bank  
P.O. Box 128  
Ellettsville, IN 47429  
(p) 812-935-2013  
(f) 812-876-9284

**PEOPLE'S STATE BANK**  
 BLOOMINGTON, INDIANA  
 202 W. 17TH STREET



**CONSTRUCTION DOCUMENTS**  
 PROJECT MANAGER: DATE:  
 THESE PLANS ARE NOT TO BE CONSIDERED FINAL OR TO BE UTILIZED FOR CONSTRUCTION WITHOUT THE APPROVAL OF THE APPROPRIATE LOCAL ENGINEERING PROJECT MANAGER.  
 THESE PLANS ARE THE PROPERTY OF BANNING ENGINEERING AND SHALL NOT BE REPRODUCED OR COPIED WITHOUT THE WRITTEN PERMISSION OF BANNING ENGINEERING.  
 LOCATION REPORT



**SHEET INDEX**

SHEET NO.	DESCRIPTION
C100	TITLE SHEET
S100	EXISTING TOPOGRAPHY
C101	EXISTING UTILITIES
C102	PROPOSED LAYOUT
C103	GRADING PLAN
C104	UTILITY PLAN
L100	LANDSCAPE PLAN

**REVISIONS**

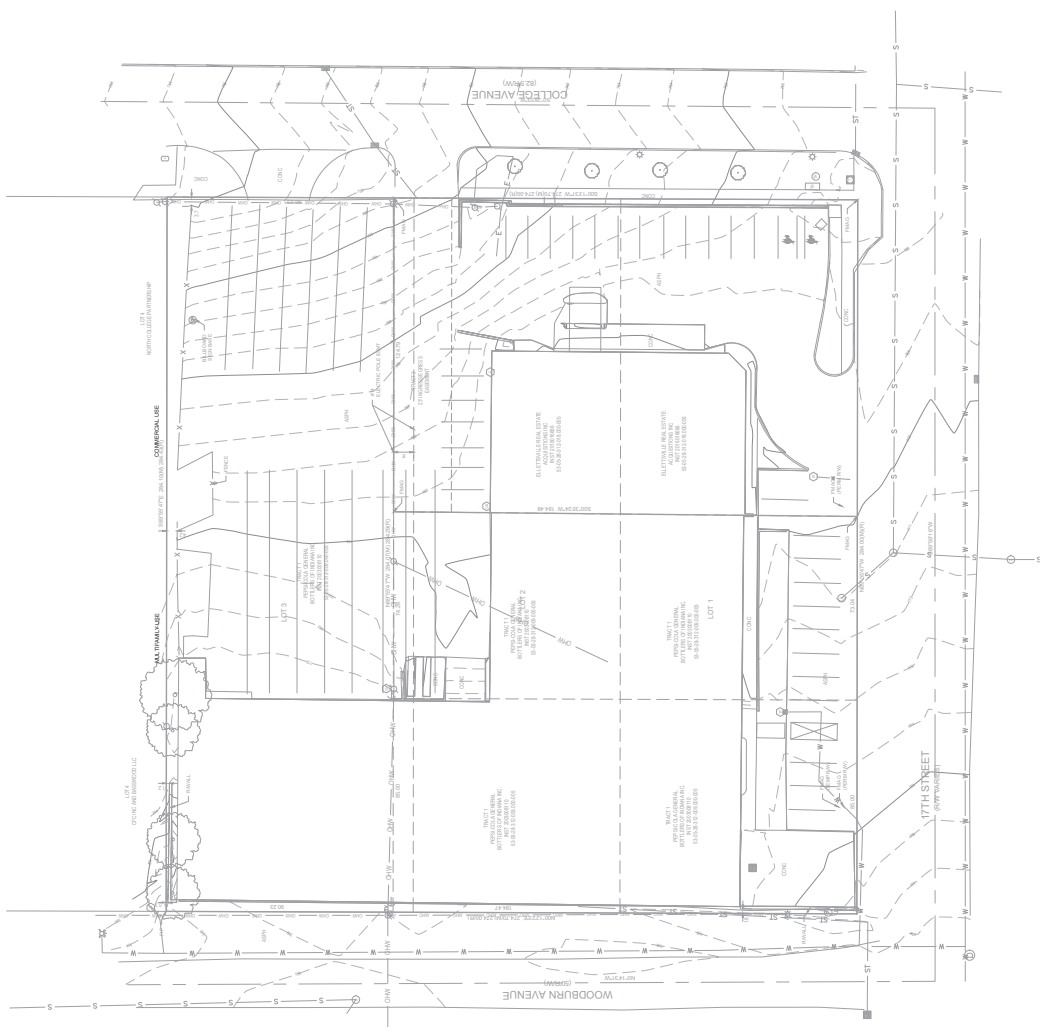
NUMBER	DESCRIPTION	DATE

THE LATEST EDITION OF BANNING ENGINEERING'S STANDARD CONSTRUCTION DOCUMENTS SHALL BE USED UNLESS OTHERWISE SET TO THE EXTENT INDICATED THEREIN. ALL SANITARY SEWER, WATER, AND GAS LINES SHALL BE SHOWN IN ACCORDANCE WITH THE LATEST ISSUE OF THE CITY OF BLOOMINGTON UTILITIES CONSTRUCTION SPECIFICATIONS



**LEGEND**

PROPERTY BOUNDARY	---
FENCE LINE	- - - -
MAJOR CONTOURLINE	—•—•—•—•—
MINOR CONTOURLINE	-•-•-•-•-•-•-
ELECTRIC	—E—E—E—E—
TELEPHONE	—T—T—T—T—
SEWER POWER	—S—S—S—S—
SEWER	—W—W—W—W—
STORM	—ST—ST—ST—ST—
WATER	—W—W—W—W—
TREE	(Symbol)
SHRUB	(Symbol)











