

CITY OF BLOOMINGTON



PLAN COMMISSION

July 11, 2022 5:30 p.m.
Council Chambers, Room #115
Hybrid Zoom Link:

<https://bloomington.zoom.us/j/85981492133?pwd=ZjRvNW8vZ0JyM1ZCai9CcmVXT3BQdz09>

Meeting ID: 859 8149 2133 Passcode: 029852

CITY OF BLOOMINGTON
PLAN COMMISSION (Hybrid Meeting)
July 11, 2022 at 5:30 p.m.

❖City Council Chambers – Room #115

❖Virtual Link:

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Meeting ID: 859 8149 2133

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Petition Map: <https://arcg.is/0DaOGS>

ROLL CALL

MINUTES TO BE APPROVED: June 13, 2022

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITIONS CONTINUED TO: August 15, 2022

PUD/DP-24-21 Robert V Shaw

N Prow Road: 3500 block of N Hackberry Street
Request: Petitioner requests Final Plan and Preliminary Plat amendment for Ridgefield PUD and Subdivision Section V.
Case Manager: Jackie Scanlan

SP-24-22 Cutters Kirkwood 123 LLC

115 E Kirkwood Ave
Request: Major site plan approval to construct a 4-story building with 3 floors of residential units over a ground floor parking garage and retail space in the MD-CS zoning district. The upper floors will consist of 15 dwelling units for a total of 38 beds.
Case Manager: Karina Pazos

SP-06-22 Strauser Construction Co., Inc.

3000 & 3070 S Walnut St.
Request: Major site plan approval to construct a 9 building self service Storage facility with 10 new vehicle parking spaces.
Case Manager: Karina Pazos

PETITIONS:

SP-19-22 People's State Bank

202 W 17th Street
Request: Major site plan approval to allow construction of a 34,200 gross-square-foot commercial building with a bank drive-through and associated parking in the Mixed-Use Corridor (MC) zoning district.
Case Manager: Gabriel Holbrow

****Next Meeting August 15, 2022**

Last Updated: 7/8/2022

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.

SP-25-22 Strauser Construction Co Inc

409 E Kirkwood Ave

Request: Major site plan approval to construct a 4-story building with 3 floors of residential units over a ground floor containing a commercial space and a parking garage in the MD-UV zoning district. The upper floors will consist of 25 dwelling units for a total of 29 beds.

Case Manager: Karina Pazos

DP-27-22 Redevelopment Commission – City of Bloomington

S of 2nd St / W of Rogers St / N of 1st St / E of Morton St

Request: Primary Plat approval to plat 19 lots and right-of-way.

Case Manager: Jackie Scanlan

*****Next Meeting August 15, 2022***

Last Updated: 7/8/2022

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.

BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 202 West 17th Street

CASE #: SP-19-22
DATE: July 11, 2022

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

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

REQUEST: The petitioner is requesting a major site plan approval to allow construction of a 34,200 gross-square-foot commercial building with a bank drive-through and associated parking in the Mixed-Use Corridor (MC) zoning district

BACKGROUND:

Area: 76,469 s.f. = 1.75 acres
Current Zoning: MC (Mixed-Use Corridor)
Comprehensive Plan Designation: Urban Corridor
Existing Land Use: Bank branch and former bottling plant
Proposed Land Use: Financial institution, Office, and Drive-through
Surrounding Uses: North – Multifamily dwellings and Office
South – Vehicle fuel station, Vehicle repair, and Single-family dwellings
East – Park
West – Single-family dwellings

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 Avenue 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 requesting major site plan approval 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. An entrance adjacent to the corner of 17th and College leads into a lower level (designated as the basement on the submitted floor plans) with stair access and elevator access to Level 1 above. The lower level is fully exposed at ground level along College and underground on the other three sides. Level 1 is directly accessed from an entrance on the north side of the building and contains the local bank branch. Levels 2 and 3 above contain office space for the bank.

Parking areas are proposed on the site to the north and west of the building. A three-lane bank drive-through passes under Levels 2 and 3 of the building, with one-way traffic from north to south. Entrance and exit for the parking and the drive-through are provided by two two-way driveways, one off Woodburn to the west and another off 17th to the south. The frontage and right-of-way along 17th Street have been laid out to coordinate with the City's multi-use trail along the north side of 17th Street.

The Board of Zoning Appeals granted petition V-19-22 on June 23, 2022 for three variances from development standards for this project. The first variance allows parking areas to the west of the building in the front parking setback area for Woodburn Avenue. The second variance allows two-way drive access on both Woodburn and 17th, where the UDO would otherwise require drive access only on Woodburn. The third variance allows a driveway design for the drive access on 17th that includes small portions greater than 24 feet in width. All of the variances are reflected in this site plan.

The petitioner has proposed pull-in angled on-street parking on Woodburn Avenue adjacent to the site. Because this on-street parking is proposed for the public right-of-way, not on the petitioner's property, these features are outside the scope of major site plan review and approval. The configuration of on-street parking in the public right-of-way of Woodburn Avenue is subject to the review and approval of the Engineering Department and possibly the Board of Public Works, as the keepers of the city right-of-way, and may require a code amendment by City Council.

MAJOR SITE PLAN REVIEW 20.06.050(a)(2)(C)(ii): Major site plan approval is required for developments that contain more than 15,000 square feet of gross floor area. This proposed site plan will create 34,200 square feet of gross floor area.

DEVELOPMENT STANDARDS & INCENTIVES 20.04: The following UDO standards are required to be reviewed for all activities that require New Development approval.

Dimensional Standards:

Setbacks – The MC zoning district requires a minimum of 15 feet of front building setback, measured from the proposed right-of-way width in the Transportation Plan. The proposed right-of-way width for 17th Street is 86 feet, which is greater than the existing right-of-way width, even after recent right-of-way acquisition for the City's multi-use path. On the proposed site plan, a line labeled "Maximum R/W" is shown 43 feet from the surveyed centerline of 17th Street, and building is set back 15 from that line. The proposed site plan demonstrates compliance with all of the front parking setbacks from College Avenue, 17th Street, and Woodburn Avenue. The MC zoning district requires a minimum of seven feet for side and rear building setbacks. The proposed site plan demonstrates compliance with the side setback from the northern edge of the property. The MC zoning district requires a minimum front parking setback of 20 feet behind the primary structure's front building wall. The proposed site plan demonstrates compliance with the front parking setback from College Avenue and 17th Street, and has obtained a variance, V-19-22, from the front parking setback from Woodburn Avenue.

Height – The maximum height in the MC zoning district is four stories not to exceed 50 feet. The proposed building is four stories with a maximum height of 49 feet above the average finished grade (grade midpoint).

Impervious Surface Coverage – The maximum impervious surface coverage in the MC zoning district is 60% and the minimum landscape area is 40%. The petitioner has stated that the proposal contains 76,469 square feet, including 45,415 square feet (59.4%) of impervious surface coverage and 31,081 square feet (40.6%) of landscape area. The proposal meets the impervious surface coverage and landscape requirements.

Environment:

The property does not have any naturally occurring environmentally sensitive areas. There are no known sensitive environmental features.

Access and Connectivity:

Driveways and Access

- **Location of Drives** – For nonresidential uses located on corner lots, such as this location, the UDO requires drive access to 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 obtained a variance, V-19-22, from this standard to allow drive access on both Woodburn Avenue and 17th Street.
- **Separation of Drives** – The driveway on Woodburn is more than the minimum required 100 feet from the nearest street intersection with 17th Street and more than the minimum required 50 feet from any other driveway entrance. The driveway on 17th is more than the minimum required 150 feet from the intersection with College Avenue, but only approximately 88 feet from the intersection with Woodburn Avenue. Where minimum distance separation cannot be met, the UDO authorizes the City Engineer to approve the driveway location. The City Engineer has noted no objections to the driveway location, but has stated that if crash patterns arise due to the driveway, the City may pursue access management improvements within the public right-of-way in the future.
- **Driveway and Access Design** – The UDO limits driveway pavement width for nonresidential uses to a maximum of 24 feet, measured from the ROW line to the front building setback line. The driveway on Woodburn is 20 feet wide. The driveway on 17th Street is 20 feet wide at the edge of right-of-way, but includes small portions greater than 24 feet in width in front of the front building setback line. The petitioner obtained a variance, V-19-22, from this standard to allow the driveway design in the proposed site plan.

Pedestrian and Bicycle Circulation – College Avenue is classified as a General Urban Street typology per the Transportation Plan, where a minimum 8-foot tree plot and a minimum 10-foot sidewalk are required. The proposed site plan shows an 8-foot tree plot and 10-foot sidewalk as required. 17th Street is also classified as a General Urban Street typology, but has a specific recommendation for a multi-use path in the Transportation Plan. The frontage and right-of-way along 17th Street have been laid out to coordinate with the City's multi-use trail along the north side of 17th Street. Woodburn Avenue is classified as a Neighborhood Residential Street typology, where a minimum 5-foot tree plot and a minimum 6-foot sidewalk are required. The proposed site plan shows a 5-foot tree plot and 6-foot sidewalk as required. Because the sidewalk along Woodburn is provided outside the public right-of-way and on the private property of the petitioner, a pedestrian easement for the sidewalk will need to be recorded before final occupancy.

Public Transit – There are existing bus routes on College Avenue and 17th Street adjacent to the property. The proposed development does not trigger requirements to provide any new transit facilities. No new transit facilities are proposed.

Parking and Loading:

Maximum Vehicle Parking Allowance – The maximum vehicle parking requirement for the financial institution use is 4 spaces per 1,000 square feet of gross floor area. For the 34,200 gross square feet of proposed building area, a maximum of 136 parking spaces are allowed. The proposed site plan provides 59 parking spaces on the property, including 53 spaces in the surface parking lot and 6 spaces in a garage accessed from the west side of the building. The proposed site plan also shows 14 on-street parking spaces on Woodburn Avenue in the public right-of-way, but these features are outside the scope of major site plan review and approval.

Accessible Parking – For the 59 parking spaces provided on site, a minimum of three of these must be accessible parking spaces, including two standard accessible spaces and one van accessible space. The proposed site plan provides three accessible parking spaces in the parking area nearest to the main entrance on the north side of the building, including two spaces that meet the dimensional requirements for van accessible spaces. Any addition of on-street parking must comply with local and federal accessible parking standards.

Vehicle Parking Location and Design – The proposed parking areas comply with UDO requirements for the dimensions of parking spaces and drive aisles. To manage stormwater drainage from the parking lot, the proposed site plan directs drainage into landscape islands and eventually into two rain garden features in the southwest portion of the site. Stormwater management features and practices for the parking areas are subject to the approval of the City of Bloomington Utilities (CBU) prior to the issuance of a grading permit. CBU has not yet granted approval for parking lot stormwater management at this site. For the purposes of major site plan review, the proposed site plan demonstrates that there is adequate area and layout to accommodate any additional features that CBU may require, without substantial modification to the site plan.

Electric Vehicle Charging – Parking areas with 50 or more parking spaces shall provide a minimum of one parking space dedicated to electric vehicles for every 25 parking spaces provided on site. For the 59 parking spaces provided on site, a minimum of three of these must be signed and outfitted with a standard electrical vehicle charging station. The proposed site plan provides three electric vehicle parking spaces to the northwest of the main entrance on the north side of the building.

Drive-Through Facilities and Vehicle Stacking Areas – The use-specific standards for drive-through uses in UDO section 20.03.030(g)(4)(B) allow up to three drive-through bays for financial institutions in the MC zoning district. The proposed site plan shows three drive-through bays. The lane for the western-most drive-through bay is 22 feet wide, wider than the other two, to allow vehicles to bypass the drive-through bays if the driver entered by mistake or changed their mind. For financial institution drive-through facilities, the UDO requires stacking space for a minimum of two vehicles per service lane. Supplementary materials provided with the site plan demonstrate adequate stacking space for more than six vehicles for the three proposed drive-through bays.

Minimum Bicycle Parking Required – The proposed site plan must provide a minimum of six bicycle parking spaces or bicycle parking spaces equal to 5% of the motor vehicle parking spaces

provided on site, whichever is greater. 59 motor vehicle parking spaces are provided on site. 5% of 59, rounded up, is three, which is less than six. Consequently, a minimum of six bicycle parking spaces are required. The proposed site plan provides covered parking for eight bicycles.

Bicycle Parking Location and Design – For nonresidential developments of more than 20,000 gross square feet, all required bicycle parking must be by Class II cover spaces. All required bicycle parking must be located within 50 feet of the main entrance of the building. The proposed site plan provides two hoops, each of which provides parking for two bicycles, in a roofed bicycle parking structure less than 50 feet from the building entrance on the north side of the building, and two hoops in a roofed bicycle parking structure less than 50 feet from the building entrance at the southeast corner near College and 17th. The proposed site plan also demonstrates compliance with the bicycle parking specifications in the Administrative Manual.

Site and Building Design:

Building Design

- **Materials** – The proposed building is finished with a mix of two colors of cast stone brick, stone or cast veneer, metal panel, aluminum storefront, wood, tinted glass panels, and spandrel glass panels. Masonry, brick, cast stone and transparent glass are allowed primary exterior finish materials. Metal panels, wood, and spandrel glass panels are allowed as secondary exterior finish materials so long as the material covers no more than 20 percent of the building facade. The proposed exterior elevations demonstrate compliance with these standards.
- **Exterior Facades** – The UDO requires that all facades incorporate at least three design elements every 40 feet to break up monotony. The proposed design includes changes in building height, regular patterns of transparent glass, and wall elevation projections and recesses that meet this requirement.
- **Patterns** – The UDO requires that all facades visible from any roadway shall consist of at least one primary and one secondary color, shall repeat either texture or color horizontally, and shall repeat variations in texture and color at least every 30 feet vertically. The proposal meets these design standards.
- **Eaves and Roofs** – The proposed design shows flat roofs consisting of a mixture of roofing behind cast stone parapets and overhanging metal caps.
- **360-Degree Architecture** – The UDO requires the sides of a building that are not visible from a street to incorporate similar material finishes and architectural detail to the facades that are visible. The proposal meets this design standard.
- **Primary Pedestrian Entry** – On corner lots, the UDO requires a primary pedestrian entry meeting specified architectural standards for the facade facing the higher classified street. For this petition, a primary pedestrian entry is required on College Avenue. The proposed building design provides a pedestrian entry at the southeast corner of the building including doors facing both College Avenue and 17th Street. The portion of the facade facing College includes two of the required architectural elements: a pilaster/facade module that projects from the face of the wall to the right of the entry area and that highlights the entry; and a prominent building address, building name, and lighting. The remaining eligible architectural elements, one of which must be added are: public art display; raised corniced entryway parapet; and buttress or arched entry. Staff recommends that the third architectural element could be satisfied with either a public art display near enough to be visually associated with the entry on College Avenue, or an extended canopy with pillars, similar to the proposed entry on the north side of the building, as an interpretation of

“buttress and arched entry” that is consistent with the architectural language of the proposed design. A condition has been added requiring that a third architectural element be provided at the primary pedestrian entry on College Avenue.

- Windows on Primary Facades – The UDO requires all first-story windows on the primary facade of a primary structure to be transparent and not make use of dark tinting or reflective glass. The proposal meets this standard, and will be verified at the time of review for the issuance of a certificate of zoning compliance for the building permits.
- Anti-Monotony Standards – The proposed building design demonstrates all of the anti-monotony standards established in the UDO, including differences in rooflines, differences in building footprint, and differences in the number of floors for different portions of the building.
- Street Addresses – The proposed building design incorporates required street address displays.

Universal Design – The proposed building floor plans demonstrate compliance with the UDO standards for interior universal design elements.

Landscaping, Buffering, and Fences:

Street Trees – A minimum of one canopy tree shall be planted per 40 feet of property that abuts a public right-of-way. The 268 feet of frontage on College Avenue requires a minimum of seven trees. Seven thornless honey locust trees are provided along College Avenue. The 284 feet of frontage on 17th Street requires a minimum of eight trees. Seven Shumard oak trees are provided along 17th Street. At least one more street trees along 17th Street must be provided. Additionally, one of the street trees on 17th Street on the proposed landscape plan is at the location of water meter pit and water line shown on the proposed utility plan. This tree must be moved. The 269 feet of frontage on Woodburn Avenue requires a minimum of seven trees. Seven autumn flame red maple trees are provided along Woodburn Avenue. Red maple (*Acer rubrum*) is a species on the list of permitted large street trees in the UDO, but the autumn flame variety is on the list as a permitted medium street tree. There are no overhead wires or other constraints along Woodburn that prevent the planting of a large tree variety, so the UDO requires large trees at this location. A condition has been added requiring that a landscape plan resolving these street tree issues and meeting all UDO requirements be submitted and approved prior to issuance of a grading permit.

Buffer Yards – A type 2 buffer yard is required when a commercial use is developed adjacent to a multifamily dwelling use. The type 2 buffer yard must be a minimum of 15 feet wide and must be planted with a minimum of one deciduous tree and two evergreen trees every 25 linear feet. The proposed site plan provides a compliant type 2 buffer yard along the western half of the northern property line adjacent to the apartments to the northwest. The buffer yard is 15 feet wide by 149 feet long and is planted with six deciduous black maple trees and 12 evergreen Canadian Hemlock trees.

Parking Lot Landscaping – For surface parking lots, the UDO requires a minimum of one tree per four spaces and three shrubs per one space. The UDO further requires a minimum of one landscape bumpout, island, or endcap per every 10 parking spaces. Each required bumpout, island, or endcap must contain at least one large canopy tree. The proposed site plan shows 53 parking spaces in the surface parking lot, which requires 14 trees, 159 shrubs, and six bumpouts, islands, or endcaps. 18 large canopy trees are provided within 10 feet of the parking lot surface, including at least six in required bumpouts, islands, or endcaps. At least 160 shrubs are provided within five feet of the

parking lot surface. The proposed site plan is compliant with parking lot landscaping standards.

Mixed-Use and Nonresidential Landscaping – The minimum landscape area on site or areas not covered by impervious surfaces, excluding the buffer yard areas, shall be planted with the following: nine large canopy trees, three evergreen trees, three medium or small canopy trees, and 27 shrubs per acre. The proposed site plan provides 0.71 acres of landscape area, which requires seven large canopy trees, three evergreen trees, three medium or small canopy trees, and 20 shrubs. Not includes trees or shrubs required to meet street tree, buffer yard, and parking lot landscaping requirements, the proposed site plan provides seven large canopy trees of various species, three evergreen Canadian hemlock trees, three medium downy serviceberry trees, and 20 shrubs of various species. The proposed site plan is compliant with the interior landscaping standards for mixed-use and nonresidential development.

Screening – Roof-mounted and ground-mounted mechanical equipment must be screened from public view. No mechanical equipment is shown on the proposed site plan. Any mechanical equipment that is necessary to add will need to comply the screening standards in the UDO. The UDO requires outdoor loading, service, and refuse areas to be located where they are not visible from public open space, public trails, public streets, or from adjacent properties, to the maximum extent practicable, including being located outside the front setback and a minimum of five feet from side and rear property lines. The proposed site plan shows a dumpster enclosure in the northwest portion of the site for solid waste and recycling, adequately screened from public streets and adjacent property with brick walls to match the building material of the primary building.

Fences and Walls – Fences and walls shall not exceed a height of eight feet in the area behind the front building wall and four feet in the area forward of the front building wall of the primary structure. No fences are proposed for the site. The proposed site plan includes a concrete retaining wall along the eastern half of the northern property line as well as several limestone mill block retaining walls in the northeast portion of the site. All of the retaining walls are shown to be flush with the ground or less than one foot in height on the high side of the retaining wall. Furthermore, retaining walls are exempt from the height standards for fences and walls.

Outdoor Lighting:

No exterior lighting is shown on the proposed site plan. A lighting and photometric plan will have to be submitted which shows that the site meets UDO requirements for maximum light trespass and fixture types during the grading permit review process. No deviations from the lighting code are expected. A condition has been added.

Incentives:

The petitioner is not seeking any affordable housing or sustainable development incentives.

SITE PLAN REVIEW: The Plan Commission shall review the major site plan petition and approve, approve with conditions, or deny the petition in accordance with Section 20.06.040(g) (Review and Decision), based on the general approval criteria in Section 20.06.040(d)(6)(B) (General Compliance Criteria).