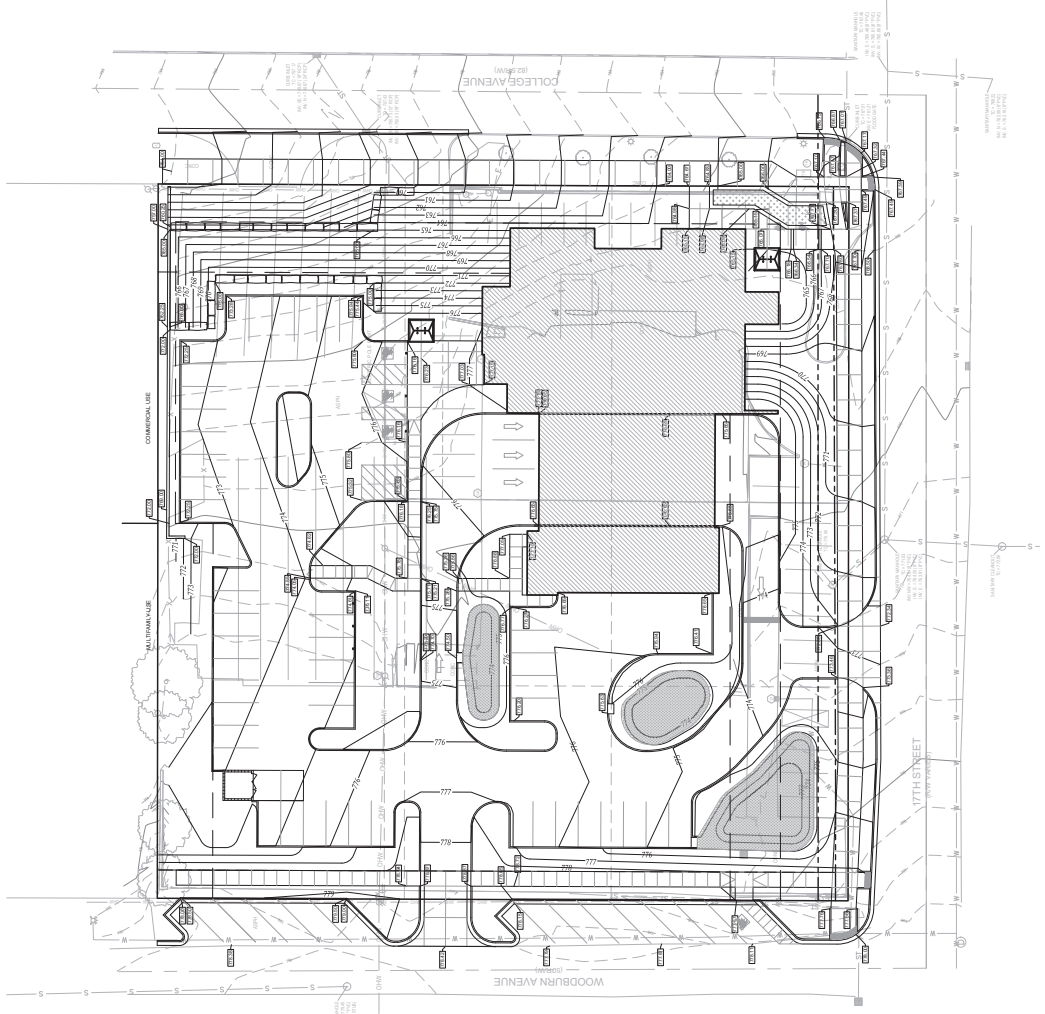
**GRADING LEGEND**

- TOP OF CURB GRADE
- BOTTOM OF CURB GRADE
- SPOT GRADING
- PROPOSED SIDEWALK
- PROPOSED PARKING
- PROPOSED MARK CONTOUR

**TOPOGRAPHIC LEGEND**

- FENCE LINE
- HEADWALL
- OVERHEAD UTILITY
- TREEDROP LINE
- UNDERGROUND UTILITY
- SANITARY SEWER LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND GAS LINE
- UNDERGROUND WATER LINE
- UNDERGROUND INTERLUVE CONTROL
- DECIDUOUS TREE
- ELECTRIC METER
- FIRE HYDRANT
- MARKER
- GUY WIRE
- MONUMENT FOUND
- CONCRETE CURB
- POWER POLE
- SANITARY MANHOLE
- SECTION CORNER MARKER
- STORMWATER MANHOLE
- STORMWATER INLET
- WATER MANHOLE
- WATER METER
- WATER VALVE

- BENCHMARK**
- 1. BENCHMARK TO 771.03 SOUTH EAST OF SOUTH ENTRANCE, NORTH SIDE OF 17TH STREET.
- GRADING PLAN NOTES**
1. PROPOSED GRADERS/HANDMADE ARE AT FINISHED.
  2. THE MAXIMUM SLOPE OF AN ACCESSIBLE SURFACE SHALL NOT EXCEED 1:12.
  3. ACCESSIBLE SURFACE SHALL NOT BE ACCEPTED, UNLESS THE SLOPE OF AN ACCESSIBLE SURFACE IS LESS THAN 1:50.
  4. THE MAXIMUM LONGITUDINAL SLOPE OF AN ACCESSIBLE SURFACE SHALL NOT BE GREATER THAN 2%.
  5. THE MAXIMUM CROSS SLOPE OF AN ACCESSIBLE SURFACE SHALL NOT BE GREATER THAN 1.5%.
  6. DETECTABLE PAVING ELEMENTS ARE ONLY REQUIRED WHERE A WALKWAY CROSSES A PUBLIC STREET.
  7. SWPPP SHEETS SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF THE WORK.

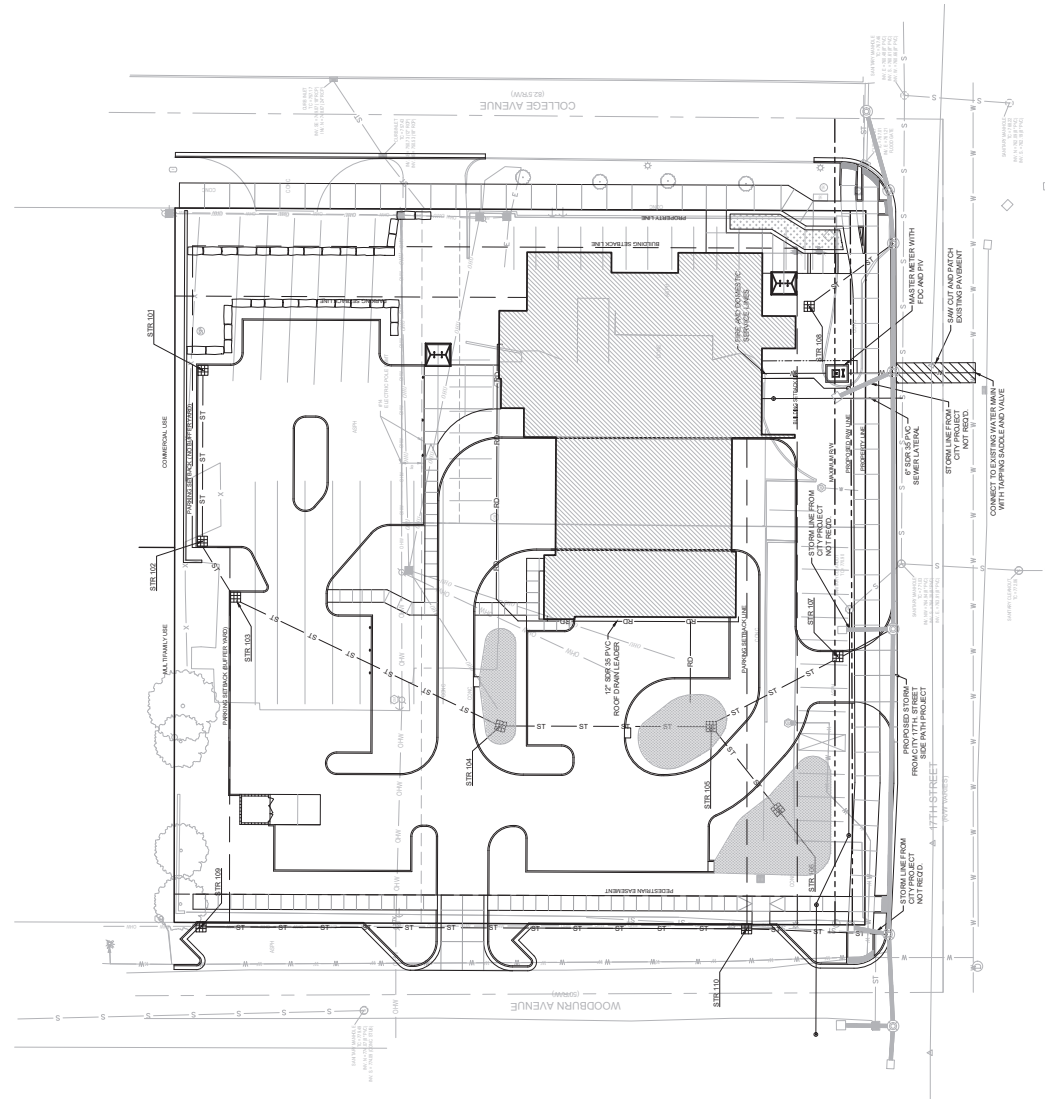




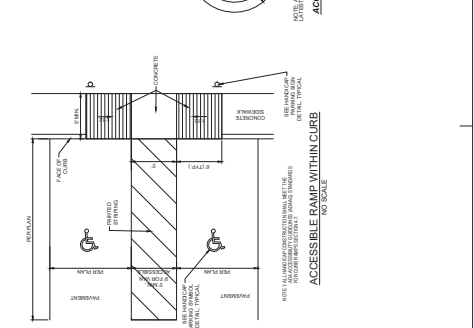
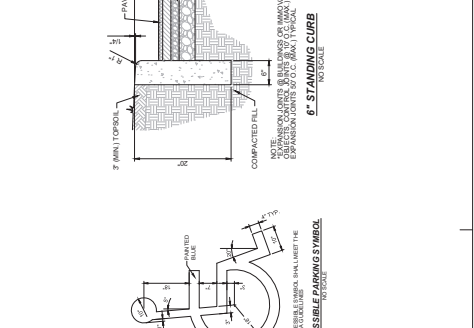
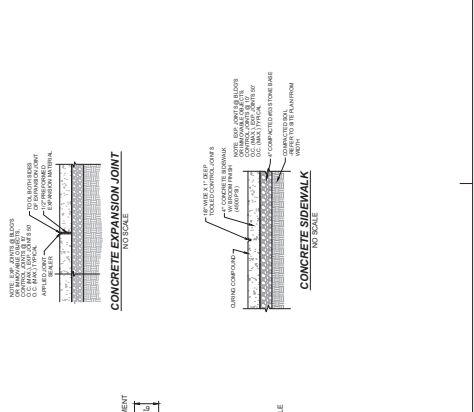
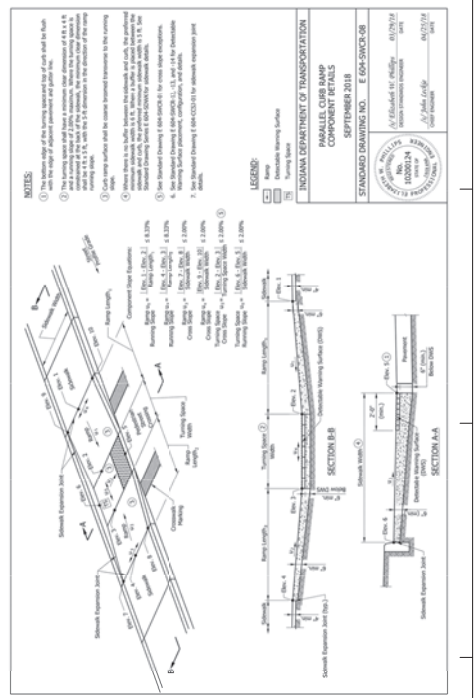
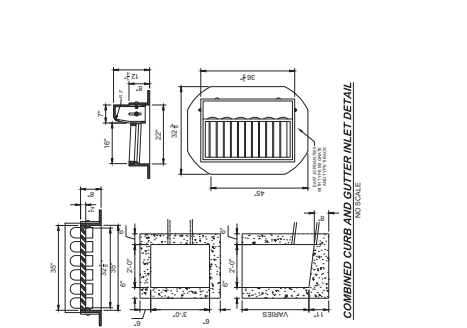
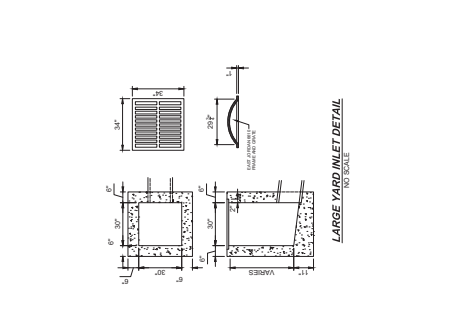
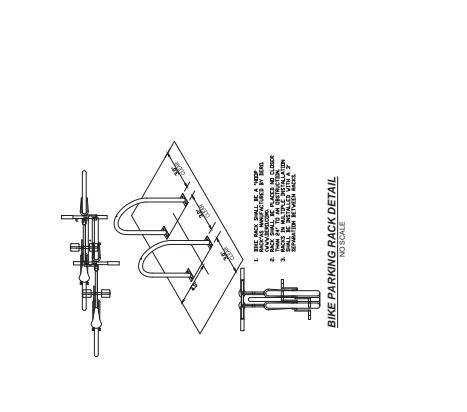
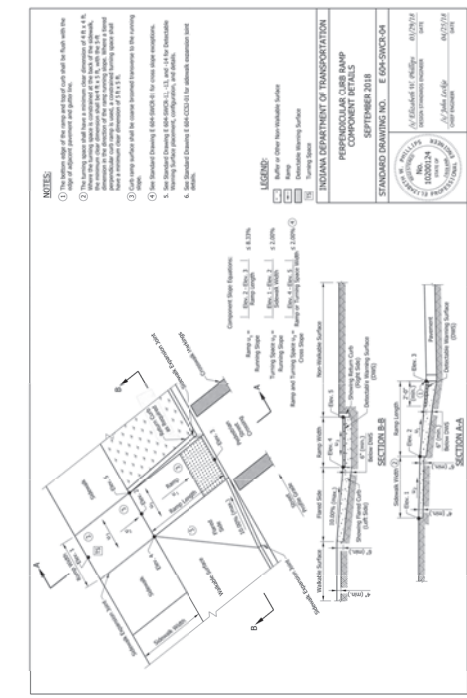
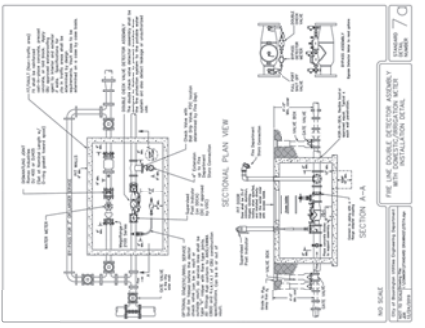
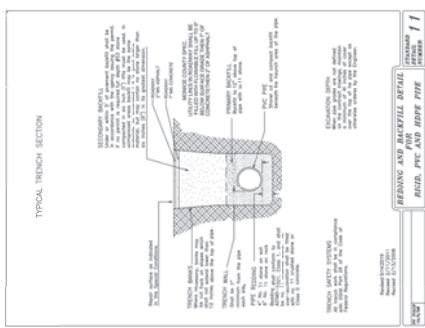
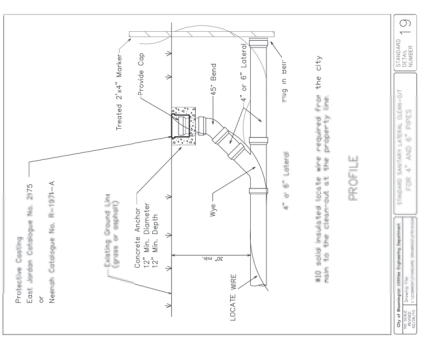
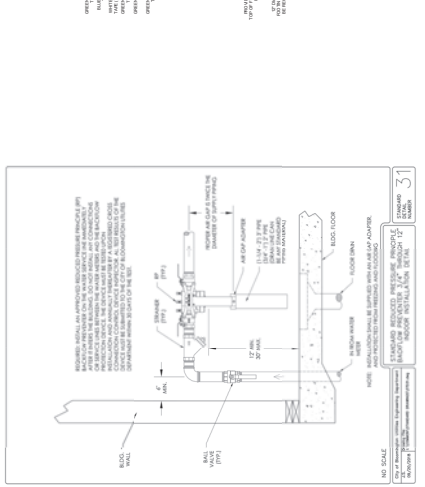
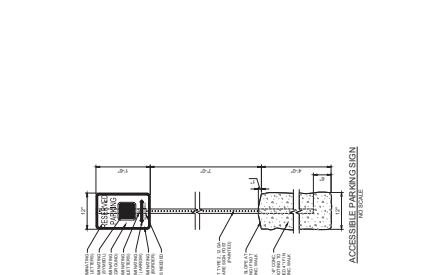
**UTILITY LEGEND**