20.06.040(d)(6)(B) General Compliance Criteria

- i. Compliance with this UDO

- ii. Compliance with Other Applicable Regulations
- iii. Compliance with Utility, Service, and Improvement Standards
- iv. Compliance with Prior Approvals

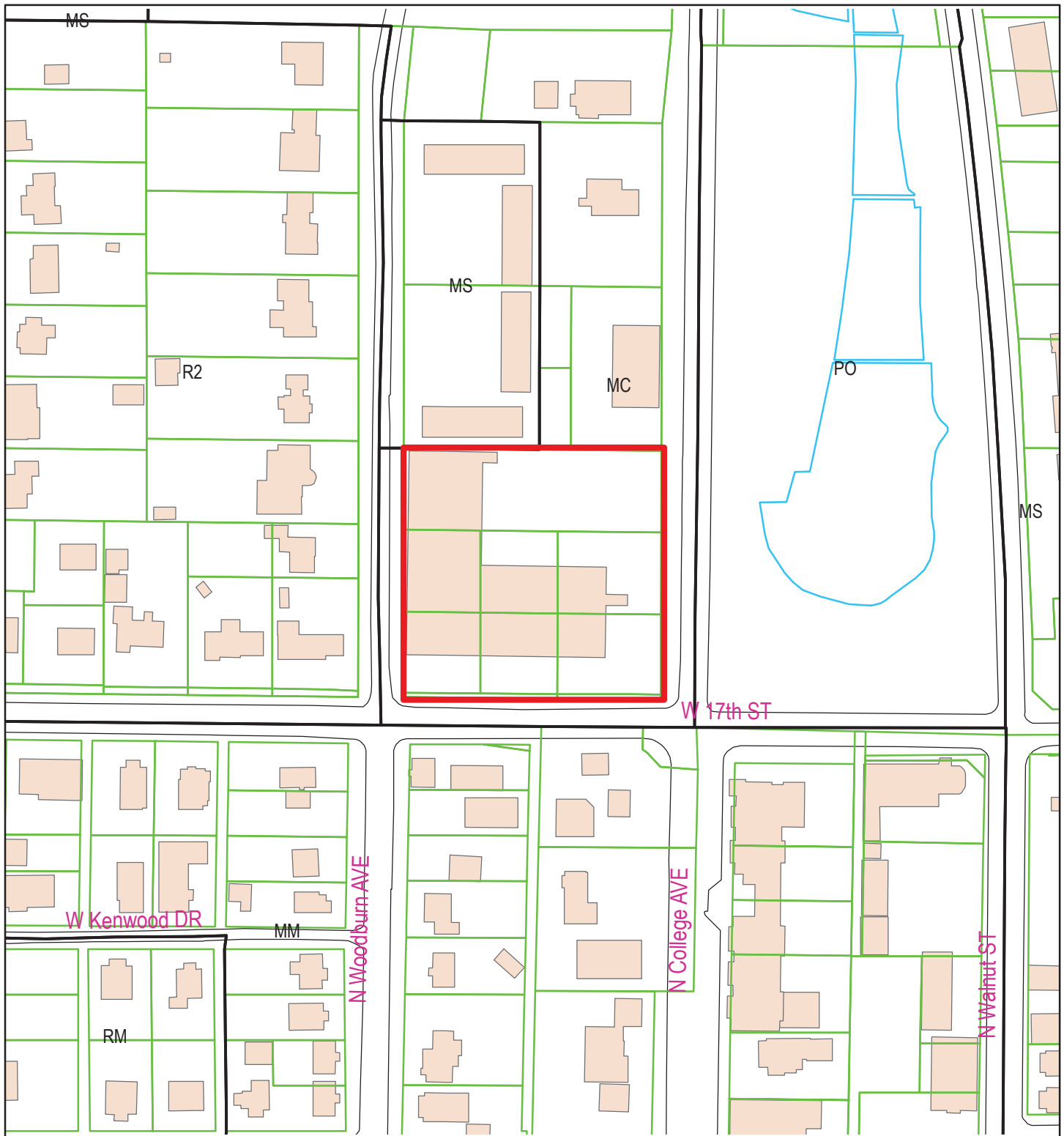
PROPOSED FINDINGS:

This development will meet all applicable standards in the UDO, as modified by the variances granted as petition V-19-22, and subject to the conditions listed below. This development is in compliance with other applicable regulations. No problems have been identified with meeting all city utility, service, and improvement standards. This development is in compliance with prior approvals, including variance V-19-22.

CONCLUSION: The petition meets all requirements of the Unified Development Ordinance. The development of this property will provide public improvements for pedestrian circulation by providing a new sidewalk and tree plot on Woodburn Street and rebuilding the sidewalk on College Avenue and by accommodating the new multi-use path on 17th Street. Additionally, the development will allow substantial private improvements to the entire property.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve SP-19-22 with the following conditions:

1. The petitioner must receive a grading permit before any land disturbance activity.
2. The petitioner must record a pedestrian access easement for the sidewalk along Woodburn Avenue prior to issuance of final occupancy.
3. The stormwater management of drainage from the parking lot must be approved by City of Bloomington Utilities prior to issuance of a grading permit.
4. A revised building design for the pedestrian entry on the College Avenue facade that incorporates at least three of the architectural elements required by UDO section 20.04.070(d)(2)(H)iii. must be submitted and approved prior to issuance of a building permit.
5. A landscape plan that meets all UDO requirements, including providing at least eight street trees along 17th Street and all street trees species chosen from the UDO list of permitted large street trees, must be submitted and approved prior to issuance of a grading permit.
6. A lighting and photometric plan that meets all UDO requirements must be submitted and approved prior to issuance of a grading permit.
7. This site plan review does not approve signage. A sign permit will need to be applied for.



202 West 17th Peoples State Bank

City of Bloomington
Planning & Transportation



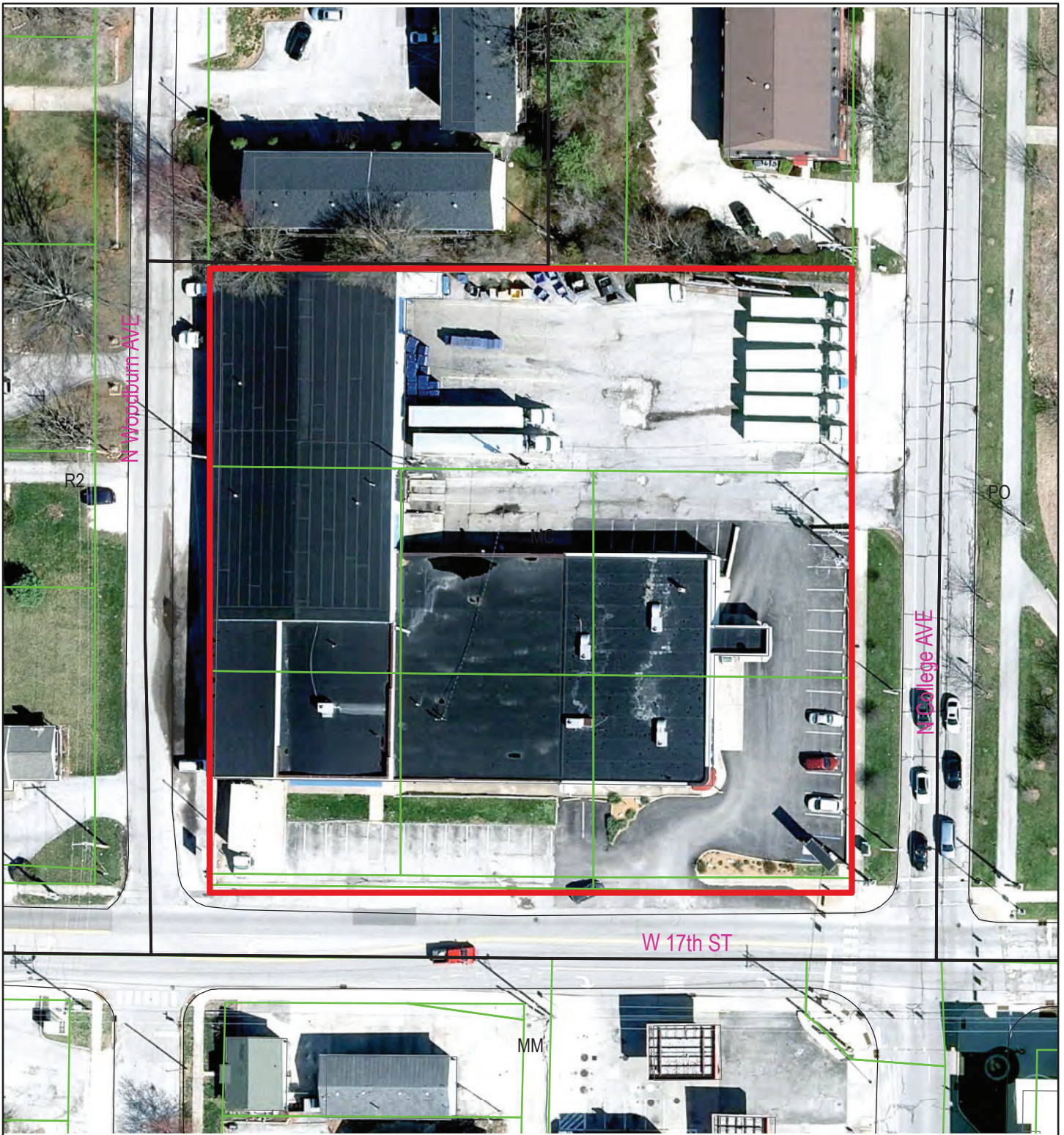
175 0 175 350 525 Feet

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



70 0 70 140 210 Feet

Scale: 1 " = 80 '

By: Gabriel Holbrow
6/16/2022

For reference only. Map information NOT warranted.



June 27th, 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 17th 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 17th and College Ave.

Project Owner

The Project is being developed and occupied by The Peoples State Bank. Peoples State bank is a long-term member of the Bloomington community and an employer of local residents. The banks current corporate headquarters are in Ellettsville. The banks desire is to move its corporate offices, administration and multiple jobs to Bloomington as part of this project provided the City wants the vacant Pepsi bottling company torn down and a key commercial corner revitalized with Peoples State Banks corporate flagship.

Project Description

The project will consist of a single building, purpose built for a single tenant – The Peoples State Bank. The building will serve as the corporate offices for Peoples State Bank and will house their administrative and lending operations along with providing a replacement commercial bank for the one currently on site. 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 17th and College at the lower level connecting to the sidewalks and new proposed city trail along 17th street. The primary entrance from the parking lot will be off of level 1. The bank and a 3-lane drive-thru will be accessed at level 1. The drive-thru is entirely under the building and replaces the current drive-thru that exist off of College Ave. 3 lanes are for transactions with the 3rd lane wider and serving as a bi-pass lane should a customer change their mind and want to pull out. Parking is all located at level 1 and meets the requirements of the UDO. The site has been laid out based on UDO requirements for a max of 60% land coverage. Site access has been designed in conjunction with engineering for the new city trail along 17th street. Additional angled parking is proposed along Woodburn Street along with an additional access point into the site.

Project Site Access:

Currently, the site is accessed off of College Ave. and off of 17th street and has additional parking provided off of Woodburn Street and direct pull in parking off of 17th street.

The proposed plan Limits site access to a single in-out location off of 17th street along with a new access drive off of Woodburn Street. The current entrance off of College Ave. has been eliminated and the pull in parking off of 17th street has been eliminating in conjunction with the new City trail. A new entrance off of Woodburn has been created and provides a direct access to the parking lot and bank drive thru.

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

Building Entrances:

The site has multiple pedestrian entrances. One off 17th street facing the trail at street level (building lower level), one facing College Avenue at street level (building lower level), and one on the North face of the building serving as the primary entrance from the parking lot. All entrances access the buildings elevator core and provide an accessible route for staff and patrons into the building. Secured parking is provided adjacent to the drive-thru for administrative staff that work after hours on site. These spaces will have direct access into the building via a stair or can chose to walk around to the main entrance on level.

Each of the three primary entrances will have a canopy cover at the door, lighting and be articulated to be viewed as a building entrance. Each entry point will be ADA accessible and served by an accessible route. A similar architectural vocabulary will be used at each of the entrance locations. The elements include a dark canopy projecting off the building and providing coverage, a pilaster stepping out from the façade in a contrasting color to its background, building signage prominently displayed on the canopy face as well as building signage on the wall face at eye level, down-lighting and accent lighting that back-lights the pilaster to set it off of the building. We will work with the staff to determine (if) some form of public art needs to be added to the entry to further designate the locations.

Parking Counts

The UDO allows for 3.3 parking spaces per 1000 sf of building area for this facility.

The building gross square footage is 34,200 sf, therefore 113 spaces allowed.

As designed, the site provides for approx. **73 surface parking spaces** for staff and customer parking. 53 spaces are in the main parking field, 6 garage parking spaces and 14 on-street parking spaces.

Based on this count, 3 ADA parking spaces including a van accessible space are provided

Three (3) EV parking spaces are also provided..

Setbacks

All building and parking setbacks for the project meet or exceed the required setbacks outlined in the UDO.

Building Materials and Massing

The building is designed with 360 degree architecture in mind. Each side carries the same materials and architectural language. The building materials will be a mix of two colors of brick, stone or cast stone veneer, metal panel, aluminum storefront, solar reflective / tinted glazing, and spandrel glass panels at opaque zones. Each entrance is highlighted in the same fashion. A metal canopy protects the entrance zone, a wood wall panel designates the entrance location, down lighting highlights the entry and signage defines the building use. The Stone veneer occurs at each element that defines vertical circulation – elevators and stairs. The brick forms the main body of the building for the lower level, level 1 and level 2 with a lighter brick pulled forward and a darker brick set-back for contrast. The third level and the building zone over the drive thru are primarily composed of glass and metal panel to create a light and open feel. A deep overhanging roof caps the building and provides sun shade to the third level glazing as well as a cut-off for upward shining lighting used to high-light the façade.

Bike Storage/ Parking

Bike parking is provided at or near each of the primary building entrances at the corner of 17th and College and at the main level building entrance on the north façade. Bike loops and a concrete pad meeting the requirements of the UDO will be provided to serve both staff and customers of the facility. Each location will incorporate a roof structure to provide covered, secured parking for a min of 6 bikes.

Site Environmental Conditions

Impervious surface coverage permitted by zoning is 60%. As designed, impervious surface coverage will be 58%. There are no karst features, water resources or floodway areas on site. This site is currently 100% covered with structures and asphalt paving. The proposed plan opens up 40% of the site to pervious zones of trees, landscaping, rain gardens and lawn areas. The new landscape will be populated with native species and work with the building to provide a cohesive site.

Environmental Building Considerations

The developer is interested in providing a building that is sensitive to the concerns of today's-built environment. The building will be designed to meet the requirements of the IECC and ASHRAE Standard 90.1, as well as several state-specific codes as required by the federal government. As such, we are reviewing the incorporation of the following into the project:

- “Green friendly” building materials – This includes both materials with recycled content as well as building materials that have been harvested and manufactured within a 500-mile radius. Examples of these materials include cementitious siding/panels, brick, CMU blocks, and cast stone and limestone products for the exterior. Interior materials will include products that make use of recycled content such as resilient flooring, carpeting, ceiling tiles etc.
- High efficiency appliances and building systems.
- Energy efficient windows with low-E glazing and solar tinting to reduce heat gain.
- White reflective roofing membrane for energy conservation and reduced heat island effect.
- Use of larger window openings for natural day lighting of interior spaces to cut down on the use of artificial lighting and promote healthy environments in group areas.
- Energy efficient lighting fixtures (LED) throughout the project
- Bike parking for staff and customers

- Recycling on site
- The incorporation of native vegetation in landscape zones and rain gardens
- Incorporation of zones of green roof focused in areas where it can be viewed and appreciated
- The current site is 100% covered with building and pavement. The new site will provide a min. of 40% green zones and landscaping as part of the overall refresh of the site.

Encroachments:

- Non- required for the building.
- Standard encroachments for street trees may be requested.

Storm Water Control / Water Quality

Water quantity and water quality requirements will be addressed through the construction of rain gardens and storm water detention basins within and adjacent to the parking lot. All surface runoff will be directed through a rain garden to enhance water quality prior to discharge to the municipal collection system. Rain garden areas will be planted with the appropriate native seed mixture.

Public Improvements for Site:

The owner has granted easement to the City to allow for the development of a new pedestrian trail along 17th street for the length of the property. As part of this negotiation, the owner requested that site access be maintained on 17th street for ingress and egress to the Commercial property. A variance has been granted for this entrance based on the unusual circumstances that the site has streets on 3 sides. Additionally, the owner is replacing and widening the sidewalk down College Ave. in front of their property. The existing vacant Pepsi bottling company and 100% paved / covered site is being removed and replaced with a 40% pervious, landscaped site. Existing curb cuts and parking that directly enter off of both 17th street and off of College are being removed and the redone and lined with trees to create a much-improved pedestrian experience.

Buffer Yard

A buffer yard landscape zone is required along the western half of the northern lot line for portions of the site adjacent to the existing apartment building. No other buffer yards are required.

Site Trash / Recycle

An enclosed site dumpster area will be provided in the NW corner of the site. The enclosure will be sized to include space for the storage and collection of recycled materials from the business. The dumpster enclosure will match the building material (Brick).

Variances:

Based on the new UDO, there are (3) variances that we are aware of that will be requested thru the BZA process. The variances were all approved by the BZA and the changes have been incorporated into the submitted project.

1. Parking between Woodburn and the building (technically parking is in front on the building on the west side of the property).
2. Access drive entering off of 17th street. (Ingress and egress drive – single location approved off of 17th street with second location off of Woodburn to remain).
3. Access drive width off of 17th street. The drive widens at its throat to allow for a smoother turning radius.

Respectfully submitted,

STUDIO 3 DESIGN, INC

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

Tim Cover, Architect



P.O. BOX 128,
Ellettsville, IN 47429
(812) 876-2228
www.psbanywhere.com

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 11th and listening to my concerns regarding a 17th Street entrance/exit that The Peoples State Bank desires for our new corporate office and branch rebuild on our property located at 17th 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 17th 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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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 17th 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 17th Street. In fact, including the former Pepsi property and its access to 17th Street, most of the 17th Street block between College and Woodburn currently has full access and parking right up against 17th Street. Our proposal reduces this access to a one standard size entrance and exit along 17th Street, which should be favored by the City in comparison to the existing configuration. By dismissing our concerns and taking away access on both 17th 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 17th 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 17th 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 17th 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.



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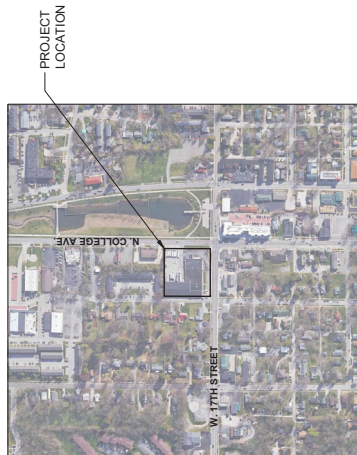
Finally, The Peoples State Bank's project proposal is beneficial to the City as well as to us. As one of the few remaining local community banks based in the Bloomington area, we are attempting to redevelop the corner of 17th Street and College Avenue into an attractive and inviting business building 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 17th 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 17th 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 17th 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



PROJECT LOCATION



VICINITY MAP
NO SCALE



LOCATION
BLOOMINGTON, INDIANA
NO SCALE



PLANS PREPARED BY:

BANNING
ENGINEERING

8853 COLUMBIA ROAD, SUITE #101
PLAINFIELD, IN 46168
BUS: (317) 707-3700
E-MAIL: Banning@BanningEngineering.com
WEB: www.BanningEngineering.com
CONTACT: STEVE BREHOB
E-MAIL: SBrehob@banning-eng.com

SHEET NO	DESCRIPTION
C100	TITLE SHEET
S100	DRAINING TOPOGRAPHY
E100	PAVING AND DRIVE PAVN
C101	GROUNDS PLAN
C102	SITE PLAN
C103	BRAKING PLAN
C104	FLOOR PLAN
C111	DETAILS
C116	LANDSCAPE PLAN
L100	

[illegible]

THE LATEST EDITION OF BANNING ENGINEERING'S STANDARD CONSTRUCTION SPECIFICATIONS FORM A PART OF THIS PLAN SET TO THE EXTENT INDICATED THEREIN. ALL SANITARY SEWER, WATER AND STORM SEWER FACILITIES SHALL BE IN ACCORDANCE WITH THE LATEST ISSUE OF THE CITY OF BLOOMINGTON UTILITIES CONSTRUCTION SPECIFICATIONS.



SITE MAP
NO SCALE

CONSTRUCTION DOCUMENTS

PROJECT MANAGER _____ DATE _____

THESE PLANS ARE NOT TO BE CONSIDERED FINAL OR TO BE UTILIZED FOR
CONSTRUCTION UNLESS SIGNED AND DATED BY THE APPROPRIATE BANNING
ENGINEERING PROJECT MANAGER.

THESE PLANS ARE NOT INTENDED TO BE REPRERESENTED AS A RETRACEMENT
OR ORIGINAL BOUNDARY SURVEY, A ROUTE SURVEY, OR A SURVEY OF
LOCATION REPORT.