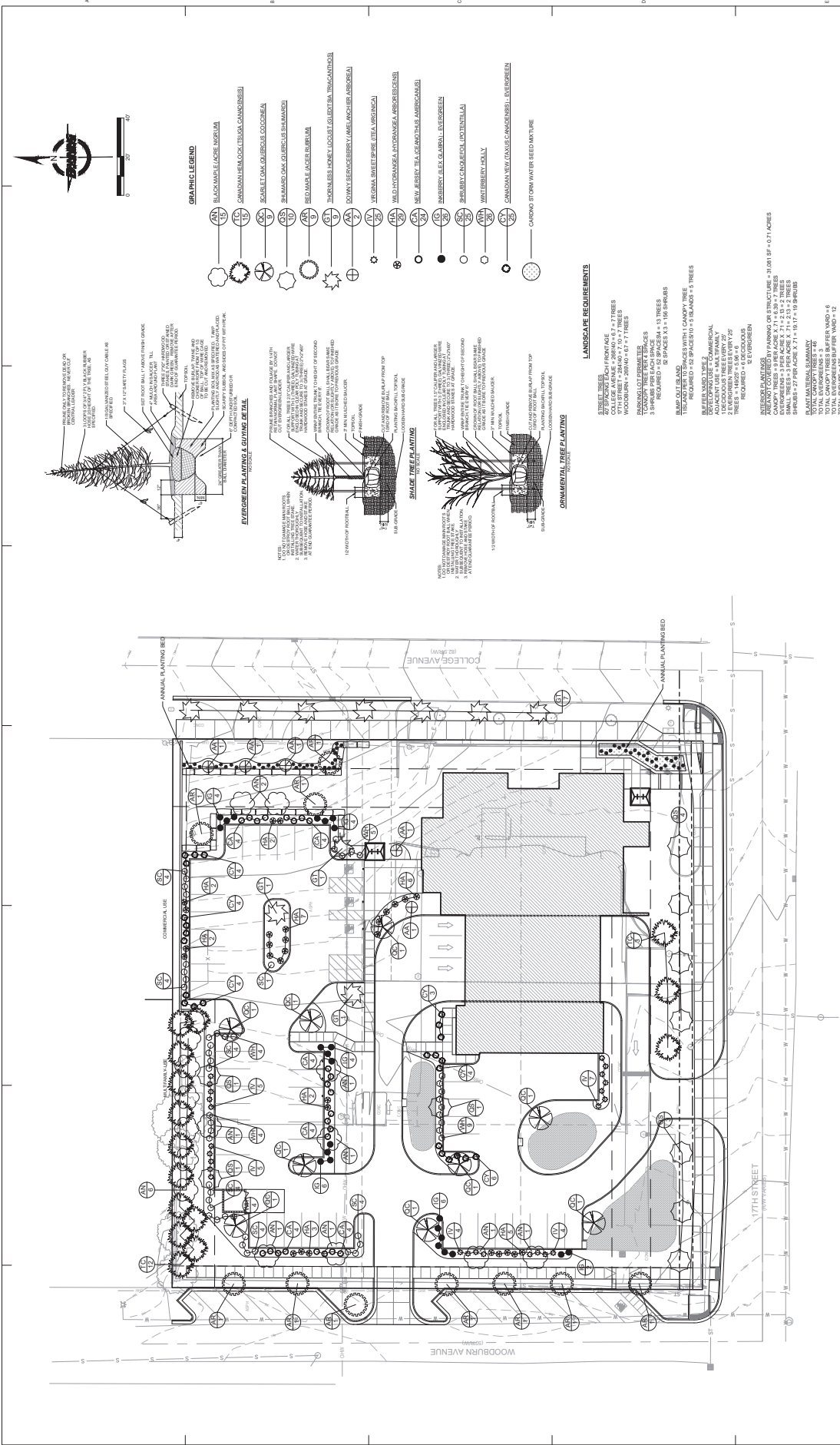
---	EXISTING SANITARY SEWER LINE
---	EXISTING WATER MAIN
---	SANITARY SEWER LINE
---	WATER MAIN
---	4" UNDER DRAIN
---	FIRE DEPARTMENT CONNECTION LINE
---	YARD NET
---	FIRE HYDRANT
---	WATER METER PIT
---	POST INDICATOR VALVE
---	SANITARY MANHOLE
---	END SECTION
---	EXISTING WATER