CERTIFIED BY: W. Chad Ziegler 1/11/03/02

102102

BE# 21403

C100

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TITLE SHEET
PEOPLE'S STATE BANK
202 W. 17TH STREET
BLOOMINGTON, IN 47401

PROJECT NUMBER
21403

DATE: 05/24/2022

REVIEWS ONLY

NOT FOR
CONSTRUCTION

SHEET DESCRIPTION	TITLE SHEET
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BE# 21403

C100

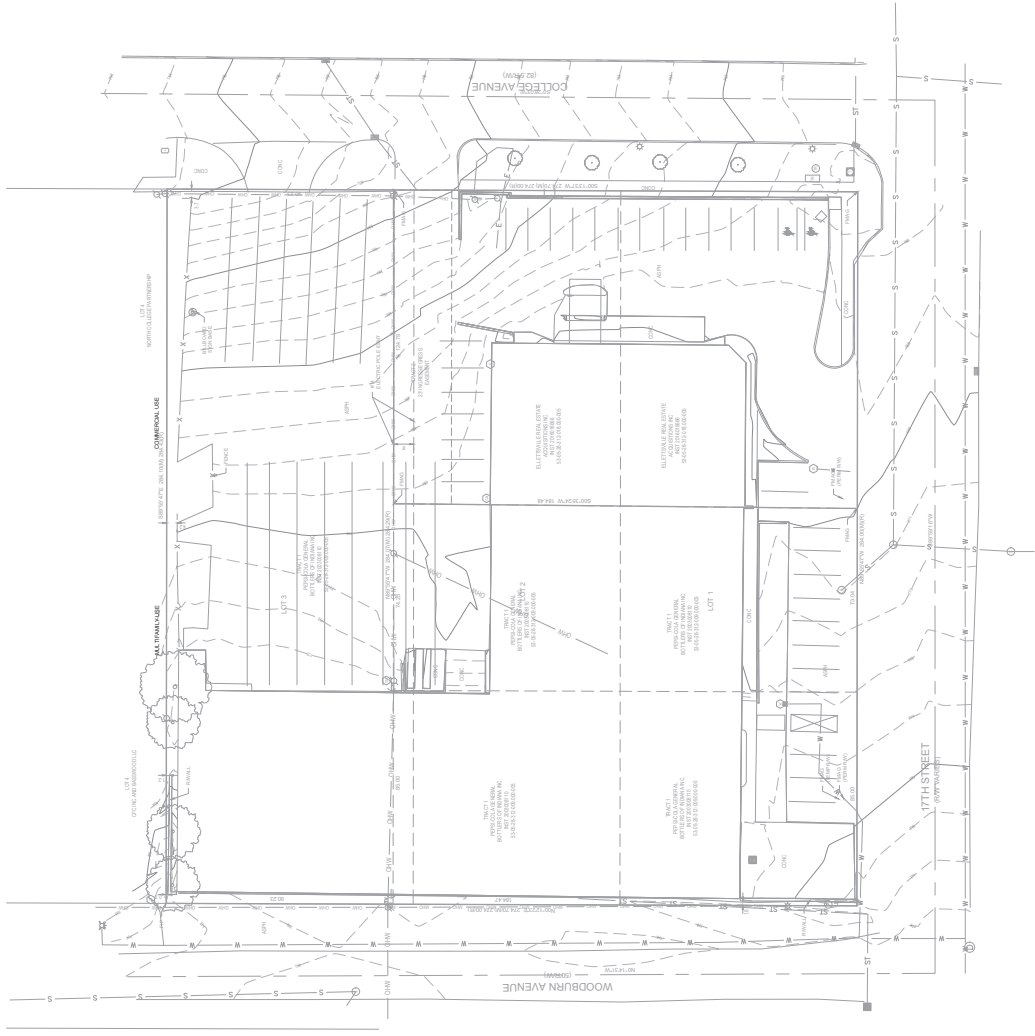
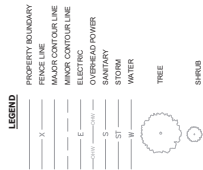
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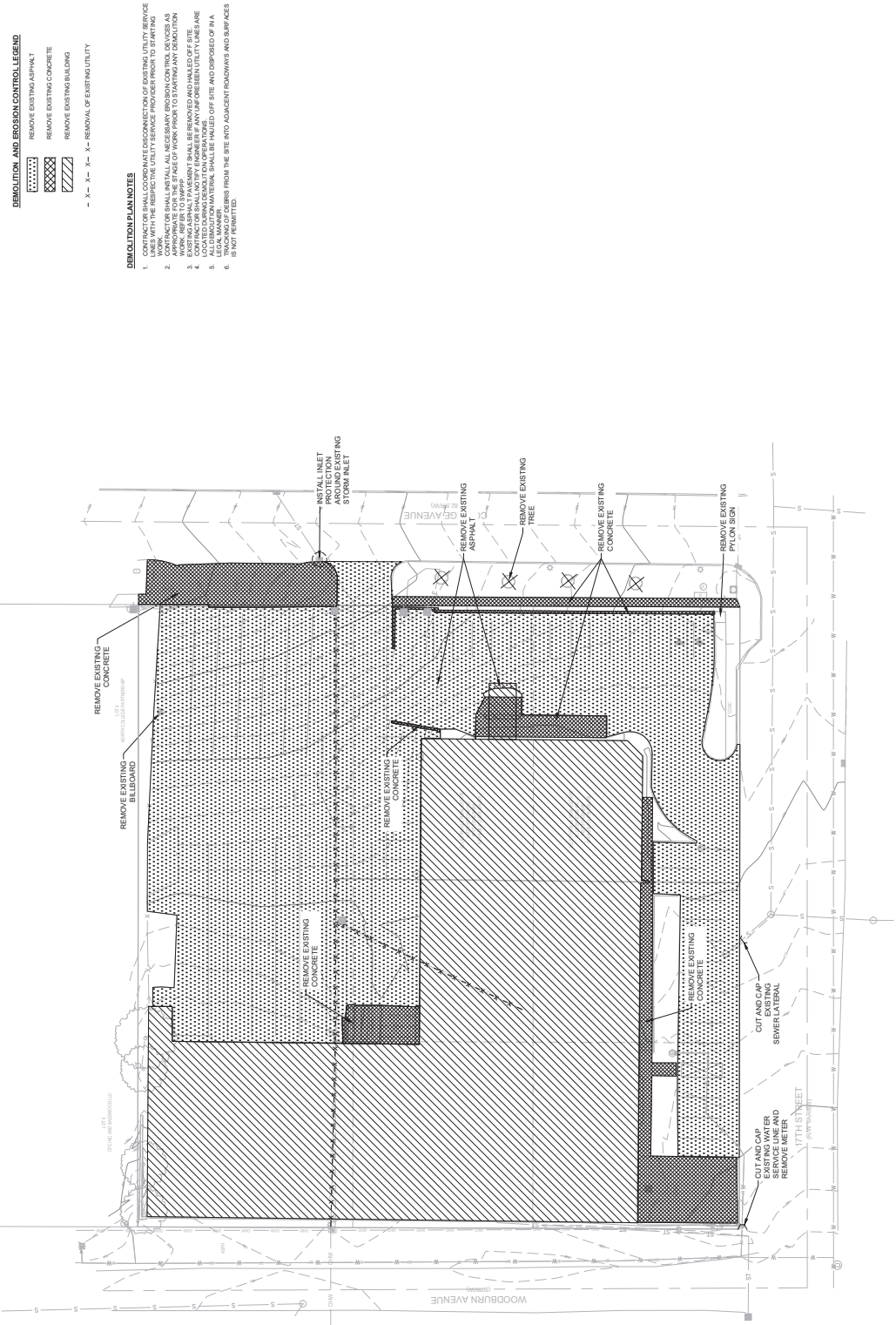
EXISTING TOPOGRAPHY
PEOPLE'S STATE BANK

BANNING
ENGINEERING

853 COLUMBIA ROAD, SUITE #101
PLAINFIELD, NJ 08618
S: (317) 707-3700, FAX: (317) 707-3800
A/E: Banning@BanningEngineering.com
WEB: www.BanningEngineering.com

**STUDIO
THREE
DESIGN**
Architecture • Interior Design
www.studio3design.net
Phone: (317) 565-1000
104 Allisonville Road, Suite 330
Indianapolis, IN 46040

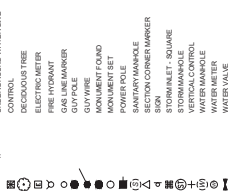
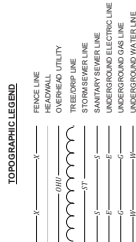




- DEMOLITION AND BROWN CONTROL LEGEND**
- REMOVE EXISTING ASPHALT
 - REMOVE EXISTING CONCRETE
 - REMOVE EXISTING BUILDING
 - REMOVE EXISTING UTILITY

- DEMOLITION PLAN NOTES**
- CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO DEMOLITION.
 - CONTRACTOR SHALL INSTALL ALL NECESSARY EROSION CONTROL DEVICES AS APPROPRIATE FOR THE STAGE OF WORK PRIOR TO STARTING ANY DEMOLITION.
 - EXISTING ASPHALT PAVEMENT SHALL BE REMOVED AND Hauled OFF SITE.
 - EXISTING CONCRETE SHALL BE REMOVED AND Hauled OFF SITE.
 - LOCATED DURING DEMOLITION OPERATIONS.
 - ALL MATERIALS SHALL BE Hauled OFF SITE AND DISPOSED OF IN A LEGAL MANNER.
 - ALL MATERIALS SHALL BE Hauled OFF SITE AND DISPOSED OF IN A LEGAL MANNER.

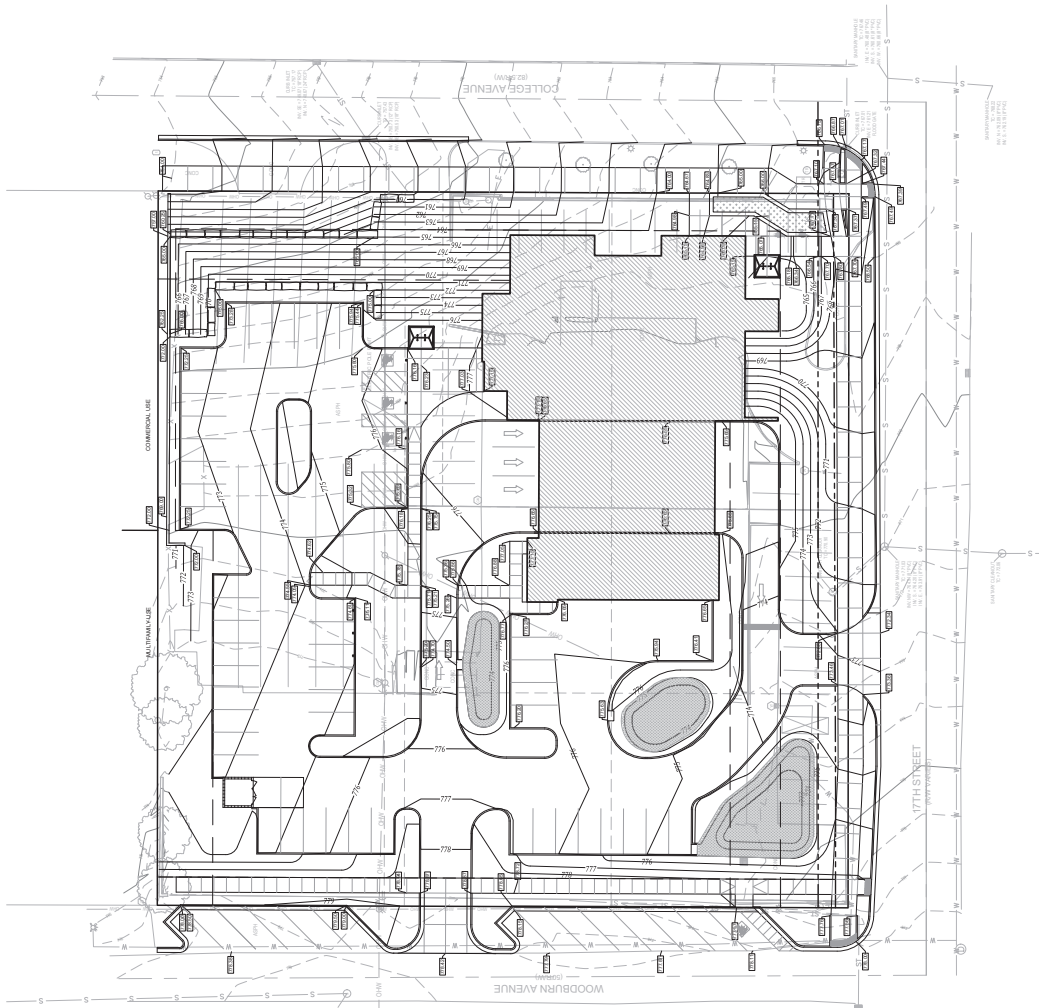




BENCHMARK
SANITARY MANHOLE: TC=771.03
SOUTHEAST OF SOUTH ENTRANCE
NORTH SIDE OF 17TH STREET.

GRADING PLAN NOTES

1. PROPOSED GRADES INVOLVING AT FINISHED SURFACE ELEVATION.
2. THE MAXIMUM CROSS SLOPE OF AN ACCESSIBLE SURFACE SHALL BE 1:50. THIS SHALL BE AN ABSOLUTE VALUE. SLOPES IN EXCESS OF THIS VALUE ON AN ACCESSIBLE SURFACE WILL NOT BE ACCEPTED.
3. THE MAXIMUM LONGITUDINAL SLOPE OF AN ACCESSIBLE SURFACE SHALL BE 1:50. THIS IS AN ABSOLUTE VALUE. SLOPES IN EXCESS OF THIS VALUE ON AN ACCESSIBLE SURFACE WILL NOT BE ACCEPTED.
4. THE MAXIMUM LONGITUDINAL SLOPE OF AN ACCESSIBLE RAMP SHALL BE 1:30. THIS IS AN ABSOLUTE VALUE. SLOPES IN EXCESS OF THIS VALUE ON AN ACCESSIBLE RAMP WILL NOT BE ACCEPTED.
5. DETECTABLE WARNING ELEMENTS ARE ONLY REQUIRED WHERE A PUBLIC CROSSING A PUBLIC ENGINEER CONTROL DEVICE AS SPECIFIED ON THE DRAWING IS LOCATED.
6. SWEEP SHEETS SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF THE WORK.



PROJECT NUMBER:
21403

DATE:
05/24/2022

REVISION SCHEDULE:

CERTIFICATION

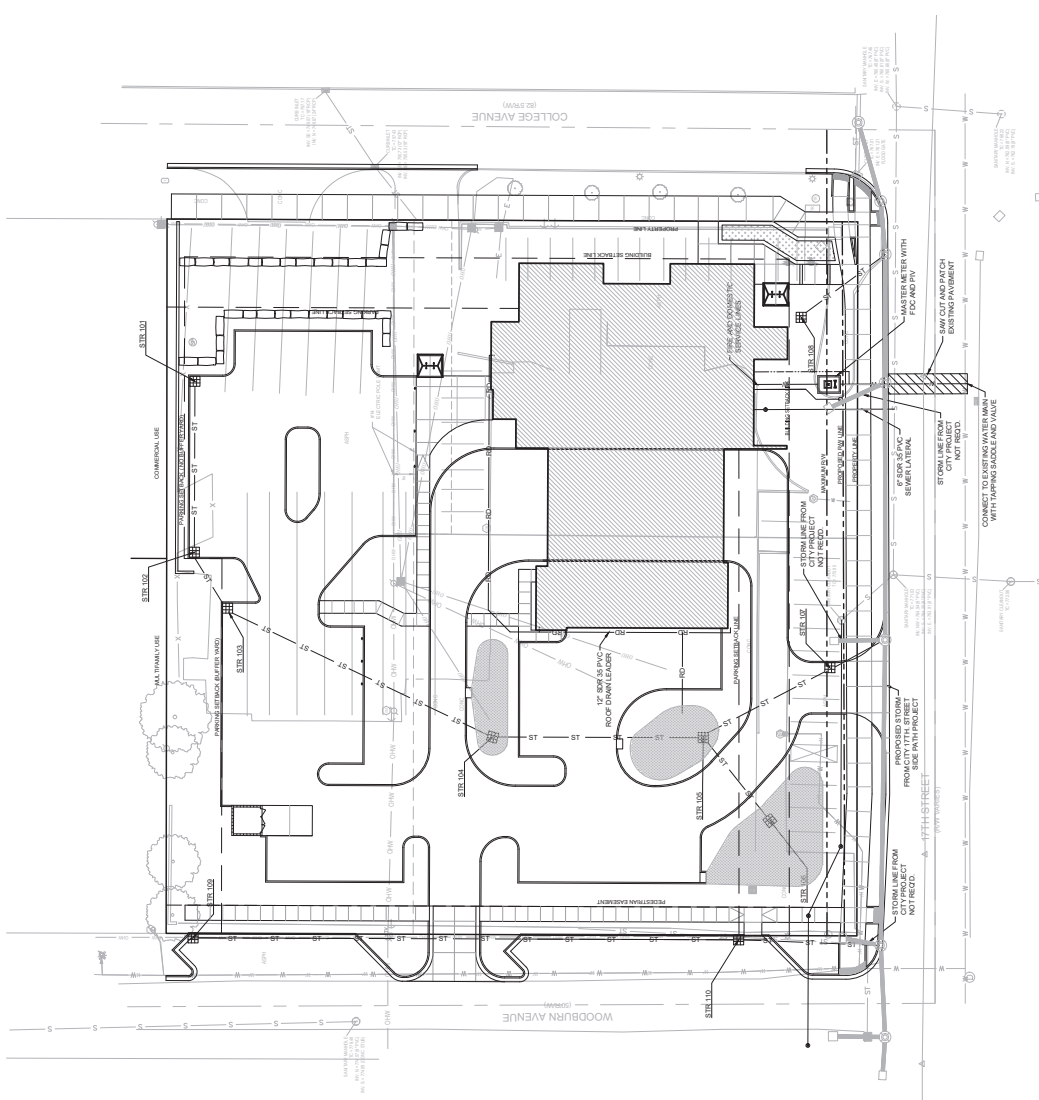
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CONSTRUCTION

SHEET DESCRIPTION	UTILITY PLAN
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BE# 21403

SHEET NUMBER:
C104

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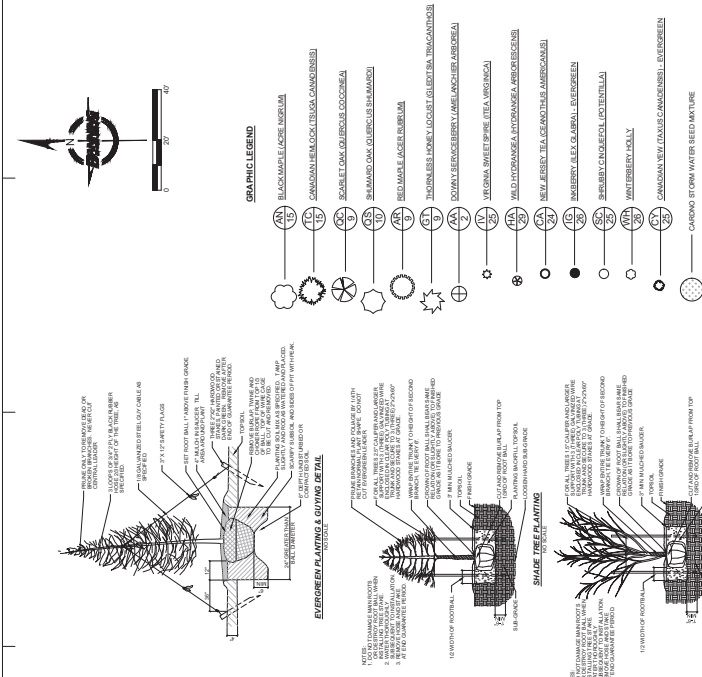


SHEET DESCRIPTION
CIVIL DETAILS

BE# 21403

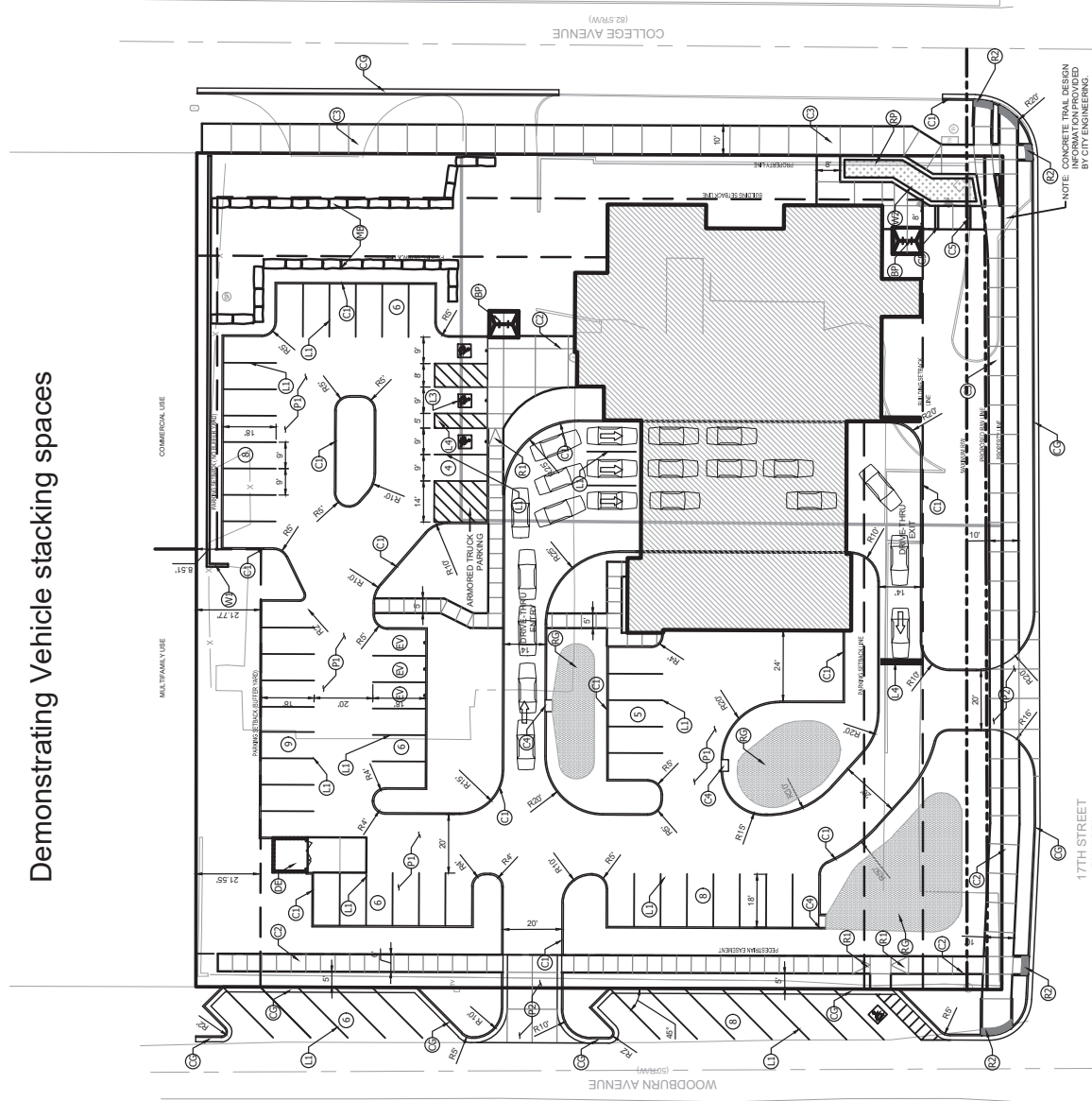
SHEET NUMBER
C111

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[illegible]

Site and Parking Lot Landscape Requirements:

Demonstrating Vehicle stacking spaces



CONSULTANT COO
TO: RITMINK BOX

People's Bank
Corporate Office
Enter address here

PROJECT NUMBER
21076
DATE
06/27/22
REVISION SCHEDULE
Revision Description Date Issued

CERTIFICATION

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SHEET DESCRIPTION
**EXTERIOR
ELEVATIONS**

SHEET NUMBER
A200

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21076

DATE
06/27/22

REVISIONS
f. Revision Description
Date Revisited

CERTIFICATION

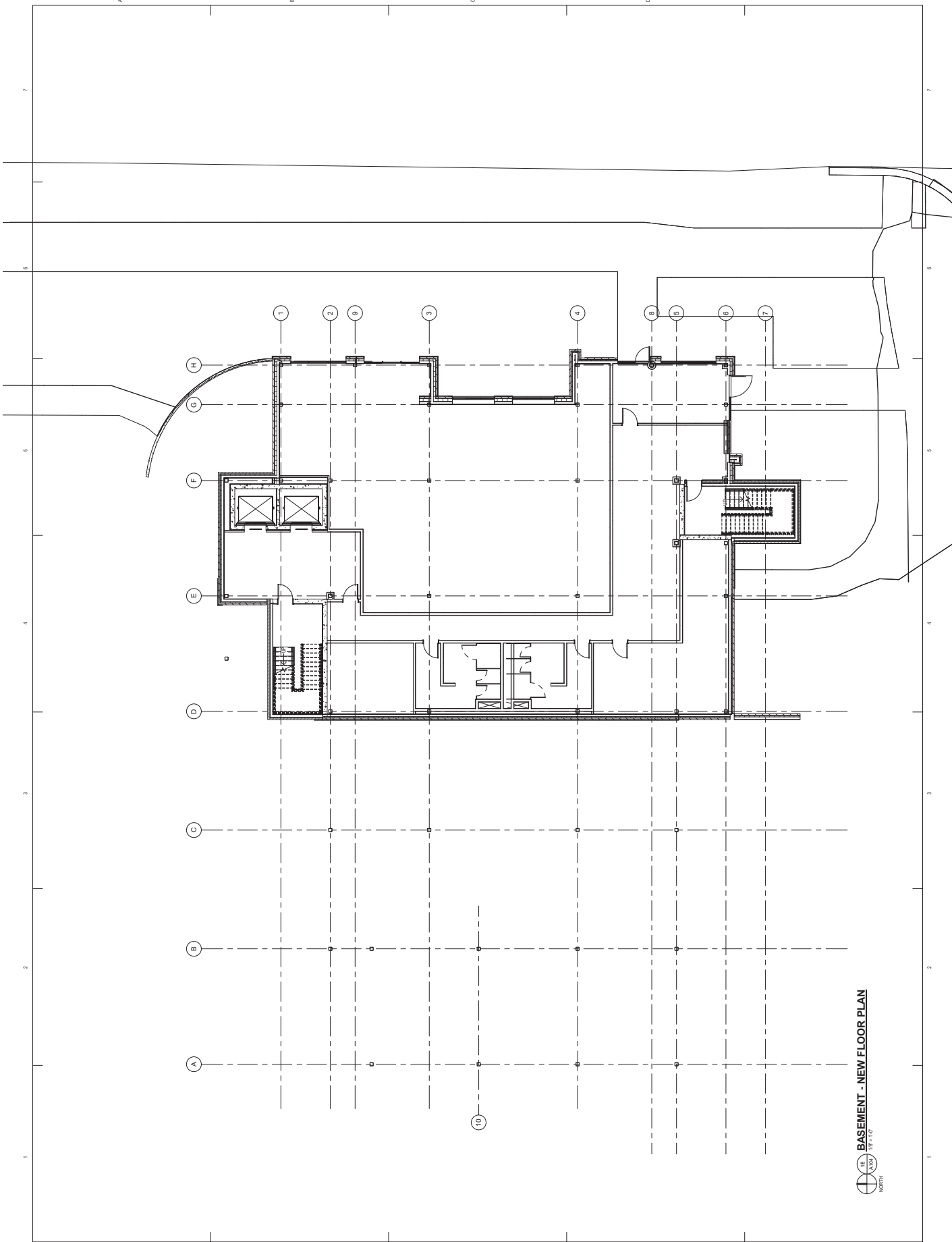
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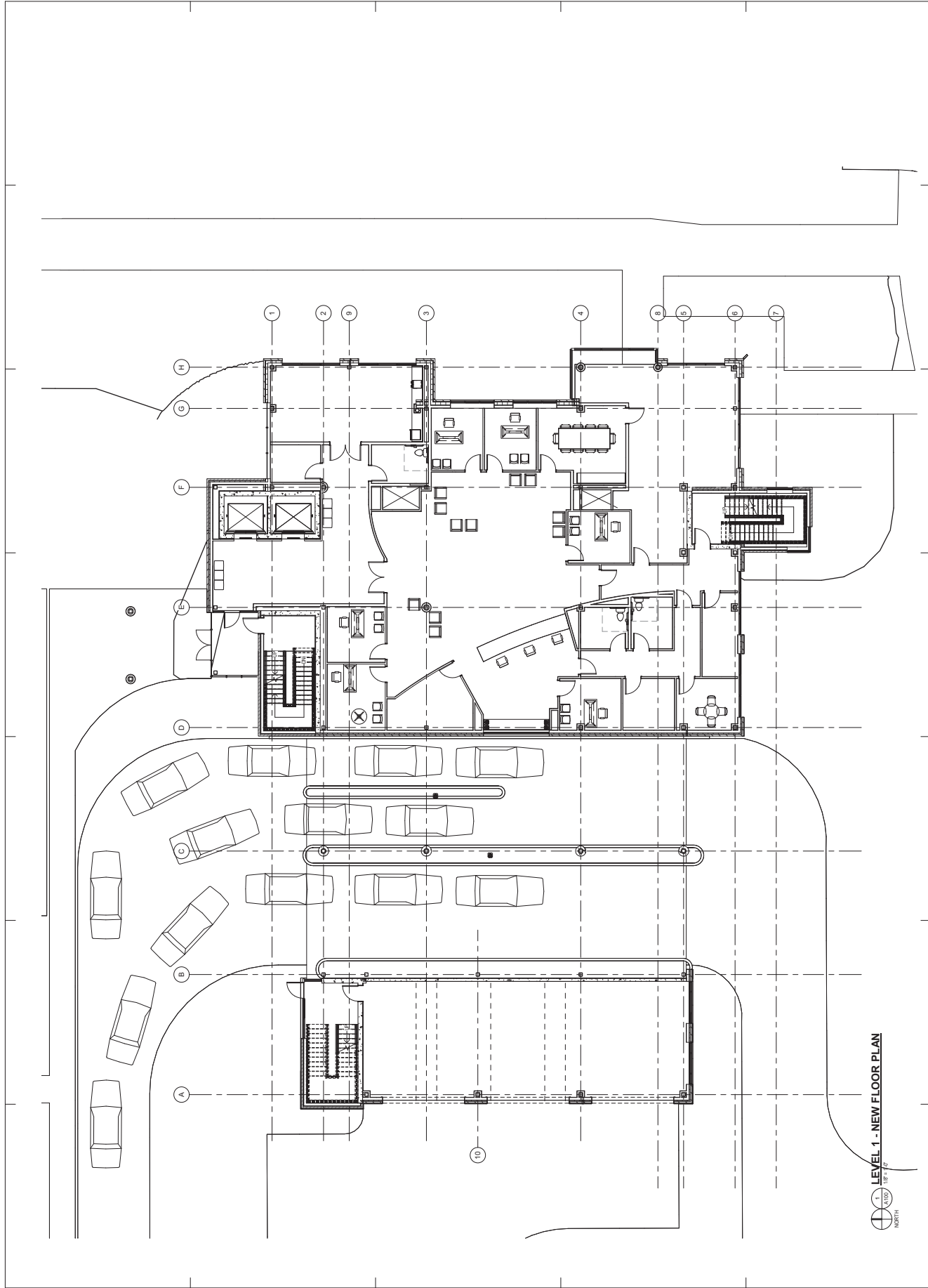
SHEET DESCRIPTION
FLOOR PLAN
BASEMENT

SHEET NUMBER

A104

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DATE
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f. Revision Description Date Issued

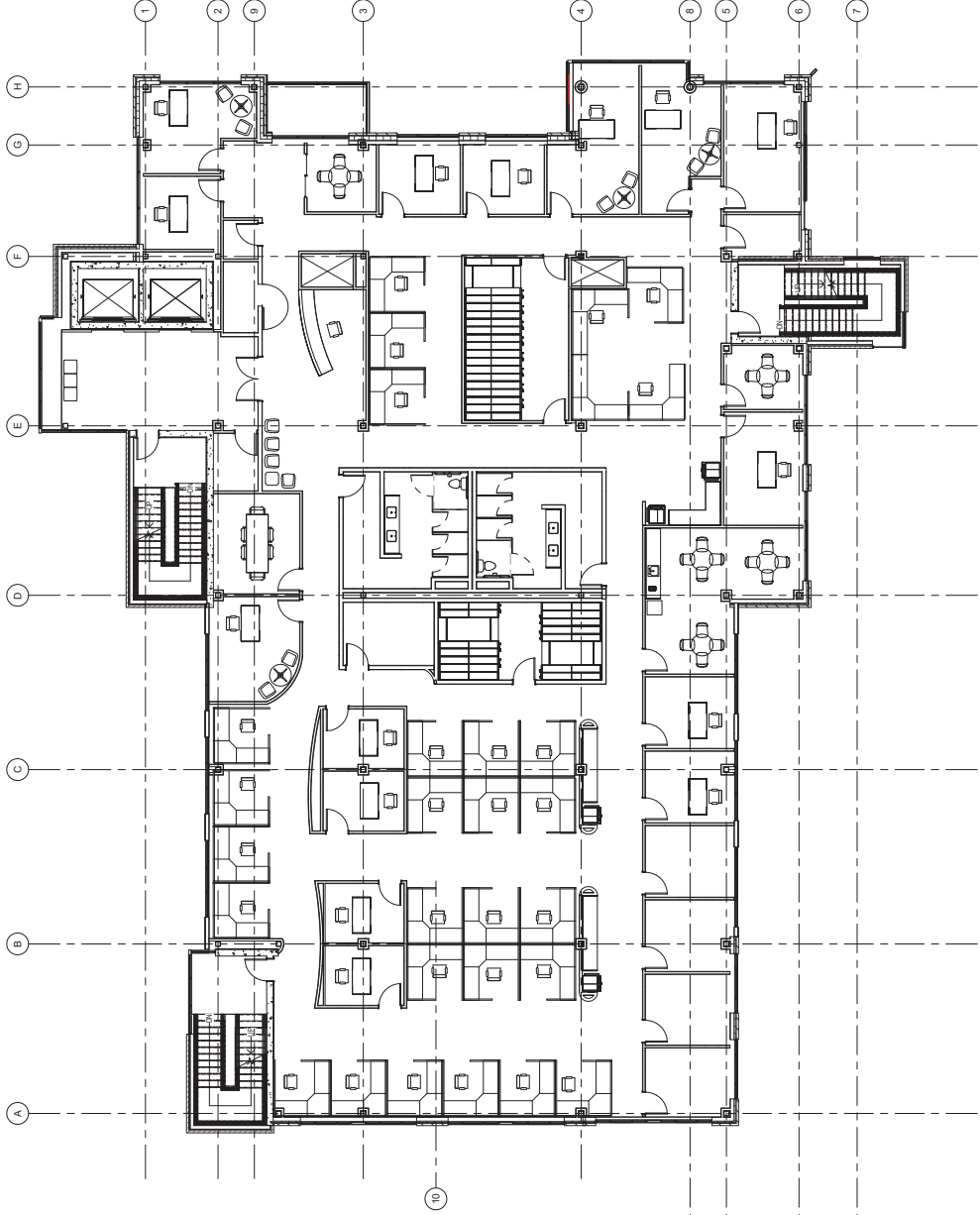
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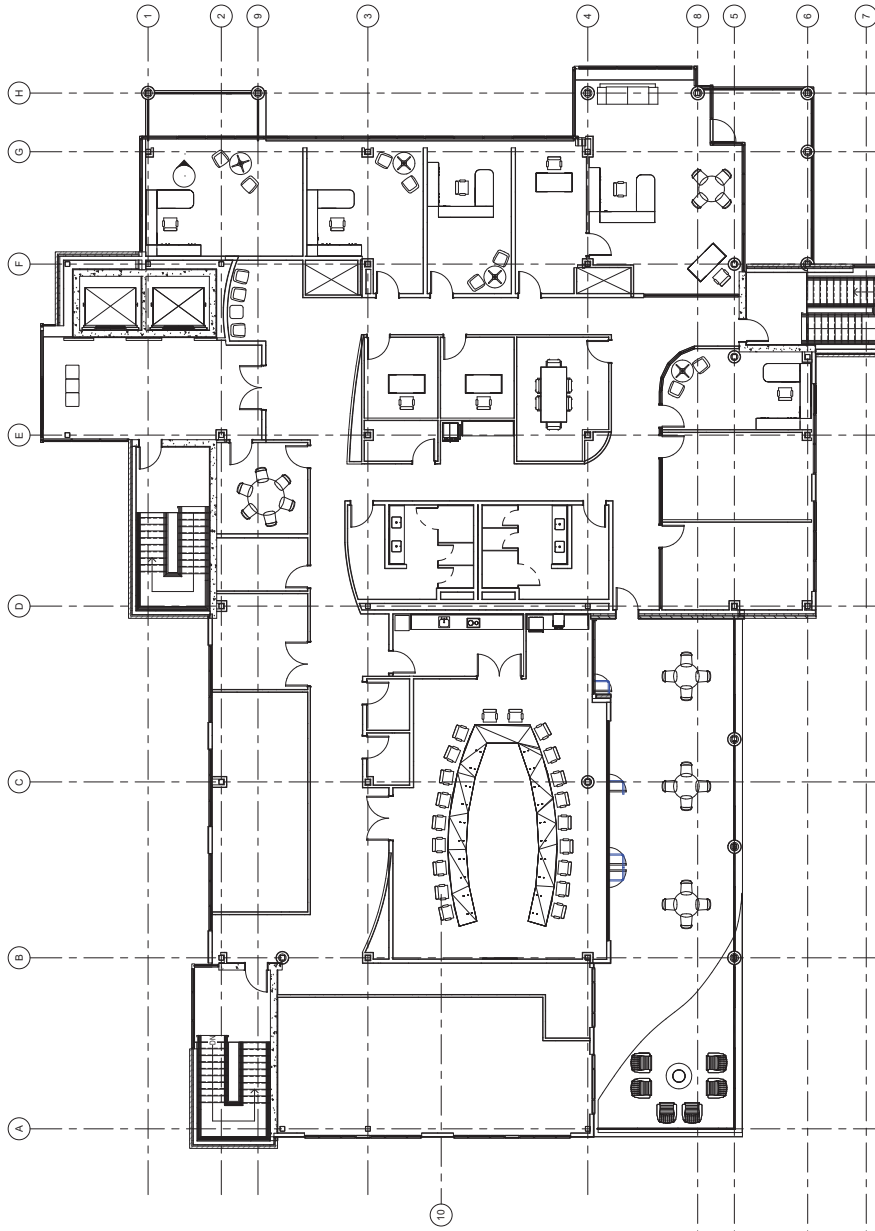
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CONSTRUCTION

SHEET DESCRIPTION
**FLOOR PLAN
LEVEL 2**

SHEET NUMBER
A102
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LEVEL 2 - NEW FLOOR PLAN
1/8" = 1'-0"
NORTH







17th & College Entrance



Northeast Aerial



North Elevation / Entrance



Woodburn Entrance to Drive-Thru



17th & Woodburn



South Elevation



17th & College at Golden Hour

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 409 E Kirkwood Ave**

**CASE #: SP-25-22
DATE: July 11, 2022**

PETITIONER: Ryan Strauser, Strauser Construction Co., Inc.
453 S Clarizz Blvd
Bloomington, IN 47401

CONSULTANT: Matt Ellenwood, Matte Black Architecture
2021 E Wexley Rd
Bloomington, IN 47401

REQUEST: The petitioner is requesting a major site plan approval to construct a 4-story building with three floors of residential units over a ground floor containing commercial space and a parking garage in the MD-UV zoning district. The upper floors will consist of 25 dwelling units for a total of 29 beds.

BACKGROUND:

Area: 0.20 acres

Current Zoning: MD-UV (Mixed-Use Downtown w/ University Village Downtown Character Overlay)

Comprehensive Plan

Designation: Downtown

Existing Land Use: Commercial – Restaurant

Proposed Land Use: Mixed-use – Restaurant and Dwelling, multifamily

Surrounding Uses: North – Restaurant

South – Place of Worship

East – Retail and Dwelling, multifamily

West – Restaurant

REPORT: The property is currently zoned Mixed-Use Downtown with a University Village Downtown Character Overlay (MD-UV), located on the north side of East Kirkwood Avenue, and currently contains the Village Deli restaurant. All the surrounding properties are also zoned MD-UV. Currently, the restaurant covers approximately half of the parcel with the rear half currently being used as parking. The parcel is bounded by alleys on the north and east sides.

The petitioner is requesting major site plan approval for a new 4-story building with three floors of residential units over a ground floor that will contain commercial/restaurant space and a parking garage for the residential-unit tenants. The upper floors will consist of 25 dwelling units with a total of 29 beds.

In the MD-UV zoning district, a Dwelling, multifamily use is permitted with use-specific standards. Those standards include locating ground floor parking at least 20 feet behind the building façade facing a public street, and locating any dwelling units on the ground floor at least 20 feet behind each building façade facing a public street. The petitioner is proposing ground floor parking located at least 20 feet behind the front building façade facing Kirkwood Avenue, and is not proposing any dwelling units on the ground floor.

MAJOR SITE PLAN REVIEW 20.06.050(a)(2)(C)(ii): Major site plan approval is required for developments that meet the minor site plan review thresholds but are determined by the Planning and Transportation Director to require major site plan review due to unusual size, complexity, or the creation of potential significant unanticipated impacts on the city or surrounding neighborhoods. Such a determination has been made.

DEVELOPMENT STANDARDS & INCENTIVES 20.04: The following UDO standards are required to be reviewed for all activities that require New Development approval.

Dimensional Standards:

- **Setbacks:** The MD-UV zoning district requires a 0-15 foot build-to range with a minimum of 70 percent of the building façade at the build-to range, and a front parking setback minimum of 20 feet behind the primary structure's front building wall. The proposed site plan demonstrates compliance with setbacks.
- **Height:** The maximum height in the MD-UV zoning district is three stories not to exceed 40 feet. The minimum floor to ceiling height on the ground floor shall be 12 feet because a nonresidential use is proposed. The proposal includes sustainable development incentives to add a fourth floor for a maximum height of 52'. The proposed height is 50'10" and meets the maximum height requirement with incentives.
- **Impervious Surface Coverage:** The maximum impervious surface coverage in the MD-UV zoning district is 100% and the minimum landscape area is not applicable. The petitioner has stated the proposal to have 100% impervious surface coverage. The proposal meets the impervious surface coverage and landscape requirements.

Access and Connectivity:

Driveways and Access – The proposed drive access to the parking garage is on the north side of the site and is accessed from the alley. The drive pavement width is 20 feet, which meets the driveway and access standards.

Pedestrian and Bicycle Circulation – Per the Transportation Plan, the adjacent street typology for Kirkwood Avenue is designated as Shared Street and has the functional classification of a local street. The Transportation Plan calls for a preferred width of 6-8 feet of frontage zone to accommodate for the sidewalk café, a minimum 10-foot wide sidewalk, and a minimum 5-foot wide tree plot. The frontage zone is intended to accommodate for door swings, awnings, café seating, retail signage displays, building projections, and landscape areas. The frontage zone may be accommodated within the building setback requirement. The proposal includes an 8-foot wide frontage zone that is partly within the front building setback, a 7.8-foot wide sidewalk, and a 5-foot wide tree plot. The frontage zone will need to be reduced or moved onto the property such that more space can be dedicated to the sidewalk to meet the minimum 10-foot required width. A condition has been added.

Parking and Loading:

Minimum Vehicle Parking Requirement – The minimum parking requirements for this site are 0.5 spaces per studio, 1 space per 1-bed unit, 1.5 spaces per 2-bed unit, and 2 spaces per 3-bed unit. The proposal includes a total of 11 studios, 11 1-bedrooms, two 2-bedrooms, and one 3-bedroom, so the total minimum required parking spaces is 21.5. The site provides 12 vehicle parking spaces on site and proposes to use adjustments to the minimum parking requirements, see below.

Accessible Parking – One accessible parking space with accessible aisle is provided as close as reasonably practicable to the building entrance and elevator.

Adjustments to Minimum Parking Requirements – Three adjustments to the minimum parking requirements are proposed, including: a proximity to transit reduction by 15 percent for a total reduction of 3.2 spaces, an on-street parking reduction for a total reduction of two spaces, and a parking study performed by Desman Design Management that determined 12 vehicle parking spaces will be a sufficient supply for this proposal.

Minimum Bicycle Parking Required – Each development subject to Section 20.04.03(l) of the UDO shall provide a minimum of six bicycle parking spaces or the number of bicycle parking spaces required in Table 04-13: Minimum Bicycle Parking Requirements, whichever is more. In the MD zoning district, for residential uses, the number of bicycle parking spaces required is 20 percent of the provided vehicle parking, or one space per five bedrooms, whichever is more. For commercial uses, the number of bicycle parking spaces required is five percent of the provided vehicle parking. In this case, 5.8 bicycle parking spaces are required per the calculations for the residential use, and 0.6 bicycle parking space is required for the commercial use for a total of seven bicycle parking spaces. The proposal includes six bicycle racks for a total of 12 bicycle parking spaces.

Bicycle Parking Location and Design – For multifamily residential uses, developments with 25 or more dwelling units shall provide a minimum of one-half of the total required bicycle parking spaces as covered, short-term Class II bicycle parking facilities, and a minimum of one-quarter of the total required bicycle parking spaces as long-term Class I facilities. All proposed bicycle facilities are Class II and are located in the parking garage. At least two Class I bicycle parking spaces must be provided, and the petitioner plans to incorporate this facility in the parking garage. A condition has been added.

Site and Building Design:

DCO – Downtown Character Overlay District – In case of a conflict between the standards in Section 20.02.050(a) and the standards in the underlying MD zoning district, the provisions below apply.

- **Required Building Entrances** – In a downtown character overlay district, the required pedestrian entrances shall incorporate a landscaped plaza area, which needs to have at least three of the following: benches (minimum of two), bike racks, public art or water feature, drinking fountain, trash receptacles, or landscaped areas or planters. The site plan indicates two benches and the existing trash receptacles in the furnishing/tree plot zone, as well as planters in the frontage zone. The proposal meets this standard.
- **Windows and Doors on Primary Facades** – In the Kirkwood Corridor, at least 60 percent of the total façade area of the first floor shall incorporate transparent glass or framed façade open areas consisting of display windows, entries and doors. The proposal meets this standard.
- **Primary Pedestrian Entrances** – In the UV overlay, at least two architectural design features must be incorporated. The primary pedestrian entrance incorporates a recessed entry door, a plaza space with landscape planters, a canopy or awning, and a prominent building address and name. The proposal meets this standard.
- **Façade Articulation** – In the UV overlay, the maximum length of façade articulation modules is 50 feet and the minimum is 20 feet. The proposal meets these standards.

MD District – Street lighting plans in the MD District require pedestrian scaled lighting that is consistent with the design recommendations of the City of Bloomington Downtown Vision and Infill Strategy Plan. More specifically in the MD-UV zoning district, street lighting fixtures shall be of a traditional design style. There is an existing traditional design style street lighting fixture that meets this requirement.