- UTILITY NOTES**
- 1) ALL UTILITIES SHALL BE LOCATED AND DEPTH VERIFIED PRIOR TO THE START OF CONSTRUCTION WITH THE CITY OF BLOOMINGTON UTILITIES DEPARTMENT. CONTRACT UTILITIES TECHNICIAN AT 812 SANSONS SHOULD BE THE MEETING POINT FOR ALL UTILITIES.
  - 2) ALL SANITARY SEWER LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BLOOMINGTON SANITARY SEWER CODE (ISSUED 2018) AND THE INTERNATIONAL SANITARY SEWER AND DRAINAGE CODE (ISSUED 2015). ALL SANITARY SEWER LINES SHALL BE 12" DIA. PVC SDR 35 WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED. ALL SANITARY SEWER LINES SHALL BE INSTALLED WITH A MINIMUM SLOPE OF 1/8" PER FOOT. ALL SANITARY SEWER LINES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED. ALL SANITARY SEWER LINES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED.
  - 3) ALL 4" UNDER DRAIN LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BLOOMINGTON UNDER DRAIN CODE (ISSUED 2018) AND THE INTERNATIONAL UNDER DRAIN CODE (ISSUED 2015). ALL UNDER DRAIN LINES SHALL BE 4" DIA. PVC SDR 35 WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED. ALL UNDER DRAIN LINES SHALL BE INSTALLED WITH A MINIMUM SLOPE OF 1/8" PER FOOT. ALL UNDER DRAIN LINES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED.
  - 4) ALL WATER MAINS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BLOOMINGTON WATER MAIN CODE (ISSUED 2018) AND THE INTERNATIONAL WATER MAIN CODE (ISSUED 2015). ALL WATER MAINS SHALL BE 12" DIA. DUCTILE IRON WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED. ALL WATER MAINS SHALL BE INSTALLED WITH A MINIMUM SLOPE OF 1/8" PER FOOT. ALL WATER MAINS SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED.
  - 5) ALL FIRE DEPARTMENT CONNECTION LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BLOOMINGTON FIRE DEPARTMENT CONNECTION CODE (ISSUED 2018) AND THE INTERNATIONAL FIRE DEPARTMENT CONNECTION CODE (ISSUED 2015). ALL FIRE DEPARTMENT CONNECTION LINES SHALL BE 4" DIA. DUCTILE IRON WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED. ALL FIRE DEPARTMENT CONNECTION LINES SHALL BE INSTALLED WITH A MINIMUM SLOPE OF 1/8" PER FOOT. ALL FIRE DEPARTMENT CONNECTION LINES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED.
  - 6) ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BLOOMINGTON UTILITIES DEPARTMENT AND THE INTERNATIONAL UTILITIES DEPARTMENT. ALL UTILITIES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED. ALL UTILITIES SHALL BE INSTALLED WITH A MINIMUM SLOPE OF 1/8" PER FOOT. ALL UTILITIES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED.
  - 7) ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BLOOMINGTON UTILITIES DEPARTMENT AND THE INTERNATIONAL UTILITIES DEPARTMENT. ALL UTILITIES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED. ALL UTILITIES SHALL BE INSTALLED WITH A MINIMUM SLOPE OF 1/8" PER FOOT. ALL UTILITIES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE SPECIFIED.
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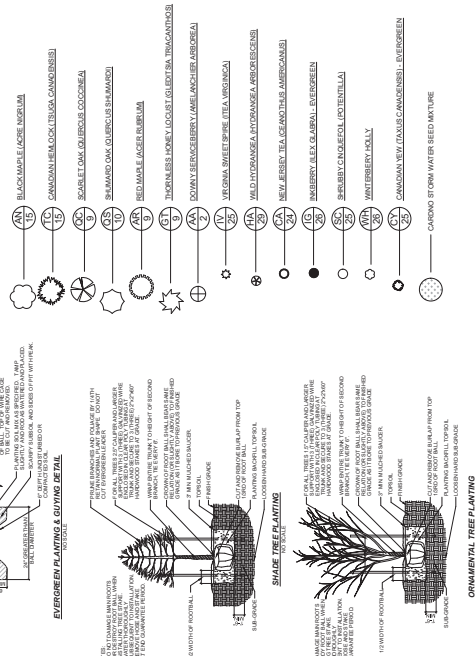
**NOT FOR CONSTRUCTION**





**GRAPHIC LEGEND**

- 10 BLACK MAPLE (ACER NIGRA)
- 11 CANADIAN HEMLOCK (TSUGA CANADENSIS)
- 12 SCARLET OAK (QUERCUS COCCINEA)
- 13 BURMAAN OAK (QUERCUS BURMAENSIS)
- 14 RED BAY (PERSEA BURMESA)
- 15 THORNLESS HONEY LOCUST (GLEDITSIA TRIACANTHOS)
- 16 KENTUCKY BLUEGRASS (POA KYENGTIANA)
- 17 MYRTLE SWEEET PINE (ATA VINCIGRA)
- 18 MELIOTRANGIA (LOTUS ORANGE & ASSOCIATEDS)
- 19 NEW JERSEY TEA (GONOLYTES AMERICANA)
- 20 AMERICAN ELM (ULMUS AMERICANUS)
- 21 SPINDLY TOOTH (PODITRINELLA)
- 22 WATERBURY HOLLY
- 23 CANADIAN YEW (TAXUS CANADENSIS)
- 24 CAROLINA WATER BIRD MYRTLE



**LANDSCAPE REQUIREMENTS**

**STREET TREES**  
 17TH STREET - 20' x 20' = 7 TREES  
 WOODBURN AVENUE - 20' x 20' = 7 TREES  
 HOOPER AVENUE - 20' x 20' = 7 TREES  
 3 CANOPY TREE TREE TRACES  
 REQUIRED = 52 SPACES = 13 TREES

**TRUCK AND TRUCK SPACES WITH 1 CANOPY TREE**  
 REQUIRED = 52 SPACES = 13 TREES

**BEFORE AND AFTER ADJUSTMENTS**  
 2 EVERGREEN TREES PER VZP  
 REQUIRED = 6 LOCATIONS  
 16 EVERGREEN

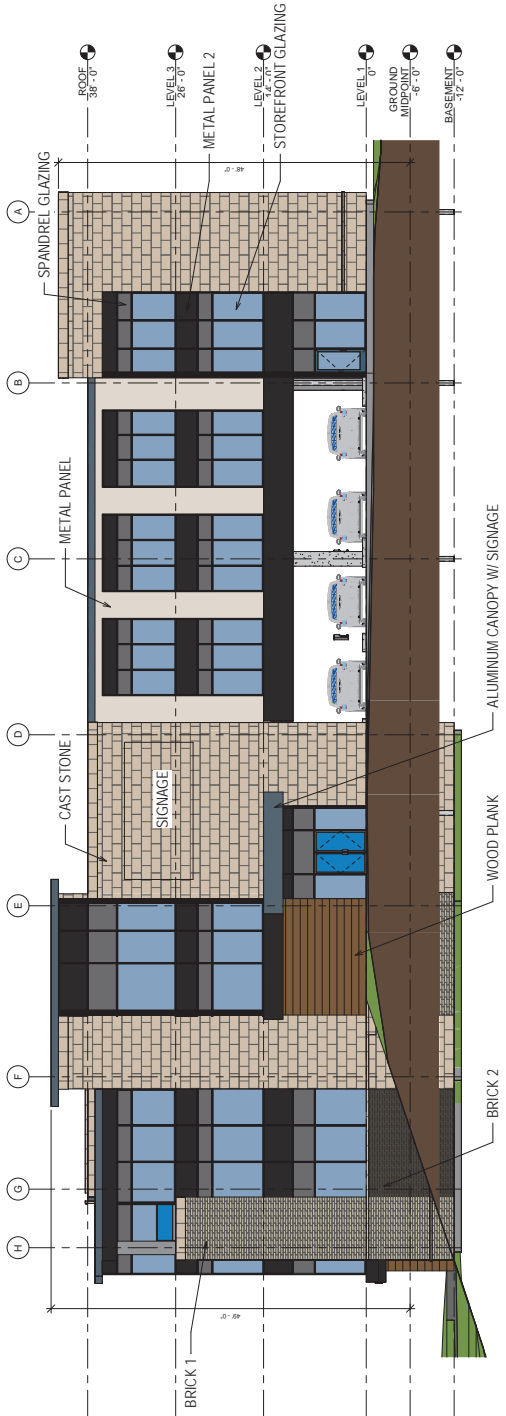
**ANNUAL COVERED BY PARKING OR STRUCTURE = 30.08 SF = 0.71 ACRES**  
 ANNUAL COVERED BY PARKING OR STRUCTURE = 11.72 SF = 0.27 ACRES  
 TOTAL CANOPY TREES BUFFER WARD = 6  
 TOTAL CANOPY TREES BUFFER WARD = 12  
 TOTAL SPACES = 115

**PLANT MATERIAL SUMMARY**  
 TOTAL CANOPY TREES = 46  
 TOTAL CANOPY TREES BUFFER WARD = 6  
 TOTAL CANOPY TREES BUFFER WARD = 12  
 TOTAL SPACES = 115

**Landscaping Plant Material List**

Quantity	Species	Common Name	Size
13	Black Maple	Black Maple	7' caliper
13	Canadian Hemlock	Canadian Hemlock	7' caliper
13	Scarlet Oak	Scarlet Oak	7' caliper
13	Burmaan Oak	Burmaan Oak	7' caliper
13	Red Bay	Red Bay	7' caliper
13	Thornless Honey Locust	Thornless Honey Locust	7' caliper
13	Kentucky Bluegrass	Kentucky Bluegrass	7' caliper
13	Myrtle Sweet Pine	Myrtle Sweet Pine	7' caliper
13	Meliotrangia	Meliotrangia	7' caliper
13	New Jersey Tea	New Jersey Tea	7' caliper
13	American Elm	American Elm	7' caliper
13	Spindly Tooth	Spindly Tooth	7' caliper
13	Waterbury Holly	Waterbury Holly	7' caliper
13	Canadian Yew	Canadian Yew	7' caliper
13	Carolina Water Bird Myrtle	Carolina Water Bird Myrtle	7' caliper

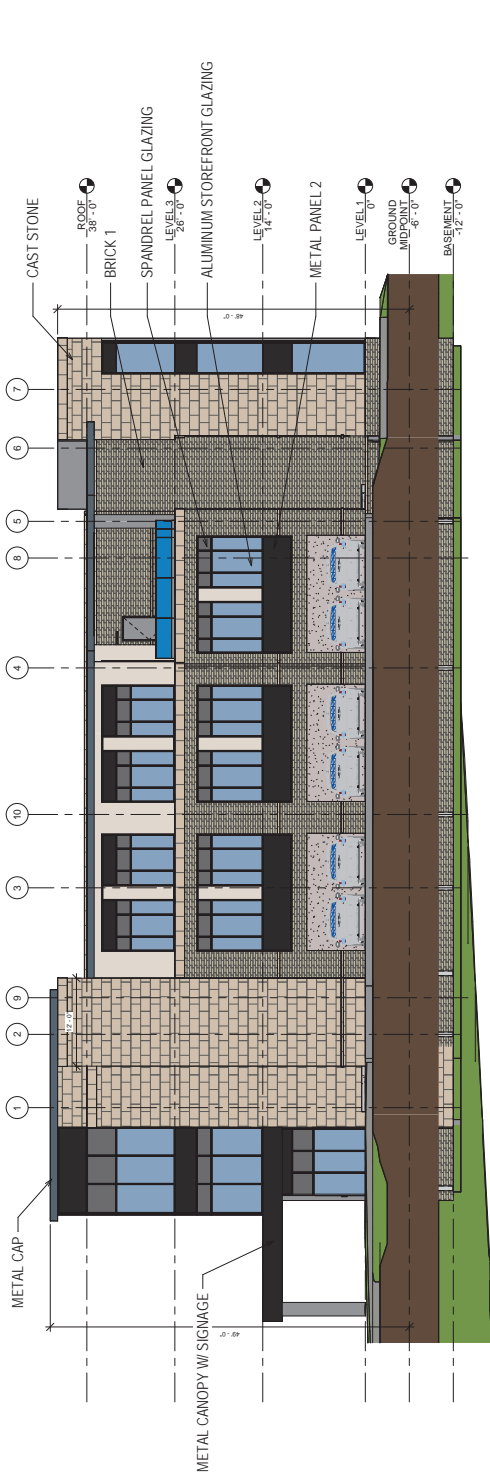
Site and Parking Landscaping Requirements