Building Design – The new building will be finished with a mix of brick, stone, metal panels, and glass. Brick and natural stone are permitted primary finish materials. Metal, except corrugated, is a permitted secondary finish material.

- **Materials** – The UDO requires that a primary exterior finish material covers at least 20 percent of a façade. Metal is a permitted secondary finish material and can cover up to 20 percent of a façade. All facades of the proposal meet these standards.
- **Exterior Facades** – The UDO requires that all facades incorporate at least three design elements every 40 feet to break up monotony. The proposal includes metal awnings, change in building façade heights by at least five feet, and wall elevation projections by at least three percent of façade widths.
- **Patterns** – The UDO requires that all facades visible from any roadway shall consist of at least one primary and one secondary color, shall repeat either texture or color horizontally, and shall repeat variations in texture and color at least every 30 feet vertically. The proposal meets these design standards.
- **Eaves and Roofs** – The UDO requires sloped roofs (those greater than 3:12 pitch) visible from any roadway to have overhanging eaves, extending no less than two feet past the supporting walls, or flat roofs (those less than 3:12 pitch) to include a parapet on supporting walls. The proposal includes parapets on supporting walls.
- **360-Degree Architecture** – The UDO requires the sides of a building that are not visible from a street to incorporate similar material finishes and architectural detail to the facades that are visible. The proposal meets this design standard.
- **Primary Pedestrian Entry** – The UDO requires a primary pedestrian entrance for every façade facing a street. The pedestrian entry shall contain at least three architectural details. The proposal includes a primary pedestrian entrance facing Kirkwood Avenue. The facade incorporates façade modules, building address and name, and a variation of a buttress entryway through use of a metal canopy.
- **Windows on Primary Facades** – The UDO requires all first-story windows on the primary façade of a primary structure to be transparent and not make use of dark tinting or reflective glass. The proposal meets this standard.
- **Street Addresses** – The UDO requires street address displays to consist of Arabic numerals (e.g., 1, 2, 3...) no less than eight inches in height, shall be placed above all exterior entrances visible from a public street, private drive, or parking lot, and shall contrast with the color of the surface on which they are mounted, consisting of reflective materials to be clearly visible and identifiable from the street. The proposal meets this standard.

Landscaping, Buffering, and Fences:

Street Trees – A minimum of one canopy tree shall be planted per 40 feet of property that abuts a public right-of-way. In the MD zoning district, street trees shall be planted in a minimum five foot by five-foot tree pit covered with an ADA compliant cast iron grate to maintain a flush grade with adjacent sidewalks, subject to approval by the Transportation and Traffic Engineer. There is an existing street tree and tree grate that may be subject to replacement and will be determined at

grading permit review. The site has 66 feet of property that abuts Kirkwood Avenue, so two street trees are required for this site. A condition has been added.

Screening – Ground-mounted mechanical equipment, including transformers, shall be located where it is not visible from public open space, public trails, public streets, or from adjacent properties to the maximum extent practicable. In cases where the equipment is visible, it shall be screened from view by a solid wall or fence or a vegetative screen. The proposal includes a transformer located up to the property lines in the northeast corner of the property. The petitioner has expressed concern that there is not enough space to provide screening along the sides facing the alleys. The petitioner must file for a variance from the screening requirements. A condition has been added.

Outdoor Lighting:

General Standards – A lighting fixture may beam light upward only if all upward light is reflected back down by a canopy, roof, or other such structure. A canopy is incorporated over the lighting fixtures on the ground floor. It is unclear if the lighting fixtures on the façade of the upper floors are beaming light upward. A condition has been added.

Multifamily Residential Lighting – A parcel occupied by a multifamily dwelling shall not be illuminated by more than 6,000 lumens per primary structure, including a maximum of 2,000 lumens per building entryway of any combination of motion detector activated lighting and bulbs rated at no more than 1,000 lumens. Information about the total lumens for the building has not been included. A condition has been added.

Signs:

MD District Sign Standards – For individual nonresidential uses, the cumulative square footage of all wall signs shall not exceed one and one-half square feet per lineal foot of primary structure that faces a public or private street. For multifamily developments containing more than two units wall signage that shall not cumulatively exceed 24 square feet is permitted. No property shall be limited to less than 20 square feet of wall signage and no use or tenant shall exceed 100 square feet of wall signage. A sign permit will be required for the multifamily use and the restaurant use. A condition has been added.

Incentives:

Sustainable Development – The proposal is seeking sustainable development incentives and demonstrates the following four criteria under Option 1 of the sustainable development incentives.

- **Light Colored Hardscaping** – At least 80 percent of horizontal hardscaping materials shall be installed with a solar reflectance index (SRI) of 29 or greater. The SRI shall be calculated in accordance with ASTM E1980. A default SRI value of 35 for new concrete without added color pigment may be used instead of measurements. The petitioner has included laboratory test results for the SRI of a concrete sample, which meets these standards.
- **Covered Parking** – Parking spaces within the parking structure count toward meeting this standard.
- **Cool Roof** – A cool roof on at least 70 percent of the total roof surface using roofing materials that have an aged SRI equal to or greater than the values in Table 4-21. The petitioner has included specs for EverGuard that has an initial SRI of 94 and aged SRI of 81, which exceed the minimum values in Table 4-21.

- Solar Energy – Install on site solar photovoltaic system covering an area anywhere on the building or lot equal to or greater than 35 percent of the total roof area of all primary buildings, or an area equal to or greater than an amount required to provide 40 percent of estimated annual average electricity used in all primary buildings. Other renewable energy devices may be used in place of on-site solar panels so long as evidence of equivalent electricity generation capacity is provided. The petitioner has provided specs for the product of solar panels that is intended to be incorporated with this proposal.

SITE PLAN REVIEW: The Plan Commission shall review the major site plan petition and approve, approve with conditions, or deny the petition in accordance with Section 20.06.040(g) (Review and Decision), based on the general approval criteria in Section 20.06.040(d)(6)(B) (General Compliance Criteria).

20.06.040(d)(6)(B) General Compliance Criteria

- i. Compliance with this UDO
- ii. Compliance with Other Applicable Regulations
- iii. Compliance with Utility, Service, and Improvement Standards
- iv. Compliance with Prior Approvals

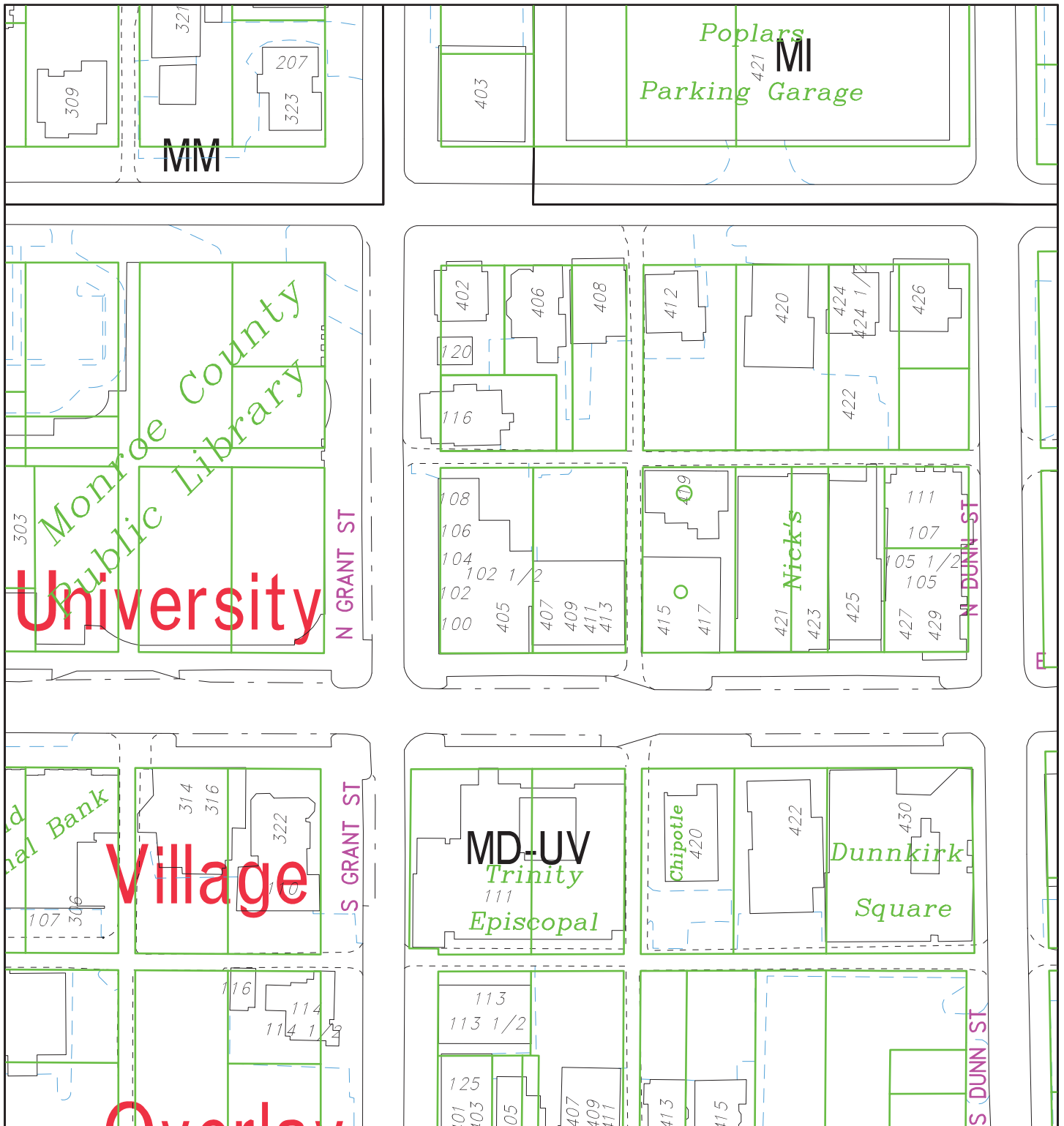
PROPOSED FINDINGS:

This development will meet all applicable standards in the UDO, except for those with previous or required variances. This development is in compliance with city regulations including utility, service, and improvement standards. This development is in compliance with other applicable regulations. This development is in compliance with prior approvals.

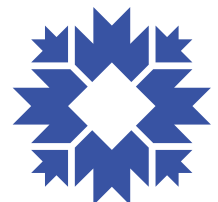
CONCLUSION: This petition meets all requirements of the UDO and will add 25 new dwelling units near other high-density uses and amenities. The development will provide housing in an area where housing is common and is immediately adjacent to Downtown. The scale of this development is appropriate for the neighborhood. Given other recent developments and proximity to Downtown, this is an ideal location for this type of land use.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve SP-25-22 with the following conditions:

1. The petitioner must obtain a grading permit before earth moving.
2. The petitioner must revise the frontage zone such that more space can be dedicated to the sidewalk to meet the minimum 10-foot width per the Transportation Plan.
3. The petitioner will provide at least two Class I bicycle parking facilities on the site.
4. Replacement of the street tree and tree grate, subject to approval by Transportation and Traffic Engineer, as well as the additional tree may be required and will be determined at grading permit review.
5. The petitioner must file for a variance from the ground-mounted mechanical equipment screening standards.
6. The petitioner must provide information about the outdoor lighting fixtures.
7. This site plan review does not approve signage. A sign permit will need to be applied for.
8. Inspection and approval of the proposed solar installation is required before a temporary occupancy recommendation will be issued.



City of Bloomington
Planning



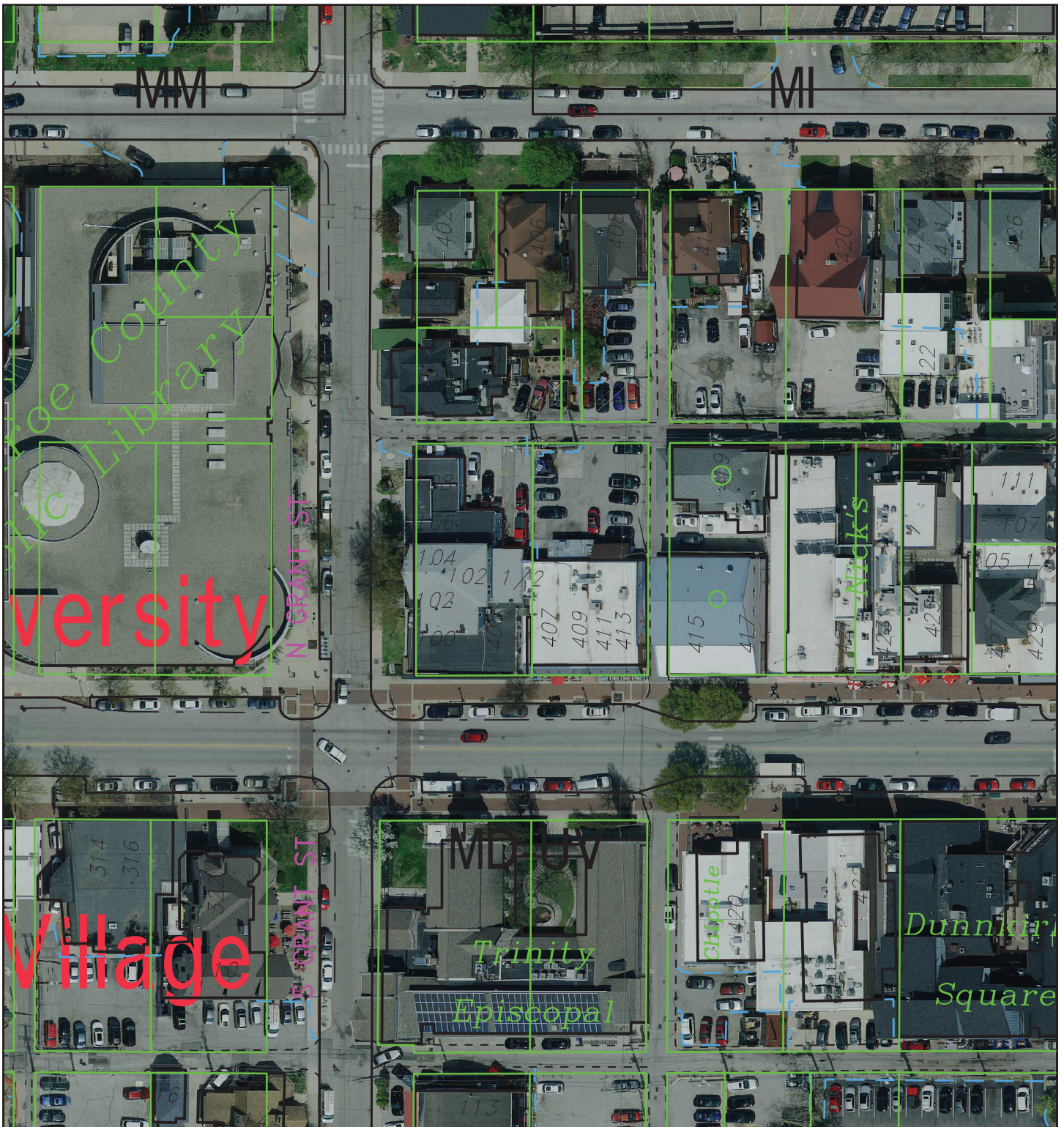
Scale: 1" = 100'

By: karina.pazos

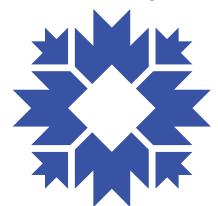
26 May 22



For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 80'

By: karina.pazos

26 May 22

80

0

80

160

240

For reference only; map information NOT warranted.

Petitioner's Statement

MATTE
BLACK
ARCHIT
ECTURE

STRAUSER
DESIGN + BUILD, LLC

409 E KIRKWOOD MIXED USE

Attention: City of Bloomington Plan Commission

Property Description

The **.20 acre (8,908 sf)** property is currently occupied by a 1-story structure that contains The Village Deli restaurant. It is bounded by an improved pedestrian walk along Kirkwood Avenue to the south, a paved alley to the north and east, and an adjacent 2-story structure to the west. The property is surrounded by commercial, mixed-use and residential uses and is designated **MD (Mixed-Use Downtown) with a UV (University Village) Overlay** under the current UDO.

Project Description

The petitioner is proposing a new **4-story structure** that will provide **25 apartments** (11 Studios, 11 One Bedrooms, 2 Two Bedrooms & One 3 Bedroom) above a main level that will contain **2700 sf of commercial (restaurant) space** along with a **12-stall parking garage**. The garage will be accessed via an entry along the alley to the north and the main pedestrian entrance along Kirkwood Avenue will provide access to amenities and an elevator to the upper floors. The garage will also house trash and recycling, bike parking (6 Class II), as well as utility rooms. New water service with FDC and PIV will be coordinated with City Utilities along with electrical service (to be coordinated with Duke Engineering). The proposed design takes advantage of the **Sustainable Development Incentive (Option 1)** by incorporating Light Colored Hardscaping, Covered Parking, a Cool Roof and Solar Energy (PV panels) in order to gain an additional story.

The architectural design responds to the scale and character of recent development in the area and incorporates the various requirements of the UDO (particularly that of the UV Overlay). The overall design marries the character of local historic brick structures with modern elements like glass garage doors and metal accents. The exterior façade comprises a mix of masonry (brick and stone), metal panel (custom & horizontal profiles) and generous glazing (aluminum storefront and glass overhead doors along the street front). Metal Juliet balconies and a large awning provide visual interest and protection over the entries & patio below. A partial 15' building stepback above the 3rd floor provides a generous patio for use by tenants with views to campus and surrounding areas. The primary street-facing façade also incorporates a 5' recessed entry with signage above to direct building users as well as create a dynamic streetscape.

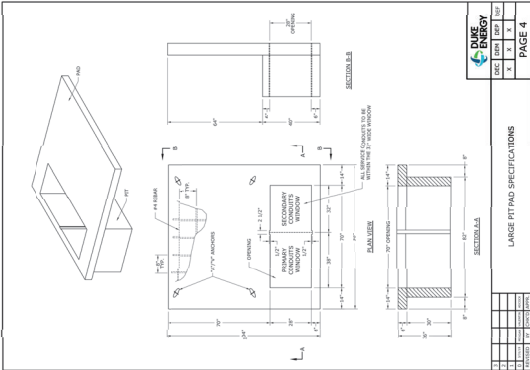
The petitioner hopes to begin construction in late summer/early fall of 2022 with completion by August 2023.

Thank you for your consideration of this petition.



Matt Ellenwood, AIA (on behalf of the petitioner)



[illegible][illegible]



UNIT MIX: STUDIOS: $4 \times 2 + 3 = 11$ (11 BEDS)
 1 BEDROOMS: $4 \times 3 - 1 = 11$ (11 BEDS)
 2 BEDROOMS: $1 \times 2 = 2$ (4 BEDS)
 3 BEDROOMS: $1 \times 1 = 1$ (3 BEDS)
TOTAL UNITS: 25 (29 BEDS)

PARKING: STUDIO = .5 SPACE $\times 11 = 5.5$
 1 BEDROOM = 1.0 SPACE $\times 11 = 11.0$
 2 BEDROOM = 1.5 SPACES $\times 2 = 3.0$
 3 BEDROOM = 2 SPACES $\times 1 = 2.0$
SUBTOTAL = 21.5

PROXIMITY TO TRANSIT REDUCTION: $15\% = 3.2$ SPACES
 ON-STREET PARKING REDUCTION: 2 SPACES
TOTAL REQUIRED PARKING SPACES: 16.3
TOTAL PROVIDED PARKING SPACES: 12*
 *SEE PARKING STUDY



6690 TOTAL SF

409 E KIRKWOOD MIXED USE

FOURTH FLOOR PLAN SCALE: 3/32" = 1' - 0"

06.27.2022

STRAUSER
DESIGN + BUILD, LLC



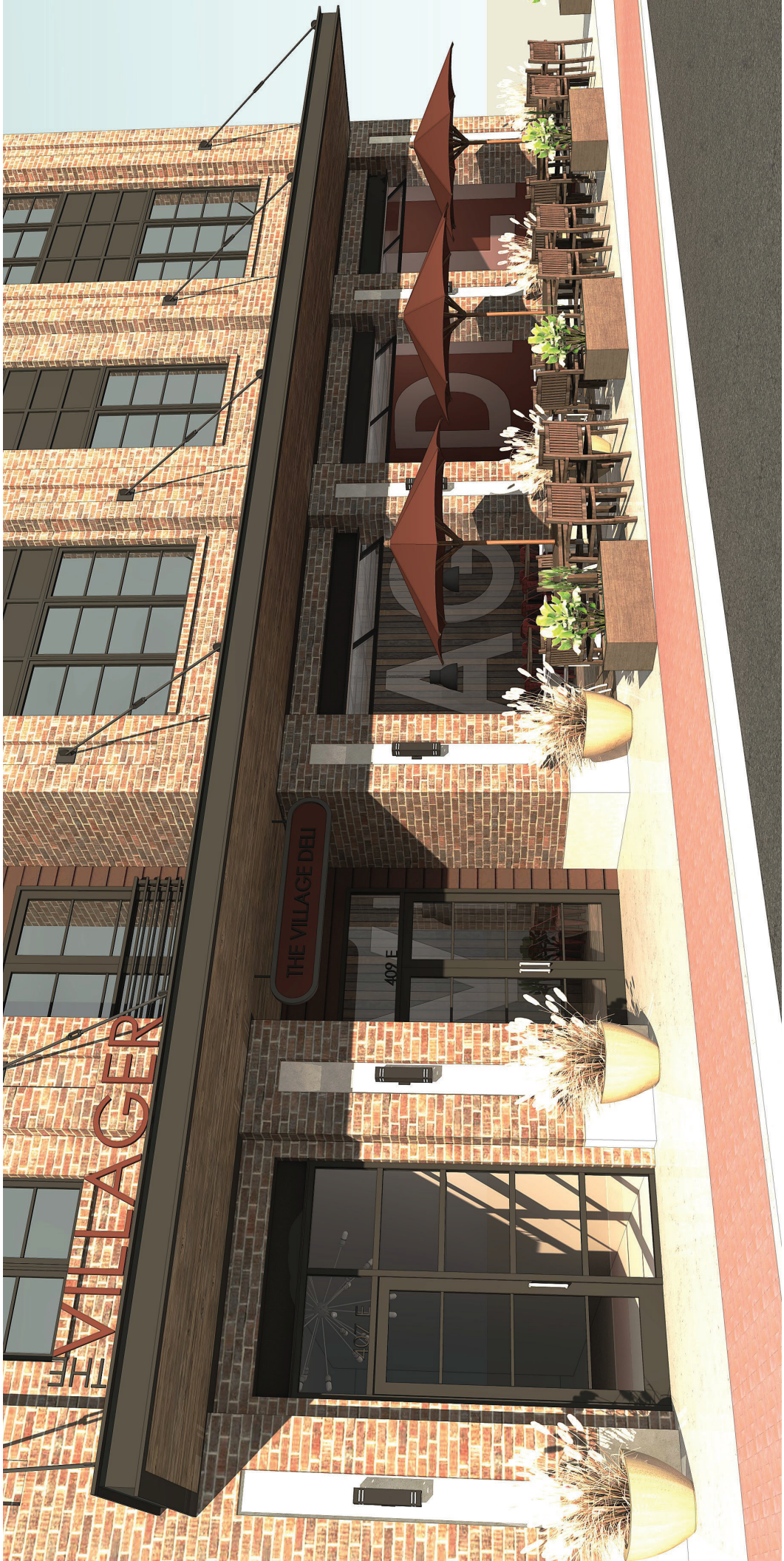












Cool Roof Membrane

This is planned to be basis of design and the roofing scope will be put out to bid. Our intention is to utilize this product or one by a different manufacturer that has the state SRI noted in the UDO

EverGuard® TPO 60 mil Membrane Information Sheet

Updated: 6/18



*Quality You Can Trust...From
North America's Largest Roofing Manufacturer!™*



EVERGUARD® TPO

MEMBRANE

60

Quality You Can
Trust...From
North America's
Largest Roofing
Manufacturer!™

gaf.com

Why TPO

- Great Value—Excellent performance at a cost-effective price
- Excellent Seam Strength—Heat-welded seams provide greater seam strength to taped and other seams
- Long-term Weathering—Excellent long-term heat and UV resistance
- Energy Saving—Highly reflective and emissive white roof can help reduce energy costs and urban heat island effect
- CREST Energy Savings Calculator—See your potential savings at cool.gaf.com
- Versatile Application Method

Why GAF EverGuard® TPO

- Outperforms standard TPO in heat aging and UV tests—the best predictors of TPO performance
 - After accelerated heat aging at 275°F (135°C) for 105 days, EverGuard® TPO showed no cracking—while every one of the competitors' samples had failed! **See below:**
 - UV testing—Greater than 2.5 times the industry standard (ASTM D6878 weather resistance test)
- Guarantees are available up to 25 years when using EverGuard® TPO 60 mil Membrane.*
- Easier to install due to:
 - Large welding window
 - Most complete line of accessories
 - 10' (3.05 m) wide sheets



Fall River Courthouse, Fall River, Massachusetts

Installation

EverGuard® TPO 60 mil Membrane is suitable for all types of single-ply systems:

- Mechanically Attached Application...for a quick and cost-effective system that can be installed practically year-round.
- RhinoBond® Application...can be applied without using adhesives and installed practically year round. Qualifies for the same guarantee length as an adhered system.*
- Adhered Application...can be installed with EverGuard® 1121 Solvent-Based Adhesive, EverGuard® Low VOC Adhesive, or EverGuard® WB181 Water-Based Adhesive for the smoothest appearance. Provides excellent wind uplift performance.

Accessories

Field fabrication of TPO accessories is time-consuming, costly, inconsistent, and can lead to unreliable details that compromise a watertight roofing system. EverGuard® TPO prefabricated accessories deliver consistent quality and eliminate the worry and problems often associated with field fabrication. They can also boost productivity up to 200%,** while reducing installed cost by up to 12%.

*See applicable guarantee for complete coverage and restrictions.

**Based on GAF estimate to field-fabricate flashing details.



U.S. only



California
Title 24
Compliant



TPO membranes meet the
performance requirements
of ICC ER-6030

EverGuard® TPO 60 mil Membrane

Applicable Standards

UL Listed, FM Approved, Miami-Dade County Product Control Approved, State of Florida Approved, CRRC Rated, Title 24 Compliant*, ENERGY STAR® Certified**, ASTM D6878.

Physical Properties	ASTM Test Method	ASTM D6878 Minimum	EverGuard® Typical Test Data
1. Certain data is provided in MD (machine direction) x CMD (cross machine direction) format. 2. Data is based upon typical product performance, and is subject to normal manufacturing tolerance and variance.			
Nominal Thickness	ASTM D751	0.039" (min.) (0.99 mm)	0.060" (1.52 mm)
Breaking Strength	ASTM D751 Grab Method	220 lbf/in. (38.5 kn/m)	305 lbf x 290 lbf (454 x 432 kg/m)
Factory Seam Strength	ASTM D751	66 lbf (98.34 kg/m)	135 lbf (membrane failure) (201.1 kg/m)
Elongation at Break	ASTM D751	15%	30%
Heat Aging	ASTM D573	90% Retention of Breaking Strength and Elongation at Break	100%
Tear Strength	ASTM D751 8" x 8" (203 x 203 mm) Sample	55 lbf (81.95 kg/m)	75 lbf x 130 lbf (111.8 x 193.7 kg/m)
Puncture Resistance	FTM 101C Method 2031	Not Established	380 lb. (172 kg)
Cold Brittleness	ASTM D2137	-40°C	-40°C
Permeance	ASTM E96	Not Established	0.08 Perms
Dimensional Change	ASTM D1204 @158°F (70°C), 6 hrs.	+/-1%	0.4%
Water Absorption	ASTM D471 @158°F (70°C), 1 week	+/-3.0% (top coating only)	0.7%
Hydrostatic Resistance	ASTM D751 Method D	Not Established	430 psi
Ozone Resistance	ASTM D1149	No visible deterioration @ 7 x magnification	No visible deterioration @ 7 x magnification
SRI (Solar Reflectance Index) Initial/Aged	N/A	N/A	94/81 83 Aged Title 24
Reflectivity (white) Initial/Aged	ASTM C1549 ASTM E903	N/A N/A	0.76/0.68 81.9% Reflectance
Emissivity (white) Initial/Aged	ASTM C1371 ASTM E403	N/A N/A	0.90/0.83 0.94
Weather Resistance	ASTM G155/D6878	10,080 KJ/(m² · nm) at 340 nm	>25,000 KJ/(m² · nm) at 340 nm
Heat Aging	ASTM D573	240°F (115°C) for 32 weeks	60 weeks
Thickness Above Scrim	ASTM D7635	Min 30% of Total Thickness	22.1 mil (Nominal)
Guarantee			
Up to 25 years			

*White, Energy Gray, and Energy Tan Membranes Only

**ENERGY STAR® only valid in the U.S.

Product Data

Roll Size	5'x 100'	6' x100'	8'x100'	10'x100'	12'x100'
	(1.52 x 30.5 m) (500 sq. ft. [46.5 sq.m])	(1.83 x 30.5 m) (600 sq. ft. [55.74 sq.m])	(2.44 x 30.5 m) (800 sq. ft. [74.3 sq.m])	(3.05 x 30.5 m) (1,000 sq. ft. [92.9 sq.m])	(3.65 x 30.5 m) (1,200 sq. ft. [111.484 sq.m])
Roll Weight	162 lb. (73.5 kg)	194.4 lb. (88.2 kg)	257 lb. (117 kg)	322 lb. (146.1 kg)	386.4 lb. (175.3 kg)
Colors	White, Tan, Gray				
Storage	Store rolls on their sides on pallets or shelving in a dry area.				
Safety Warning	Membrane rolls are heavy. Position and install by at least two people.				
Note: Membrane rolls shipped horizontally on pallets, stacked pyramid-style and banded. Product sizes, dimensions, and widths are nominal values and are subject to normal manufacturing/packaging tolerance and variation.					

RhinoBond® is a registered trademark of OMG.



LABORATORY TEST RESULTS

JOB # 5872-MP

Date: July 19th, 2018

Prepared For: Irving Materials

Subject: SRI Calculation

Purpose

Solar Reflectance is the fraction of incident solar radiation upon a surface that is reflected from the surface. This report presents the Solar Reflectance Index (SRI) measured for Sample #GT1638 described in the attached document.

Test Methods

The samples were tested as per procedures described in ASTM C1549: *Standard Test Method for Determination of Solar Reflectance Near Ambient Temperature Using a Portable Solar Reflectometer* and ASTM C1371: *Standard Test Method for Determination of Emittance of Materials Near Room Temperature Using Portable Emissometers*.

Measurement was made in standard ambient temperature and humidity lab conditions. Sample was measured in an **as received** condition. The sample was not cleaned prior to measurement. For the a description of the sample, please refer to measurement matrix. The air mass used to calculate values is 1.5.

The solar reflectance index was calculated in compliance with ASTM E 1980: *Standard Practice for Calculating Solar Reflectance Index of Horizontal and Low-Sloped Opaque Surfaces*. Measurement approach II outlined in ASTM E1980-11 valid for SRI values greater than 0.1, and excluding collector surfaces (surface with high solar absorptance and low thermal emittance, that is, a greater than 0.8 and less than 0.2), Eq 4 estimates SRI with an average error of 0.9 and maximum error of 2. This test method is used to measure the solar reflectance of a flat opaque surface with a slope smaller than 9.5 degrees from horizontal under standard solar and ambient conditions.

The SRI of a test surface depends on two material properties and four environmental conditions. The variables are Solar reflectance, thermal emissivity, solar flux, convection coefficient, air temperature, and sky temperature. SRI accuracy is +/- 1% for solar reflectance for non-metal materials with high emissivity yielding a maximum error of +/- 1.4 in SRI. For non-metal surfaces, SRI is insensitive to changes in convection coefficient. Metallic surfaces characterized with low thermal emissivity varies significantly with convection coefficient.



SURFACE OPTICS CORPORATION

11555 Rancho Bernardo Road, San Diego, CA 92127 • TEL: (858) 675-7404 • FAX: (858) 675-2028
E-mail: soc@surfaceoptics.com • www.surfaceoptics.com

Results:

GT1638 – Concrete Sample

Calculated Solar Absorbance = 0.61

Calculated Solar Reflectance = 0.39

Calculated Thermal emissivity (arithmetic average): 0.965

Convection Coefficient*	SRI value**
5	47.05
12	46.36
30	45.72

* The convection coefficient is the rate of heat transfer from the surface to air induced by the air movement, expressed in watts per square meter per degree kelvin. 5, 12, 30 W/(Km²) correspond to low, medium and high wind conditions, respectively.

** Disclaimer: Samples that are non-isotropic and/or non-homogenous in color, flatness, or composition may be subject to increased measurement error over standard instrument error margins. Every effort is made to reduce error by finding the most ideal locations on a sample and taking multiple data points to increase confidence in report values. The effect of beam scatter/oblique measurement due to sample flatness and spot size in measuring samples that have varying composition in relation to measurement error is not well defined nor quantified. SRI will be reported in these instances on a best effort basis.

Irving Materials**Surface Optics Corporation Job Number 5872-MP**

ERAS FORMAT NUMBER	SAMPLE IDENTIFICATION	SRI
GT1638	Concrete Sample	X



MEMORANDUM

DATE: June 20th, 2022

TO: Ryan Strauser
Strauser Construction Co., Inc.

FROM: Gerald Salzman
Maria Berg

RE: Parking Study – 409 E Kirkwood Ave Bloomington IN 47401

Introduction

The purpose of this memorandum is to summarize the findings of a parking study conducted by DESMAN for the student housing development at 409 E Kirkwood Avenue in downtown Bloomington. The project site is located two blocks from Indiana University in the midst of restaurants and retail stores. There is a public parking garage within walking distance and a bus line along Kirkwood Avenue. The project will consist of 2,690 SF of restaurant space on the ground floor with residential apartments on the following three levels and twelve parking spaces provided. The unit breakdown includes eleven studio units, eleven 1-bedroom units, two 2-bedroom units, and one 3-bedroom unit. This mixed-use development is designed to appeal to university students.

Projected Parking Demand

A parking analysis was conducted to determine the potential parking demand for 409 E Kirkwood based on the Bloomington Indiana Unified Development Ordinance and nearby developments. The site is located within the MD Zoning District. The minimum parking requirements for the given land uses shown in **Table 1** are derived from the City of Bloomington's Unified Zoning Ordinance, Chapter 20.10, Table 04-9 which specifies the minimum number of permitted parking spaces by land use.

Table 1: UDO Permitted Parking Spaces by Land Use

Land Use	Size	Units	Parking Ratio	Parking Demand
Restaurant	2,690	SQFT	-	0
Residential Studio	11	Units	0.50	6
Residential 1-Bed	11	Units	1.00	11
Residential 2-Bed	2	Units	1.50	3
Residential 3-Bed	1	Units	2.00	2
On-Street Parking Reduction				2
Transit Reduction				15%
Total				17

Source: Bloomington IN Code of Ordinances - Title 20 - UNIFIED DEVELOPMENT ORDINANCE - Chapter 20.04.110

As seen in Table 1, a parking ratio of 0.5 was applied to studio apartments, 1.00 for 1-bedrooms, 1.50 for 2-bedrooms, and 2.00 for 3-bedrooms. An allowance for proximity to transit per Chapter 20.04.060 (B) was applied. The restaurant space was assumed to be 100% captive to the university and residential developments. For this reason, the on-street parking spaces satisfy the parking demand for the restaurant. For residential units, the parking demand was reduced by a 15% for transit, which brings the total demand for the development to 17 spaces, according to UDO.

Although the UDO requires 17 parking spaces, recent developments along with the area's auto-use characteristics suggest that a lower parking demand is warranted. Similar to 409 E Kirkwood, the DunnPark Apartments (115 N Dunn Street) are located on the same block. Built in 2017, the DunnPark Apartments include 16 studio apartments and a small restaurant space on the ground floor. The project received waiver from the City of Bloomington Plan Commission that allowed for no on-site parking to be provided. When the DunnPark project was presented to the Plan Commission, it was noted that the building was in walking proximity to the IU Campus. With students being the primary tenant, the availability of transit, bike parking on-site, and public parking options nearby, the project was allowed to move forward with no planned parking spaces. The attached letter from the owner of the DunnPark building demonstrates that the apartments have been successful and fully rented without providing any parking.

Given the target market of the university students, the parking demand for the 409 E Kirkwood development is anticipated to be lower than the UDO projection of 17 spaces. The twelve on-site parking spaces will be sufficient given the target market of university students. See the appendix for the ground floor plan.

Furthermore, recent research by Professor Robert Mack as published in *Urban Land* provides evidence that the provision of each car share space (CarGo, Zip Car etc.) in residential settings eliminates the need for 17 parking spaces. The 409 E Kirkwood development team is providing a car share space and is targeting low car-ownership tenants. If auto-use by tenants remains low, additional car share spaces may be desirable. Auto-use characteristics should be reviewed after move-in to determine the number of spaces needed for similar projects going forward. See the appendix for the Urban Land article on carsharing.

Conclusion

Based on nearby developments and auto-use characteristics of the student target market, twelve parking spaces will be a sufficient supply for the 409 E Kirkwood development. The restaurant and visitor parking can be accommodated on-street or in the nearby public garage. Carshare spaces help eliminate the need for additional parking, and a university parking permit is an option for enrolled students as well. Given the low auto-ownership anticipated for university students, DESMAN sees twelve parking spaces as an appropriate supply for users of 409 E Kirkwood.

Appendix

Letter from DunnPark Apartments

DunnPark

115 N Dunn St
Bloomington IN 47408
812-322-8209
sue@bbcbagel.com

June 7, 2022

To whom it may concern,

DunnPark Apartments were constructed in 2017 with 16 studios, rooftop terrace and first floor retail. DunnPark is located a half block from the proposed building site currently occupied by the Village Deli. We are grateful to the planning commission for waiving the necessity for on site parking for our building. The apartments and retail continue to be 100% rented and the BBC retail continues to thrive at this location. I believe any project in the downtown corridor benefits from ample parking in the Indiana University lots, Poplar garage and on street parking. Many of our tenants choose to commute by bike, ride sharing, bus and walking. Increased urban density benefits all of the business downtown and creates a dynamic community environment.

I am happy to answer any further questions.

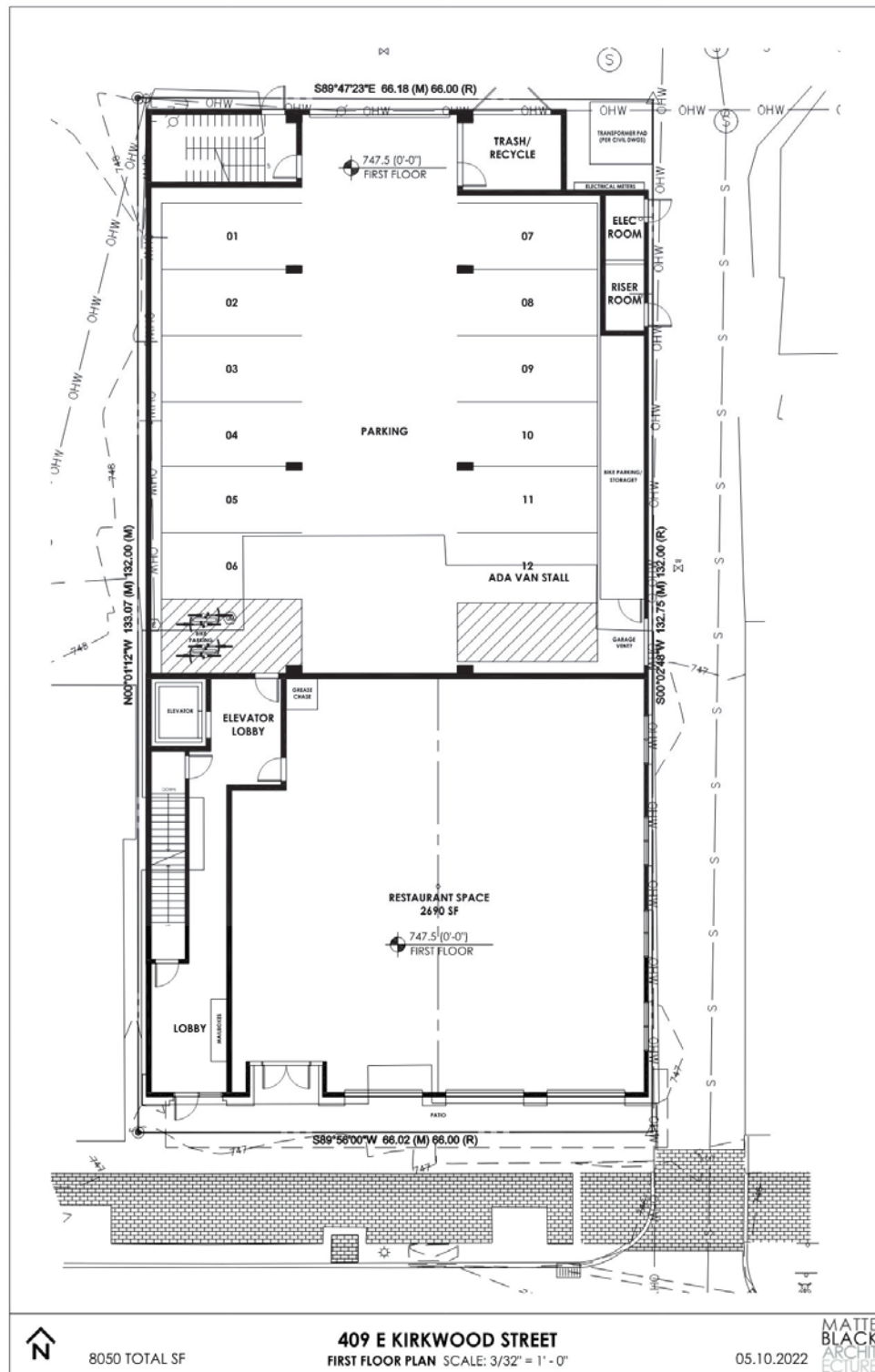
Best regards,

Suzanne K Aquila

President, Bloomington Bagel Co., Inc.

Managing Partner, Bloomington Bagel Co., LLC (Owner of DunnPark)

409 E Kirkwood – Mixed Use Ground Floor Plan



Source: Strauser Construction

Urban Land Article

This article appeared in the Summer issue of *Urban Land* on page 64.

Increasingly, cities are using parking policies to stimulate shared mobility through alternatives to personal ownership of automobiles. In the recent adoption of its 2040 plan that permits duplexes and triplexes in most single-family-detached zones, the city of Minneapolis commits to "lead by example in city-owned parking facilities by supporting carpools, vanpools, and shared mobility vehicles which encourage private parking facility owners to do the same." Car sharing generally refers to a fleet of vehicles offered for short-term rental by private or nonprofit companies.

The city of Austin, Texas, amended its zoning code to reduce minimum off-street parking requirements by "twenty (20) spaces for every car-sharing vehicle provided in a program that complies with its requirements," under which it approves binding contracts between developers and car-sharing companies to gain reductions of up to 40 percent of required off-street spaces. Nick Vetsch, a market specialist for car2go, a car-sharing service owned by Daimler AG, the Stuttgart, Germany-based automobile company, says that on just three Austin projects alone, Austin developer Lincoln Ventures reduced parking spaces by 160. He says that at about \$35,000 per structured parking space, that equates to about \$5.6 million.



Lincoln Ventures' 2204 San Antonio is an 18-story student housing project one block from the University of Texas at Austin. University neighborhoods are prime locations for car sharing because of their density, limited parking, and younger demographic groups who seek a less car-centric lifestyle. (Lincoln Ventures)

Property name	Number of units	Number of spaces	Parking ratio	Car2go spaces	Spaces reduced	Bedroom count	Ratio (park/BR)
Ruckus	46	37	0.80	1	20	167	0.22
Ruckus 2.0	67	84	1.25	2	40	239	0.35
2204 San Antonio	166	193	1.16	5	100	567	0.34
	279	314	1.13	8	160	973	0.32

And he notes that in about three years, the Austin program eliminated the need for about 1,100 parking spaces, saving developers over \$38.5 million. Lincoln Ventures' 2204 San Antonio is an 18-story student housing project located in a dense urban neighborhood one block from the University of Texas at Austin. Its two Ruckus projects are seven-story-tall student housing buildings about two blocks from that campus. Vetsch says that university neighborhoods are one of the prime locations for car sharing not only for their density and limited parking, but also for their younger demographic groups, who seek a less car-centric lifestyle. He says that sometimes several students gather together to use car2go for one-way trips to a common destination. Vetsch notes that cities like Austin do not have frequent transit service during nighttime when many students return from events.