**NORTH ELEVATION**  
 1/8" = 1'-0"




**EAST ELEVATION**  
 1/8" = 1'-0"




**WEST ELEVATION**  
 18'-0" x 10'-0"




**SOUTH 17TH STREET**  
 18'-0" x 10'-0"



CHECKLIST FOR  
 CONTRACTOR

People's Bank  
 Corporate Office  
 Enter address here

PROJECT NUMBER:  
**21076**  
 DATE:  
**Issue Date**  
 REVISION SCHEDULE: DATE  
 1. REVISION/DESCRIPTION

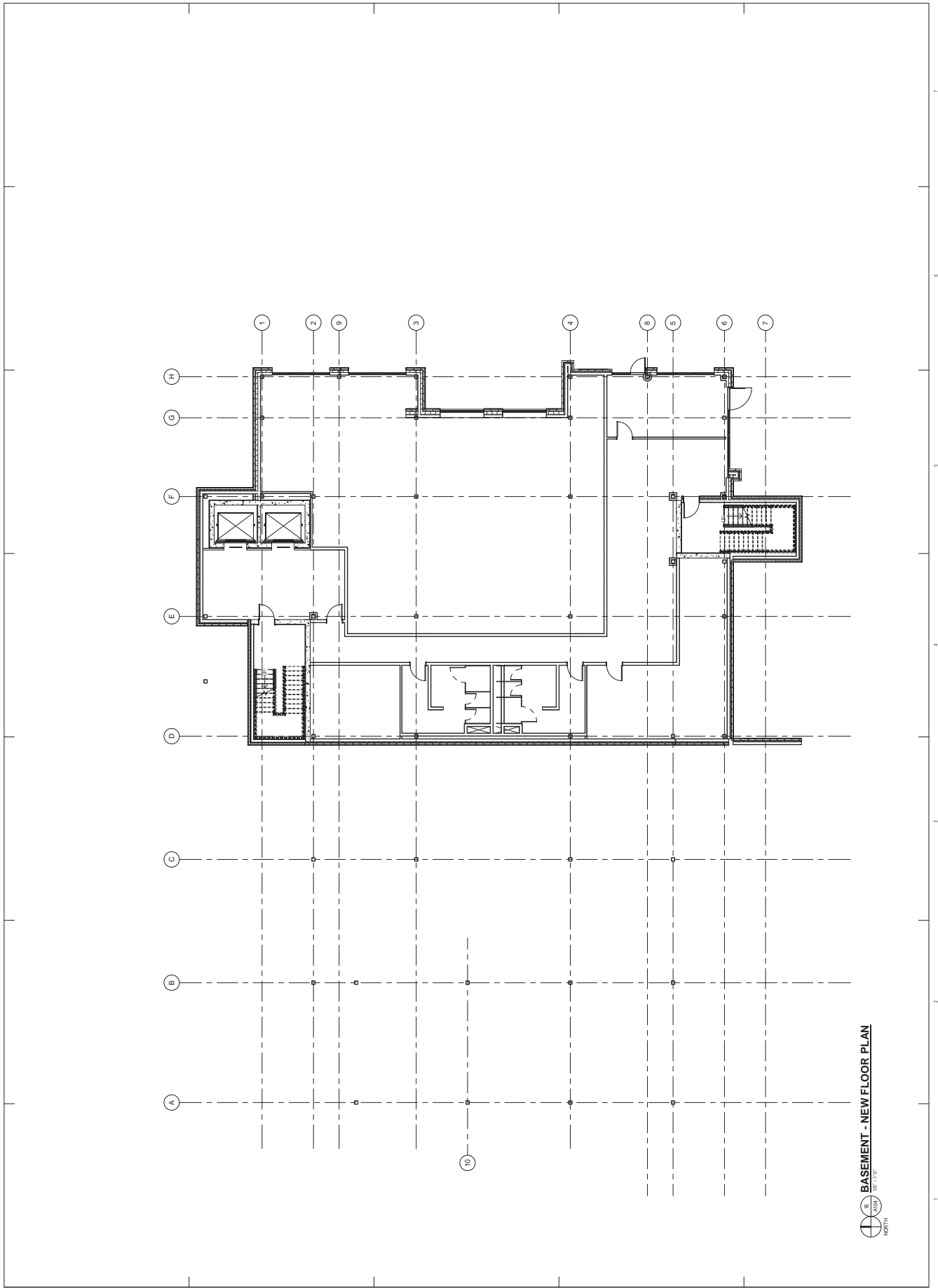
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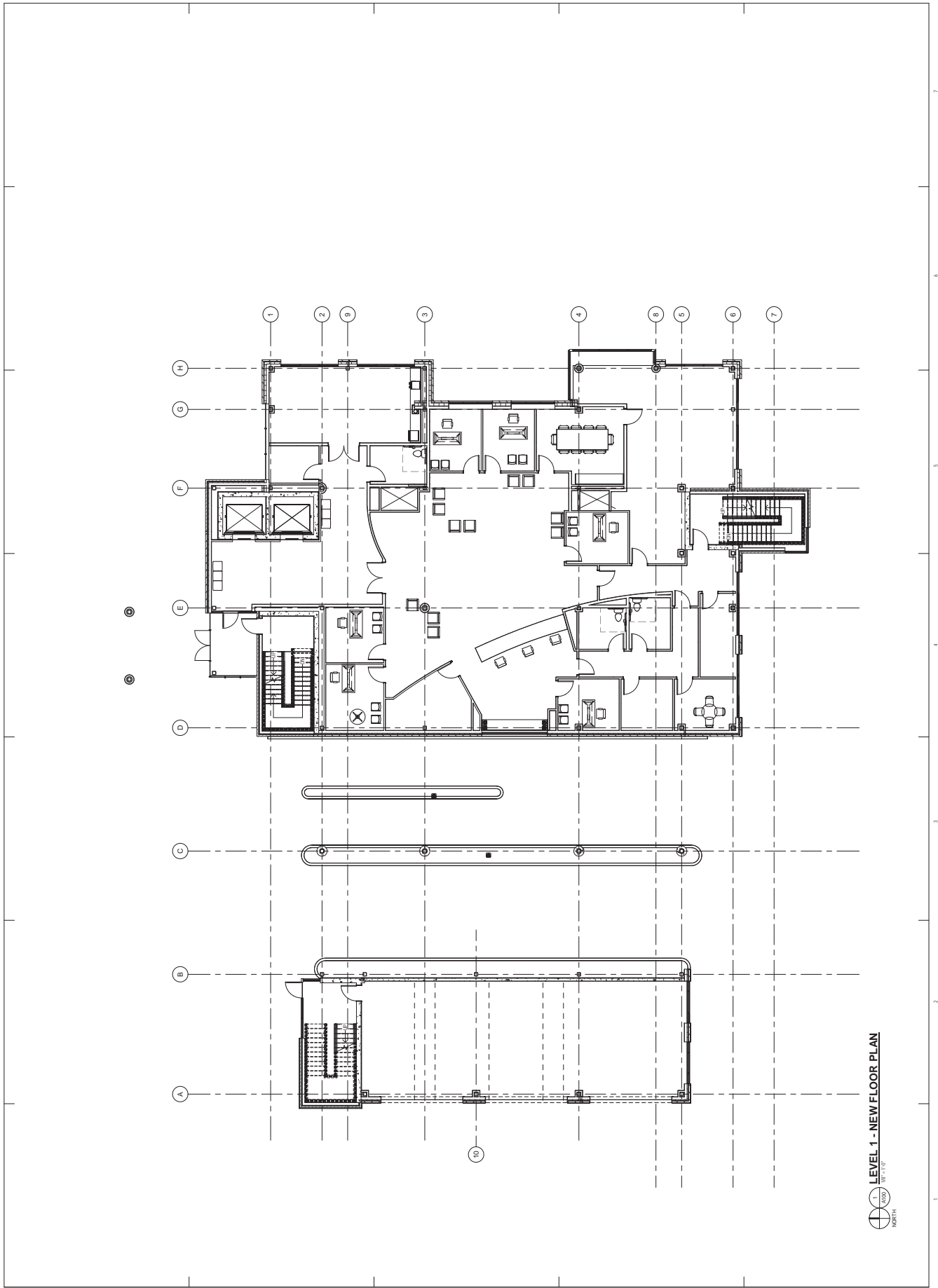
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**FLOOR PLAN  
 BASEMENT**

SHEET NUMBER:

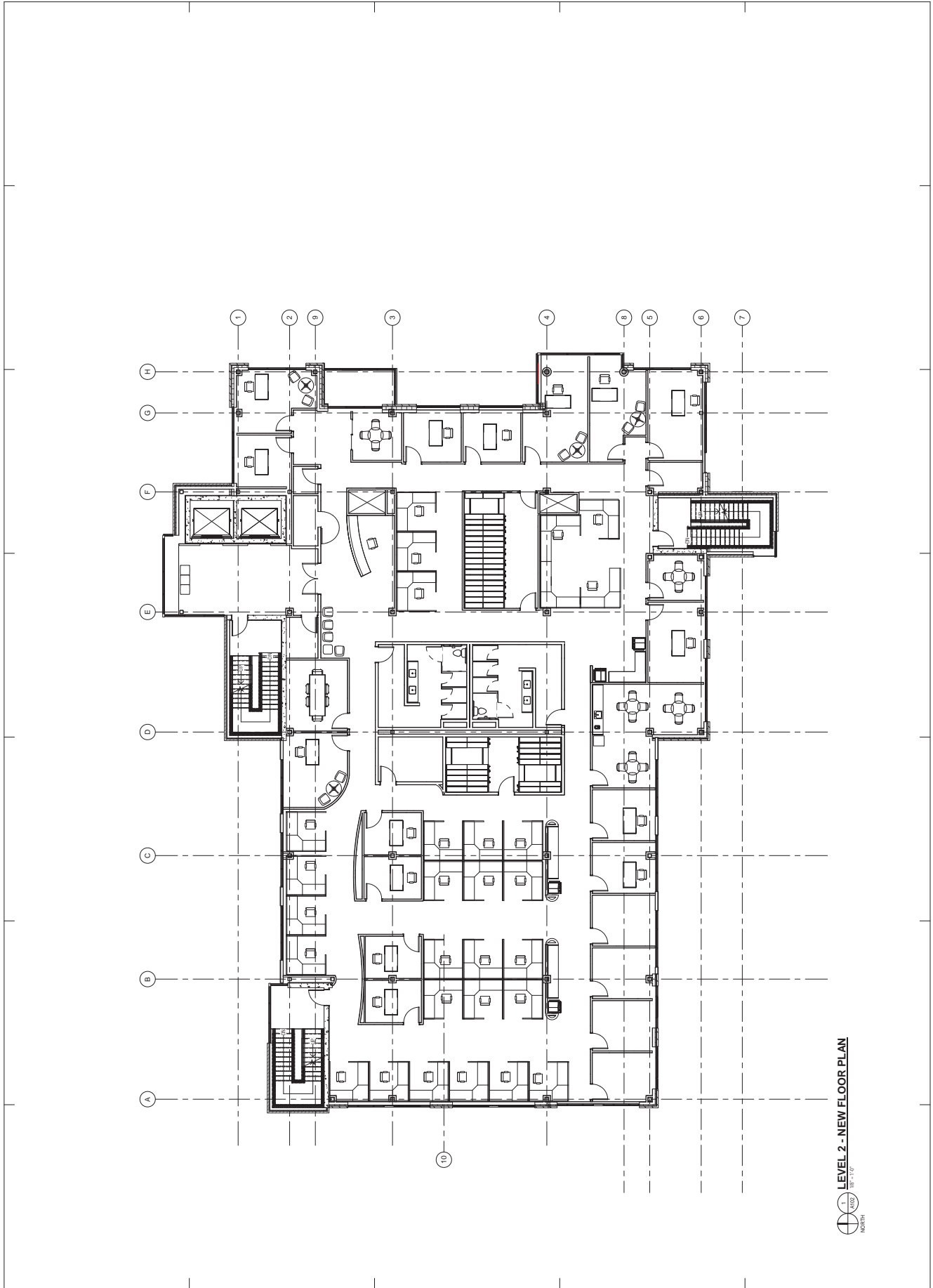
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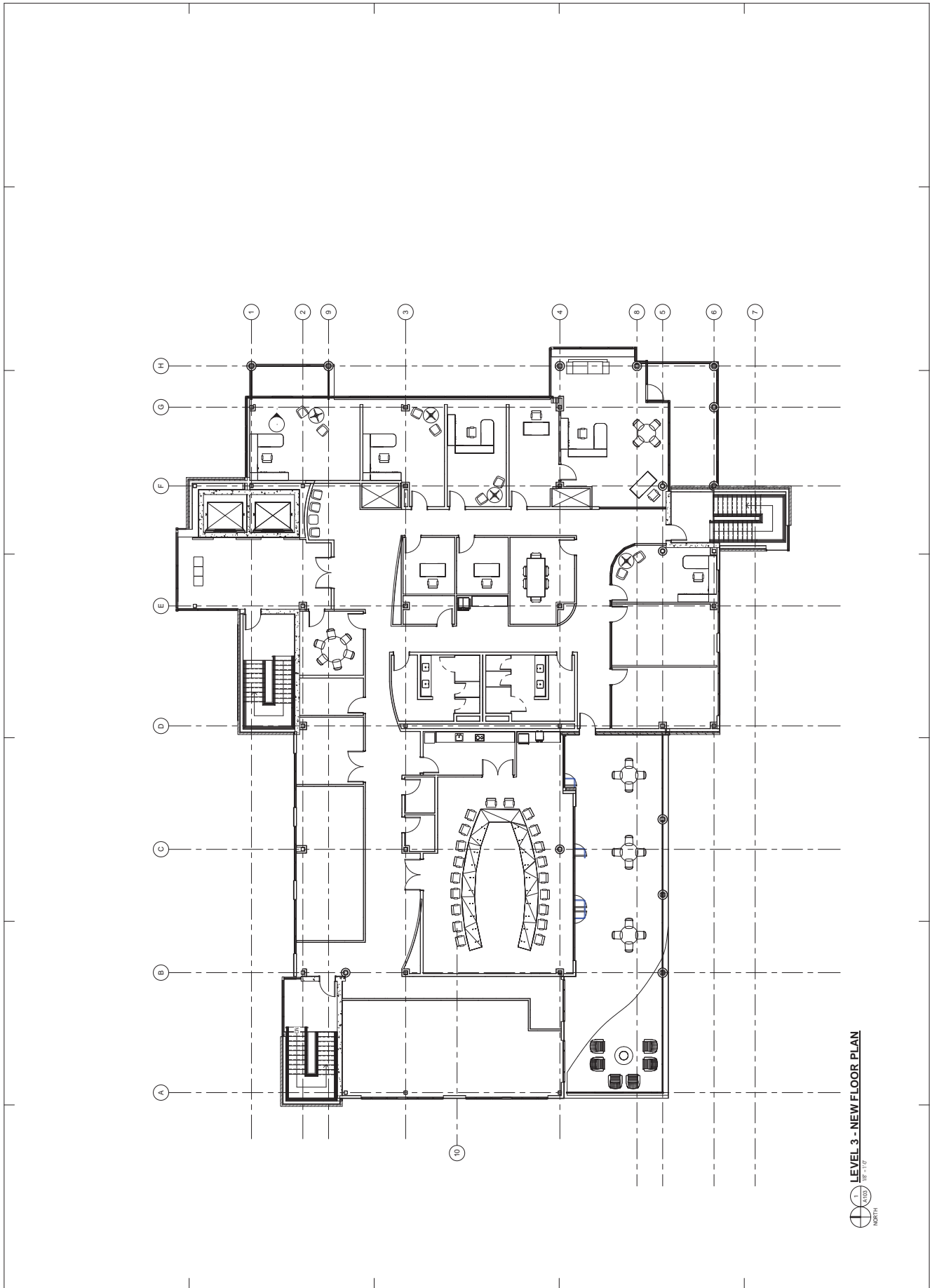

**BASEMENT - NEW FLOOR PLAN**  
3/8" = 1'-0"



**LEVEL 1 - NEW FLOOR PLAN**  
 10'-0" = 1'-0"  
 NORTH



NORTH  
 1/8" = 1'-0"  
**LEVEL 2 - NEW FLOOR PLAN**




**LEVEL 3 - NEW FLOOR PLAN**  
 3/8" = 1'-0"



17<sup>th</sup> & College Entrance



Northeast Aerial



North Elevation/Entrance



Woodburn Entrance to Drive-Thru





17<sup>th</sup> & Woodburn



South Elevation



17<sup>th</sup> & College at Golden Hour