Lincoln Ventures' two Ruckus projects are seven-story student housing buildings about two blocks from the University of Texas at Austin campus. (Lincoln Ventures)

AstroTwins™

Enjoy the Energy of the Universe

Solar Energy

The design team plans to put the scope of work on solar out to competitive bid. This product is inline with what we intend to specify although exact product may vary

435W~450W

P-type Monocrystalline PV Module

CHSM72M(DG)/F-BH Series (166)

CHSM72M(DG)/F-BH is bifacial module with white glazed glass

Tier 1

Bloomberg

No.1

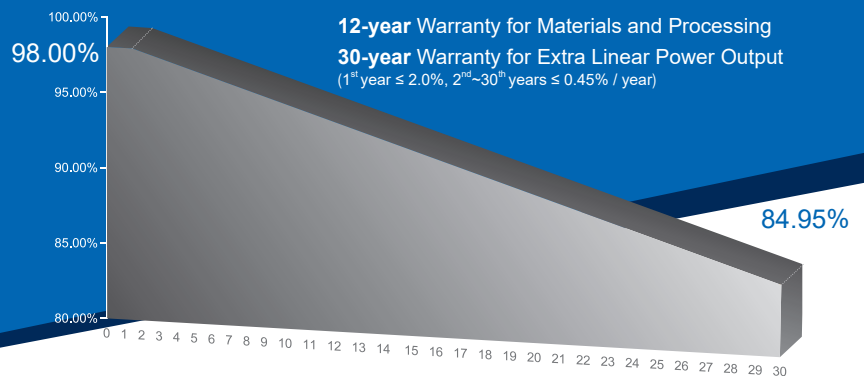
PHOTON



Underwritten by
International Insurer

DNV GL

2020 TOP
Performance



KEY FEATURES



OUTPUT POSITIVE TOLERANCE

Guaranteed 0~+5W positive tolerance ensures power output reliability.



EXCELLENT WEATHER RESISTANCE

Reduces the cell micro-crack and extended product warranty.



BIFACIAL POWER

The backside makes use of the reflected and scattered light from the surroundings, the modules can yield up to 5%~30% power more, depending on the albedo.



REDUCE INTERNAL MISMATCH LOSS

Reduces mismatch loss and improves output.



APPLICABLE FOR MULTI DIFFERENT ENVIRONMENTS

The wide range of applications, such as BIPV, vertical installation, snow area, high humidity area and strong sandstorm area, etc.



SNAIL TRAIL RESISTANCE

Reduces the probability of snail trails with zero water vapor transmittance.

COMPREHENSIVE CERTIFICATES



First solar company which passed the TUV Nord IEC/TS 62941 certification audit.

For Global Market



ASTRONERGY
A CHNT COMPANY

ELECTRICAL SPECIFICATIONS

Power rating (front)	435 Wp		440 Wp		445 Wp		450 Wp	
Testing Condition	Front	Back	Front	Back	Front	Back	Front	Back
STC rated output (P_{mpp}/Wp)*	435	304	440	308	445	311	450	315
Rated voltage (V_{mpp}/V) at STC	40.85	41.64	41.12	41.85	41.36	42.03	41.59	42.28
Rated current (I_{mpp}/A) at STC	10.65	7.30	10.70	7.36	10.76	7.40	10.82	7.45
Open circuit voltage (V_{oc}/V) at STC	48.90	47.56	49.11	47.83	49.44	47.99	49.78	48.25
Short circuit current (I_{sc}/A) at STC	11.12	7.99	11.20	8.05	11.25	8.10	11.30	8.16
Module efficiency	19.4%	13.6%	19.6%	13.7%	19.9%	13.9%	20.1%	14.1%
Temperature coefficient (P_{mpp})	- 0.35%/°C							
Temperature coefficient (I_{sc})	+0.04%/°C							
Temperature coefficient (V_{oc})	- 0.28%/°C							
Nominal module operating temperature (NMOT)	44±2°C							
Maximum system voltage (IEC/UL)	1500V _{DC}							
Number of diodes	3							
Junction box IP rating	IP 68							
Maximum series fuse rating	20 A							

STC: Irradiance 1000W/m², Cell Temperature 25°C, AM=1.5

ELECTRICAL SPECIFICATIONS (Integrated power)

P_{mpp} gain	P_{mpp}	V_{mpp}	I_{mpp}	V_{oc}	I_{sc}
5%	467 Wp	41.12 V	11.36 A	49.11 V	11.81 A
10%	489 Wp	41.12 V	11.89 A	49.11 V	12.37 A
15%	511 Wp	41.12 V	12.43 A	49.11 V	12.93 A
20%	534 Wp	41.02 V	13.02 A	49.21 V	13.48 A
25%	556 Wp	41.02 V	13.55 A	49.21 V	14.04 A

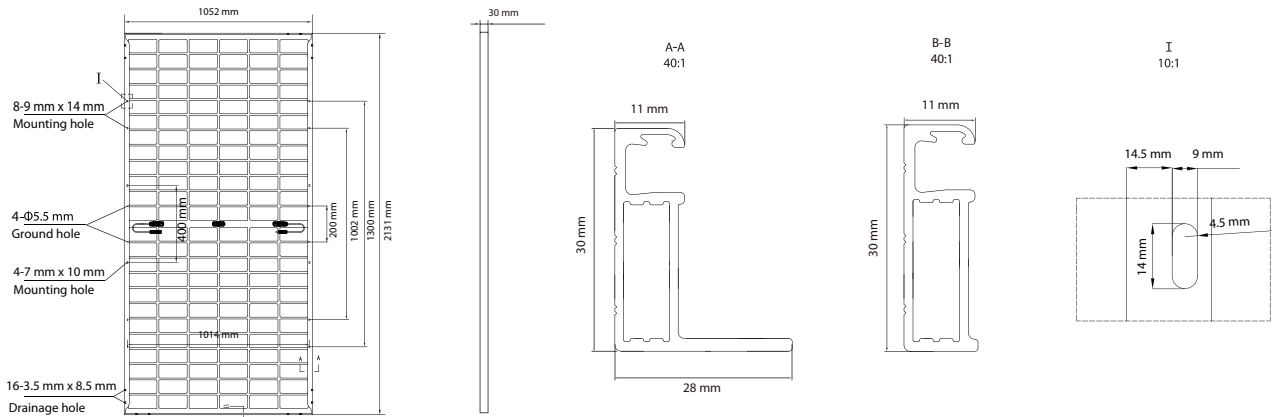
Electrical characteristics with different rear power gain (reference to 445W)

MECHANICAL SPECIFICATIONS

Outer dimensions (L x W x H)	2131 x 1052 x 30 mm
Frame technology	Aluminum, silver anodized
Glass thickness	2.0 mm
Cable length (IEC/UL)	Portrait: 350 mm Landscape: 1300 mm
Cable diameter (IEC/UL)	4 mm ² / 12 AWG
① Maximum mechanical test load	5400 Pa (front) / 2400 Pa (back)
Connector type (IEC/UL)	MC4 compatible

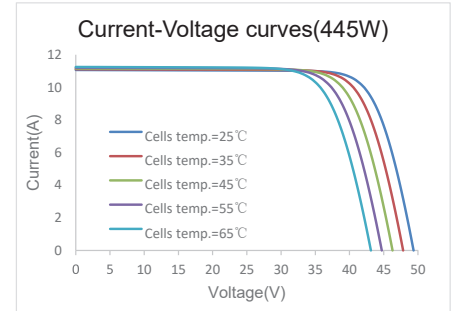
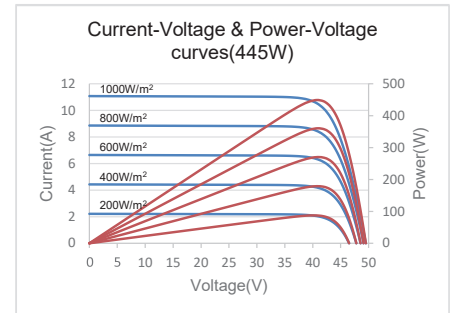
① Refer to Astronergy crystalline installation manual or contact technical department.
Maximum Mechanical Test Load=1.5×Maximum Mechanical Design Load.

MODULE DIMENSION DETAILS



© Chint Solar (Zhejiang) Co., Ltd. Reserves the right of final interpretation. please contact our company to use the latest version for contract.

CURVE



PACKING SPECIFICATIONS

① Weight (module only)	28.5 kg
② Packing unit	36 pcs / box
Weight of packing unit (for 40'HQ container)	1085 kg
Number of modules per 40'HQ container	792 pcs

① Tolerance +/- 1.0kg
② Subject to sales contract

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT**

**CASE #: DP-27-22
DATE: July 11, 2022**

Location: the entirety of the area bounded by W 2nd Street, S Rogers Street, W 1st Street, and S. Morton Street except 314 and 302 W. 1st Street

PETITIONER: The Redevelopment Commission of the City of Bloomington
401 N. Morton Street Suite 130, Bloomington

CONSULTANTS: Shrewsberry & Associates LLC
7321 Shadeland Station Suite 160, Indianapolis

REQUEST: The petitioner is requesting primary plat approval to plat 19 lots and right-of-way; waivers related to right-of-way dedication and right-of-way improvements; and waiver of second hearing.

BACKGROUND:

Area: 9.02 acres
Zoning: Mixed-Use Medium Scale; Mixed-Use Neighborhood Scale
Comp Plan Designation: Mixed Urban Residential / West 2nd Street Former Bloomington Hospital Focus Area
Existing Land Use: Vacant buildings; Centerstone
Proposed Land Use: No Change Proposed
Surrounding Uses: North – Retail Sales / Residential
West – Vacant (Old Hospital)
East – B-Line / Grocery Store / Restaurant
South – Office / Residential

REPORT: The property is located south of West 2nd Street, east of South Rogers Street, north of West 1st Street, and west of South Morton Street. There are three parcels in the area described that are not included in the petition. (See map) The petition site is primarily zoned Mixed-Use Medium Scale (MM) with some Mixed-Use Neighborhood Scale (MN) on the southern portion of the site. Surrounding zoning includes MM to the north and west, MN and Residential High-Density Multifamily (RH) to the south, and Mixed Use Downtown-Downtown Gateway Character Area (MD-DG) to the east. The properties to the north have been developed with small-scale retail and residential, to the west is the old Indiana University Health hospital site, office and residential to the south, and Kroger and Wendy's to the east. The site contains a number of structures (9) that are slated for demolition. The large existing Centerstone building will remain, as well as the smaller building at the corner of Rogers and 1st Streets.

This site received primary plat approval, DP-01-22, from the Plan Commission on February 7, 2022 to reconfigure the existing lots and rights-of-way so that 16 lots and right-of-way would be created. The primary plat also realigned the location of the existing north-south alley right-of-way further west and enhanced its size, so that it could be improved as a roadway continuation of Madison Street. The plat also included a new east-west road right-of-way, for West University Street. Of the 16 total parcels proposed: 2 were around and for the use of Centerstone; 2 were for the open/park space running north of and adjacent to West University Street; and 12 were for future development. Existing right-of-way vacation was a condition of approval for that plat.

After Plan Commission approval of the plat, upon review by the Common Council of the right-of-way vacation request, the Administration worked with the Common Council to reconsider the approved plat in order to add a number of alleys, as well as to provide additional small parcels for development. As a result, a new primary plat approval is required. Additionally, the parcel at the southeast corner of Rogers and 2nd Street has been added to this petition.

This site is part of the larger Bloomington Hospital Site Redevelopment Master Plan that was released in January 2021. This area is known as Phase I East, part of the future Hopewell Neighborhood. This primary plat continues to create a wider, realigned north-south right-of-way for the continuation of Madison Street, as well as a new east-west road right-of-way for West University Street. The site also now proposed 3 east-west alleys, two in the northern portion of the site, and one in the southeast portion. There are now 19 parcels being proposed. Of the 19 total parcels being created: 2 are around and for the use of Centerstone; 2 are for the open/park space running north of and adjacent to West University Street; and 15 are for future development. Delegation of secondary plat approval to staff has also been requested. The petitioner is requesting primary plat approval, as well as a waiver from some Street and Rights-of-way requirements, as well as a waiver of second hearing.

20.06.060(b)(3)(E) PRIMARY PLAT REVIEW: The Plan Commission or Plat Committee shall review the primary subdivision petition and approve, approve with conditions, or deny the petition in accordance with Section 20.06.040(g) (Review and Decision), based on the general approval criteria in Section 20.06.040(d)(6) (Approval Criteria) and the following standards:

- i. All subdivision proposals shall be consistent with the need to minimize flood damage.
- ii. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.
- iii. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards
- iv. Base flood elevation data shall be provided for subdivision proposals and other proposed development (including manufactured home parks and subdivisions), which is greater than the lesser of 50 lots or five acres.
- v. All subdivision proposals shall minimize development in the SFHA and/or limit intensity of development permitted in the SFHA
- vi. All subdivision proposals shall ensure safe access into/out of SFHA for pedestrians and vehicles (especially emergency responders).

PROPOSED FINDING: This site is not located in a 100-year regulated FEMA floodplain and the parcels intended for the open space/park features (Lots 2 and 6) are also intended to assist with on-site stormwater management when the Phase I East lots develop. No portion of this property is located in a Special Flood Hazard Area (SFHA) and the petition site is bounded by public rights-of-way on four sides, with access improvements being added on-site with the petition.

20.06.040(d)(6)(B) General Compliance Criteria

- i. Compliance with this UDO
- ii. Compliance with Other Applicable Regulations
- iii. Compliance with Utility, Service, and Improvement Standards
- iv. Compliance with Prior Approvals

PROPOSED FINDING: This plat meets almost all of the requirements of the UDO, with the petitioner requesting a waiver of right-of-way requirements for the Rogers Street right-of-way

because of existing conditions. The waiver request is appropriate. The subdivision is also in accordance with the Bloomington Hospital Site Redevelopment Master Plan. The Common Council has approved right-of-way vacation of existing alleys on the site. There are no other known applicable regulations that would apply to this subdivision. Final approval from the City of Bloomington Utilities Department is required prior to the issuance of any permits.

20.06.040(d)(6)(D) Additional Criteria Applicable to Primary Plats and Zoning Map Amendments (Including PUDs)

i. Consistency with Comprehensive Plan and Other Applicable Plans

The proposed use and development shall be consistent with and shall not interfere with the achievement of the goals and objectives of the Comprehensive Plan and any other adopted plans and policies.

ii. Consistent with Intergovernmental Agreements

The proposed use and development shall be consistent with any adopted intergovernmental agreements and shall comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this UDO.

iii. Minimization or Mitigation of Adverse Impacts

1. The proposed use and development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.
2. The proposed use and development shall not result in the excessive destruction, loss or damage of any natural, scenic, or historic feature of significant importance.
3. The proposed use and development shall not result in significant adverse fiscal impacts on the city.
4. The petitioner shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in the pre-submittal neighborhood meeting for the specific proposal, if such a meeting is required.

iv. Adequacy of Road Systems

1. Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed use and development shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services.
2. The proposed use and development shall neither cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

v. Provides Adequate Public Services and Facilities

Adequate public service and facility capacity shall exist to accommodate uses permitted under the proposed development at the time the needs or demands arise, while maintaining adequate levels of service to existing development. Public services and facilities include, but are not limited to, streets, potable water, sewer, stormwater management structures, schools, public safety, fire protection, libraries, and vehicle/pedestrian connections and access within the site and to adjacent properties.

vi. Rational Phasing Plan

If the petition involves phases, each phase of the proposed development shall

contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date and shall not depend upon subsequent phases for those improvements

PROPOSED FINDING: The proposed plat is consistent with the Comprehensive Plan, maintaining existing resources in the area, while providing opportunity for increased connectivity, improved amenities, and an opportunity for increased business and housing development near downtown. The proposed plat is also consistent with the Bloomington Hospital Site Redevelopment Master Plan. There are no expected adverse impacts as a result of this plat. Future site plans will be reviewed under separate approvals as the site develops. While adequate stormwater management areas will be reviewed with each subsequent site plan request, the Master Plan for the area calls for management near the new east/west street, and this subdivision creates the lots to enable that. There are no known natural, scenic, or historical features of significant importance on this site. There are no identified adverse fiscal impacts with this petition. A neighborhood meeting is not required with primary plat approval, though much input was taken on the general idea of development in this area during the Master Plan process. Public right-of-way access will be enhanced with this project by the improvement of the north/south connection through the site and the addition of the complete east/west connection. The City of Bloomington Utilities Department must approve all utility connections and services prior to issuance of a grading permit. No phasing of the plat is expected.

20.06.060(b)(3)(F) Waivers Waivers from any standards within Chapter 5 shall be reviewed according to the following criteria:

- i. The granting of the subdivision waiver shall not be detrimental to the public safety, health, or general welfare, or injurious to other property; and
- ii. The conditions upon which the request for a Subdivision Waiver are based are unique to the property; and
- iii. The Subdivision Waiver shall not in any manner vary the provisions of the development standards, Comprehensive Plan, or Transportation Plan.

Streets and Rights-of-way

PROPOSED FINDING: The proposed plat incorporates less right-of-way dedication than desired and will not meet the combination of bicycle facility/tree plot/sidewalk widths for the entirety of the South Rogers Street frontage. The existing buildings on the east side of South Rogers Street do not allow for the full right-of-way dedication as outlined in the Transportation Plan on the southern portion of the site. However, the petitioner has worked with Planning and Transportation staff to ensure that as much right-of-way as possible is dedicated, and that connectivity for both pedestrians and bicyclists will be improved, while still allowing adequate vehicular travel. Granting the waiver will not be detrimental to the public, is unique to the site, and is in the spirit of the guiding documents. The Department recommends approval of the waiver request.

PLAT REVIEW:

Lot Establishment Standards: The minimum lot size in the MM zoning district is 5,000 square feet and the minimum lot width is 50'. The proposed lots range in size from 0.115 acres to 1.23

acres. All proposed lots meet the minimum lot width and size requirements. The proposed subdivision also meets the standards outlined for a Commercial/Employment Subdivision (CL) type.

Right-of-Way Standards: Both West 2nd Street and South Rogers Street are classified as General Urban typology, both requiring 84 feet of right-of-way (or 42 feet from centerline). Right-of-way dedicated along West 2nd Street is adequate to meet this requirement. Right-of-way dedication along South Rogers Street is lacking because of existing improvements adjacent to the ROW. The petitioner is requesting a waiver from the right-of-way dedication and improvement requirements for South Rogers Street, as described in the waiver finding above. West 1st Street and South Morton Street are shown as Neighborhood Residential, which requires 60 feet of right-of-way. The existing rights-of-way exceed that requirement. 2nd, 1st, and South Morton Streets will install street trees in accordance with the UDO as the sites develop. The new rights-of-way will also meet minimum requirements.

Pedestrian and Bicycle Facilities: The Transportation Plan calls for a bike lane on this portion of West 2nd Street and on South Rogers Street. The petitioner has worked with staff on a design for the northern portion of South Rogers Street to incorporate dedicated bicycle lanes. Feasibility will continue to be assessed for this area and 2nd Street as the site and surroundings develop. The southern portion of Rogers Street cannot accommodate the appropriate facilities because of the right-of-way constraints, as discussed in the waiver finding above. The Transportation Plan calls for 10' of Pedestrian Zone and 8' of Greenspace Zone with the General Urban street typology. If the pedestrian facilities do not fit in right-of-way, pedestrian easements may be utilized. Per the Transportation Plan, in areas with severely constrained rights-of-way, reduced Pedestrian Zones can be accommodated, as may need to be the case on parts of S. Rogers that abut this property where the waiver is requested. At no location should a sidewalk be less than 4 feet in width. The Transportation Plan called for 6' for a Pedestrian Zone and 5' for a Greenspace Zone for Neighborhood Residential streets. Per the Transportation Plan, based on specific site conditions, City staff may approve different dimensions with approval from the Director of Planning and Transportation, as may need to be the case for some constrained areas along 1st and Morton Streets.

Environmental Considerations: A tree study of the larger Master Plan site was done, and no closed canopy areas were identified, though some specimen trees were located and will be retained during redevelopment. There are no known sensitive environmental features.

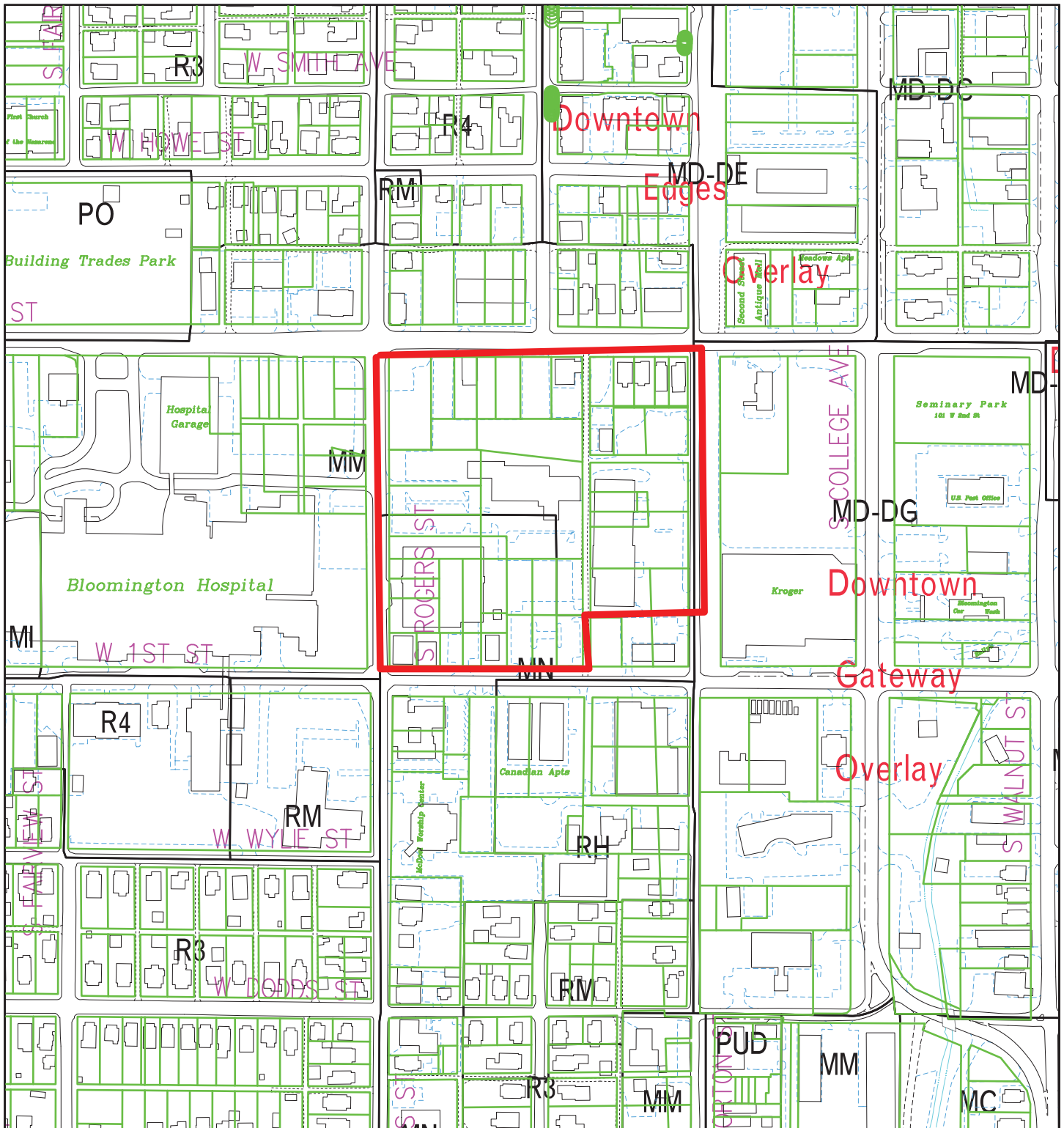
Utilities: Each lot will be assessed for stormwater quality and detention requirements as they develop. Lots 2 and 6 are intended to support stormwater quality for the entirety of Phase I East. City of Bloomington Utilities approval will be required before any permits for development are issued for the site.

CONCLUSION: The proposed primary plat meets all of the requirements of the UDO, with the exception of Streets and Right-of-Way requirements related to Rogers Street because of existing conditions that cannot be altered. As the first step in the redevelopment of the area included in the Bloomington Hospital Site Redevelopment Master Plan, the primary plat will set up Phase I East with improved public ways and new amenities, as well as create parcels that can be developed separately or combined.

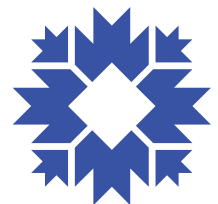
RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings, approve the primary plat of DP-27-22 with the

associated waiver, and waive the second hearing with the following conditions:

1. Secondary plat approval is delegated to staff.
2. A utility plan must be approved by the City of Bloomington Utilities Department.
3. The petitioner will continue to work with the Department in order to determine the final right-of-way improvement design for South Rogers Street.



City of Bloomington
Planning

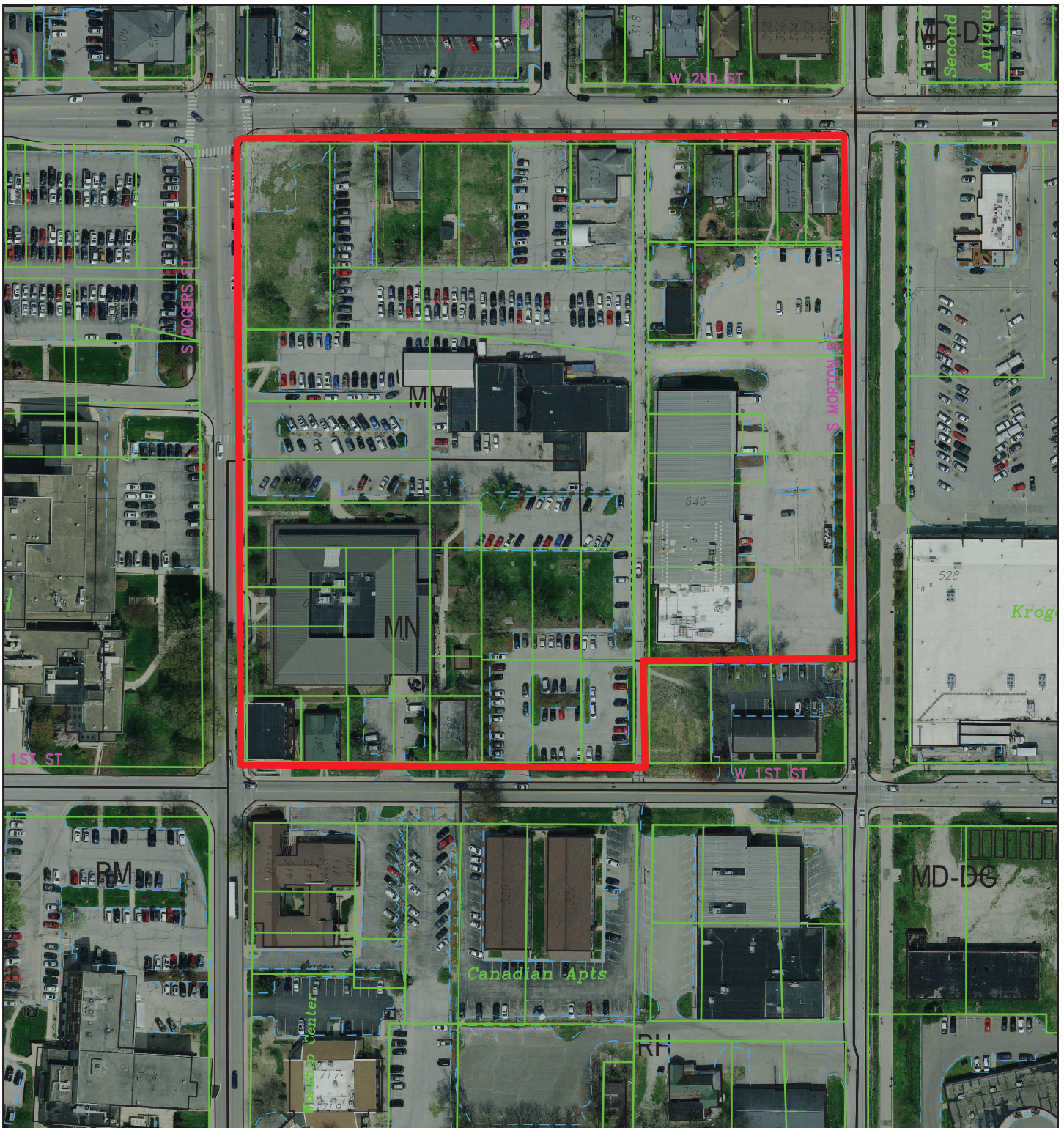


Scale: 1" = 300'

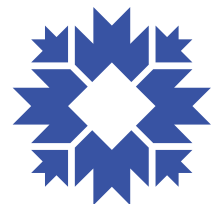
By: scanlanj
5 Jul 22



For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 150'

By: scanlanj
5 Jul 22

150 0 150 300 450

For reference only; map information NOT warranted.



June 6, 2022

Jackie Scanlan, AICP
Development Services Manager
City of Bloomington – Planning & Transportation

**RE: PETITIONER'S STATEMENT
HOPEWELL SUBDIVISION – PHASE 1 EAST
SHREWSBERRY PROJECT No. 21-0049**

Dear Jackie,

Please accept this letter as the required Petitioner's Statement for submission of the Primary Plat for the Hopewell Subdivision – Phase 1 East. Shrewsberry & Associates, LLC is submitting on behalf of our client, the Redevelopment Commission for the City of Bloomington. This subdivision is meant to begin the implementation of the Bloomington Hospital Site Redevelopment Master Plan Report that was completed in 2021. In keeping with the Master Plan, the goal of this development is to create a unique new location in the city that can be incrementally developed as a mixed-use destination and a thriving new neighborhood.

The plat will include a total of nineteen (19) lots. Fifteen lots are intended for future development with the intent to construct mid-rise housing buildings with first floor commercial spaces. Two lots are intended for public space with park-like amenities and connection to the B-Line multiuse trail.

The remaining two lots will include existing buildings. One building is the Centerstone office building, which is owned by Monroe County. The other building is owned and operated by Centerstone of Indiana. These buildings are included because this project will reconstruct parking and access for the Centerstone office building. The parking will be shared by these two buildings. The building and underlying property that is owned by Monroe County is intended to remain their property. The building and property that is owned by Centerstone of Indiana is likewise intended to remain their property.

The plat will dedicate various easements and additional rights-of-way. Madison Street will be extended from its current intersection with 2nd Street to 1st Street, and a new section of University Street will be constructed between Rogers and Morton Streets. On-street parking is included along with street trees and sidewalks. Additional right-of-way will be granted along 2nd and Morton Streets to accommodate widening and improvements as detailed in the Master Plan. Three public alleys will be dedicated for traffic access to the lots. No new driveways are to be permitted from these lots onto 1st or 2nd Streets. Two alleys are to be constructed between Madison and Morton Streets. The third alley is to be constructed on the west side of Madison Street but will not connect with Rogers because the alley would be within the functional limits of the signalized intersection with 2nd Street.

This project will include the construction of new water mains and sanitary sewers. The project will construct storm sewers as well as underground detention facilities. A wetland garden is planned and is intended to serve as a bio-retention device.



If you need any additional information or would like to discuss this further, please feel free to contact me at your convenience.

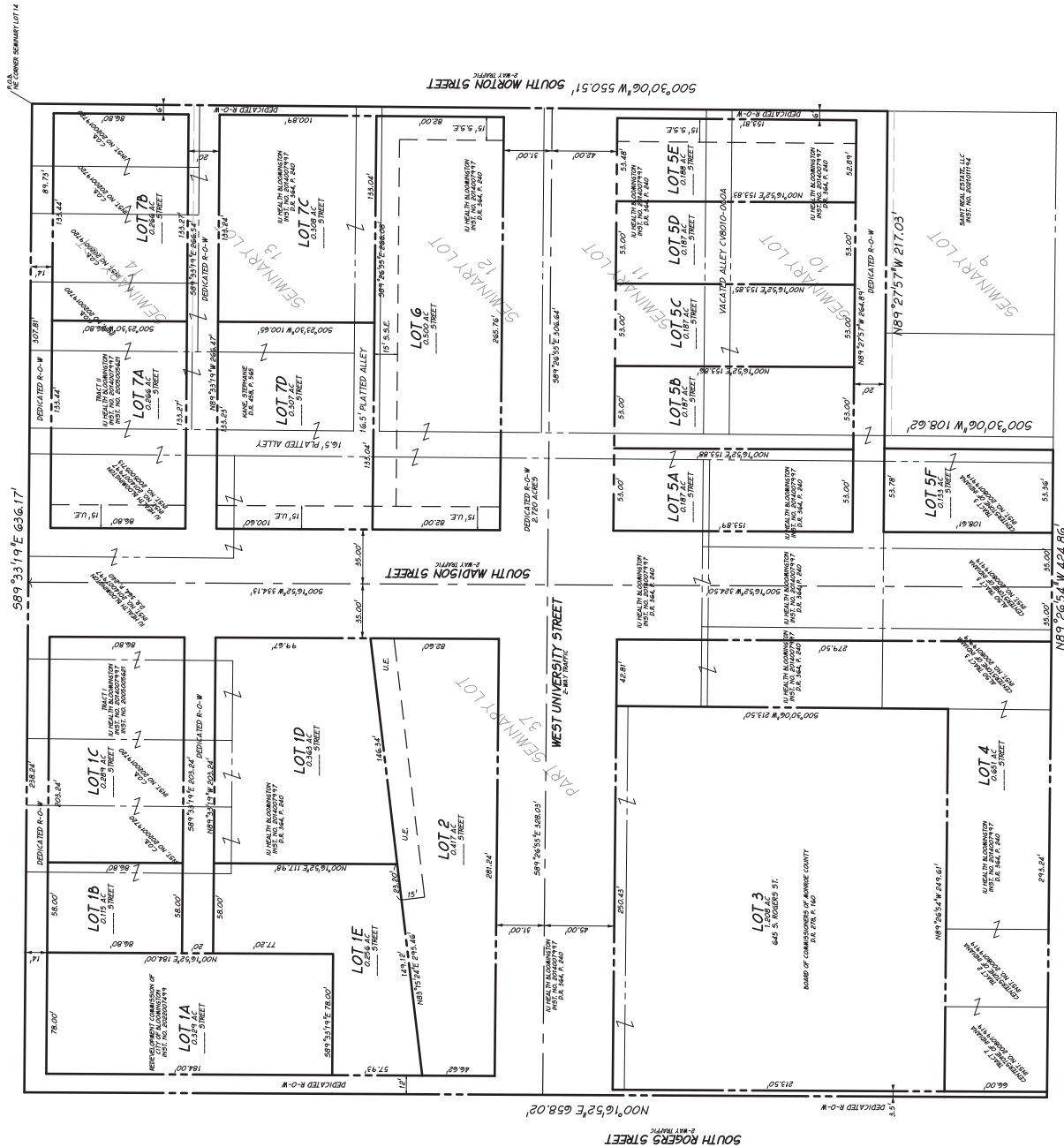
Respectfully submitted,

SHREWSBERRY & ASSOCIATES, LLC

A handwritten signature in black ink, which appears to read "Matthew D. Wallace".

Matthew D. Wallace, PE, LEED AP
Senior Engineer Project Manger

HOPEWELL SUBDIVISION

PT OF SEM. LOTS 9-14 & 37
PERRY TOWNSHIPNOTE:
See Retracement Survey dated 7/23/2021 for Surveyor's Report.

Scale 1" = 50 ft

BASIS OF BEARING
MONROE CO. COORD. SYS.
NAVD88

LEGAL DESCRIPTION

A part of Seminary Lots 37 and 10 and all of Lots 11, 12, 13 and 14 in the City of Bloomington, County of Monroe, State of Indiana, more particularly described as follows:

Beginning of the northeast corner of said Lot 14, said point being on the west right-of-way of South Morton Street; Thence on and along the east line of Lots 14, 13, 12, 11 and part of 10 and the west right-of-way of South Morton Street South 00 degrees 30 minutes 06 seconds East 550.51 feet; Thence leaving said east and west lines North 89 degrees 27 minutes 57 seconds West 208.78 feet to the east line of a platted alley; Thence on said east line South 00 degrees 30 minutes 06 seconds West 108.62 feet to the north right-of-way line of West 1st Street; Thence on said north line and on and along the south line of Lot 37 North 89 degrees 26 minutes 54 seconds West 424.86 feet to the east right-of-way of South Rogers Street; Thence leaving said north and south lines and on and along said east line North 00 degrees 16 minutes 52 seconds East 658.05 feet to the south right-of-way line of West 2nd Street and the north line of Lot 37; Thence on and along said north and south line South 89 degrees 33 minutes 19 seconds East 636.17 feet to the Point of Beginning, containing within said bounds 9.088 acres (394,573.9 sq. ft.).

FLOOD NOTE:

According to Flood Insurance Rate Map (FIRM) this real estate is part of Community-Panel Number: 18105C 0141D, Effective Date: December 17, 2010. This property is located in Zone X, an area of minimal flood hazard.

Source: FEMA

I affirm under penalties of perjury, that I have taken reasonable care to reduce each social security number in this document, unless required by law.

Charles D. Graham

This instrument prepared by Charles D. Graham

WEST 1ST STREET

2-WAY TRAFFIC

WEST 2ND STREET

2-WAY TRAFFIC

HOPEWELL SUBDIVISION
1-20-2022
SHEET 1 OF 2
JOB NO. 5021058

HOPEWELL SUBDIVISION
PT OF SEW. LOTS 9-14 & 37
PERRY TOWNSHIP

SOURCE OF TITLE: SEE SHEET 1 FOR SOURCES

OWNER: CENTERSTONE OF INDIANA; CITY OF BLOOMINGTON;
IU HEALTH BLOOMINGTON; STEPHANIE KANE;
REDEVELOPMENT COMMISSION OF CITY OF BLOOMINGTON
ZONING: MH - MIXED USE MEDIUM SCALE

The undersigned, as owners of the real estate described on this plat, for and in consideration of the City of Bloomington, Indiana, granting to the undersigned the right to tap into and connect to the sewer system of the City of Bloomington for the purpose of providing sewer service to the described real estate, now release the right to the City of Bloomington, Indiana, of all claims, demands, and actions, and agree to remonstrate against any pending or future annexation by the City of Bloomington, Indiana, of such platted real estate.

CENTERSTONE OF INDIANA, CITY OF BLOOMINGTON, IU HEALTH BLOOMINGTON, STEPHANIE KANE, REDEVELOPMENT COMMISSION OF CITY OF BLOOMINGTON,
do hereby certify that the above described real estate is the property of the undersigned, and that the undersigned are the owners of the real estate shown and described herein, does hereby lay off, plat, and subdivide said real estate in accordance with the within plat.

This subdivision shall be known and designated as _____ on addition to the City of Bloomington. All streets and alleys shown, and not heretofore dedicated are dedicated to the public.

The strips of ground that are shown on the plat and marked "easement" are owned by the owners of the lots that they respectively affect, subject to the rights of public utilities for the installation and maintenance of water and sewer mains, poles, ducts, lines, and wires. Buildings or other structures shall not be erected or maintained on these strips.

Signed and Sealed _____, 20____

OWNER: Centerstone of Indiana

Name Printed: _____
Title/Office: _____STATE OF INDIANA } 55;
COUNTY OF _____

Before me, the undersigned Notary Public, in and for the said county and state, personally appeared _____, and acknowledged the execution of the foregoing for the purposes therein expressed.

Witness my hand and notarial seal this _____ day of _____, 20____

County of Residence _____ Commission Expiration _____

Notary Public, Written _____ Notary Public, Printed _____

Signed and Sealed _____, 20____

OWNER: City of Bloomington

Name Printed: _____
Title/Office: _____STATE OF INDIANA } 55;
COUNTY OF _____

Before me, the undersigned Notary Public, in and for the said county and state, personally appeared _____, and acknowledged the execution of the foregoing for the purposes therein expressed.

Witness my hand and notarial seal this _____ day of _____, 20____

County of Residence _____ Commission Expiration _____

Notary Public, Written _____ Notary Public, Printed _____

Public Alleys to be vacated per this plat:

1. 16.5 foot north - south alley being part of the Seminary plat in the City of Bloomington, in.
 2. 1-16.5 foot east - west alleys being part of the Seminary plat in the City of Bloomington, in.
- These alleys are being vacated at the request of the property owners and with consent and approval of City of Bloomington.

Signed and Sealed _____, 20____

OWNER: IU Health Bloomington

Name Printed: _____
Title/Office: _____STATE OF INDIANA } 55;
COUNTY OF _____

Before me, the undersigned Notary Public, in and for the said county and state, personally appeared _____, and acknowledged the execution of the foregoing for the purposes therein expressed.

Witness my hand and notarial seal this _____ day of _____, 20____

County of Residence _____ Commission Expiration _____

Notary Public, Written _____ Notary Public, Printed _____

Signed and Sealed _____, 20____

OWNER: Stephanie Kane

Name Printed: _____
Title/Office: _____STATE OF INDIANA } 55;
COUNTY OF _____

Before me, the undersigned Notary Public, in and for the said county and state, personally appeared _____, and acknowledged the execution of the foregoing for the purposes therein expressed.

Witness my hand and notarial seal this _____ day of _____, 20____

County of Residence _____ Commission Expiration _____

Notary Public, Written _____ Notary Public, Printed _____

Signed and Sealed _____, 20____

OWNER: Redevelopment Commission of City of Bloomington

Name Printed: _____
Title/Office: _____STATE OF INDIANA } 55;
COUNTY OF _____

Before me, the undersigned Notary Public, in and for the said county and state, personally appeared _____, and acknowledged the execution of the foregoing for the purposes therein expressed.

Witness my hand and notarial seal this _____ day of _____, 20____

County of Residence _____ Commission Expiration _____

Notary Public, Written _____ Notary Public, Printed _____

EASEMENT LEGEND

UE = Utility Easement

(a) Shall allow both private and public utility providers access associated with the installation, maintenance, repair, or removal of utility facilities.

(b) Prohibits the placement of any unauthorized obstructions within the easement area.

DE = Drainage Easement

(a) Shall be required for any surface swales or other minor improvements that are intended for maintenance by the lots on which they are located.

(b) Shall prohibit any alteration within the easement that would hinder or redirect flow.

(c) Shall provide that the owner of the lot on which the easement is placed shall be responsible for maintenance of the drainage features within such easement.

(d) Shall be enforceable by the City Utilities Department and by owners of properties that are adversely affected by conditions within the easement.

(e) Shall allow the City Utilities Department to enter upon the easement for the purpose of maintenance, to charge the cost of such maintenance to the responsible parties, to construct drainage facilities within the easement, and to assume responsibility for the drainage features at its discretion.

W.L.E. = Waterline Easement.

(a) Shall allow the city utilities department exclusive access for installation, maintenance, repair, or removal of potable water facilities.

(b) Encroachment by other utilities is prohibited, unless such encroachment is approved by the city utilities department in conjunction with the preliminary plat. Upon written permission from the city utilities department, encroachments may be permitted after the recording of the final plat.

(c) Trees and structures including, but not limited to, buildings, fences, retaining walls, signs, and light fixtures, shall not be located within waterline easements.

(d) Grading activity shall be prohibited within waterline easements without written permission from the city utilities department.

(e) Signs shall not be located within waterline easements unless the sign is a public sign authorized by Section 20.05.074(01) or is further authorized by the city.

SSE = Sanitary Sewer Easement

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

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

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

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

I certify that I am a Registered Land Surveyor licensed under the laws of Indiana; that this plat accurately represents a survey made by me on December 28, 2021, and that the monuments shown on it exist; and that their locations, sizes, types, and materials are accurately shown.

Charles D. Graham
Charles D. Graham
Indiana L.S. 29500014
Bynum Fanyo & Associates, Inc.
528 North Walnut Street
Bloomington, Indiana 47404-3804
812-332-8050

HOPEWELL SUBDIVISION
1-20-2022
SHEET 2 OF 2
JOB NO. 5021058

