

CITY OF BLOOMINGTON



PLAN COMMISSION

**OCTOBER 10, 2016 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL**

**CITY OF BLOOMINGTON
PLAN COMMISSION**

October 10, 2016 @ 5:30 p.m.

❖ City Hall Council Chambers - Room #115

ROLL CALL

MINUTES TO BE APPROVED: September

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

APPEAL WITHDRAWN:

DP-25-16 Chris Smith
668, 672 and 676 Meadowlark Ln
An appeal to the Plat Committee approval of a preliminary and final plat approval of a 3-lot subdivision of 0.68 acres to all 3 new single family lots.
Case Manager: Eric Greulich

PETITIONS CONTINUED TO NOVEMBER 7, 2016

ZO-22-16 Douglas McCoy
900-902 E Cottage Grove
Rezone from Institutional (IN) to Residential Multi-Family (RM).
Case Manager: James Roach

PUD-30-16 Regency Consolidated Residential LLC
2182 W. Tapp Rd.
PUD amendment to allow multifamily residences on Parcel I of the Woolery PUD.
Case Manager: Eric Greulich

PUD-31-16 Patterson Point, LLC
323 and 455 S. Westplex Ave.
PUD final plan approval for four mixed use buildings and one multi-family building.
Case Manager: James Roach

ITEMS FOR THE CONSENT AGENDA:

UV-26-16 Bloomington Car Wash
542 S. Walnut St
Use variance recommendation to allow an expansion of an existing legal non-conforming car wash in the Commercial Downtown (CD) zoning district.
Case Manager: Jackie Scanlan

UV-27-16 J. Kip May
1301 W 6th St
Use variance recommendation to allow a photography studio in an existing building in a Residential Core (RC) zoning district.
Case Manager: Jackie Scanlan

SP-28-16 Richland Suites Inc.
3380 W Runkle Way
Site plan approval for a 72-room hotel.
Case Manager: Eric Greulich

****Next Meeting November 7, 2016**

Last Updated: 10/6/2016

**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.**

PETITIONS:

- SP-23-16** **Bloomington Bagel Company LLC**
113 N Dunn St
Site plan approval for a 4-story mixed use building.
Case Manager: James Roach
- SP-29-16** **Pedcor Investments, LLC**
611 N Rogers St.
Site plan approval for a 4-story multi-family building.
Case Manager: James Roach

****Next Meeting November 7, 2016**

Last Updated: 10/6/2016

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**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 113 N. Dunn Street**

**CASE #: SP-23-16
DATE: October 10, 2016**

PETITIONER: Bloomington Bagel Company LLC
113 N. Dunn Street, Bloomington

CONSULTANTS: Tabor/Bruce Architecture and Design
1101 S. Walnut Street, Bloomington

REQUEST: The petitioner is requesting site plan approval for a four-story mixed use building.

BACKGROUND:

Area: .07 acres
Current Zoning: CD – University Village Overlay
GPP Designation: Downtown
Existing Land Use: Restaurant
Proposed Land Use: Mixed Use
Surrounding Uses: North/West – Multifamily
East – Parking lot, People’s Park
South – Commercial

Changes since September: This petition was last heard by the Plan Commission at their September 16, 2016 meeting. At that time several questions were raised about architecture, density, height and parking. Since that meeting, the petitioner has done the following things:

- Studied the heights of other nearby buildings to compare with the petition. The proposed building is mostly 41’6” tall with stair towers increasing the height 51’6”. These include:
 - The Von Lee-48 feet
 - Carmichael Center-42 feet
 - Trinity Episcopal Church-40 feet
 - Monroe County Public Library-33 feet
 - Dunkirk Square-41 feet
 - Rubicon Apartments-51 feet
 - Poplars Building-81 feet
 - Poplars Parking Garage-51 feet
- Removed the planter from the front of the building and replaced it with sidewalk café seating
- Added roll up doors to the front of the building to provide more permeability to the facade
- Added more details to the building rendering including a canopy, signage and rooftop trees
- Provided details about parking availability in the area for future tenants

In addition, HAND staff has summarized the discussion of the Historic Preservation

Commission meeting on September 8, 2016 when the commission discussed this petition. A memo is included in the packet.

REPORT: The property is located on the west side of N. Dunn Street between E. Kirkwood Ave and E. 6th Street. The property is zoned Commercial Downtown (CD) and is located in the University Village Overlay (UVO). There is a platted alley on the south side of the property. Surrounding land uses include historic residential uses to the north and northwest, commercial uses along Kirkwood Ave. to the south and People’s Park and an IU parking lot to the east. The property currently contains a 1-story restaurant that fills the property.

The petitioner proposes to demolish the existing building and to build a 4-story mixed use building. The building would contain 16 very small studio apartments (less than 350 square feet) and a 1400 square feet restaurant space. One accessible apartment is proposed on the first floor. The petition meets the minimum 50% first floor commercial requirement. No off-street parking is proposed with this site plan. The roof is accessible and usable for catering and other commercial use. If approved, the petitioner would need to request a Conditional Use for a Standardized Business in the UVO to allow for the Bloomington Bagel Co. to relocate into this building.

Policy Guidance: The Unified Development Ordinance lists as an objective in the University Village Overlay description to “Promote infill and redevelopment of sites using moderate residential densities for the University Village area and high residential densities along the Kirkwood Corridor”

The Growth Policies Plan encourages Bloomington to “...strive to improve downtown as a compact, walkable, and architecturally distractive area...”

The Downtown Vision and Infill Strategy Plan makes the following comments and recommendations about development in the University Village relevant to this petition:

“The variety of architectural styles combined with diverse land uses and site features result in an eclectic mix of development that both residents and visitors cherish.” (page 2-6)

“...vacant land and underdeveloped sites should be encouraged to redevelop with buildings that draw upon the traditional commercial storefront as design inspiration...” (page 2-6)

While not a City policy document, staff notes that the Indiana University Master Plan calls for a multi-story parking garage immediately to the east of this site to replace the current surface parking lots. This garage may be wrapped with commercial uses at street level.

Plan Commission Site Plan Review: Two aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.170. These aspects are as follows:

- The petitioner is requesting waivers to multiple standards in BMC 20.03.190 and 20.03.200.
- The proposal is adjacent to a residential use.

SITE PLAN ISSUES:

Residential Density: The maximum residential density in the University Village Overlay is 33 units per acre. The petition site is roughly 0.07 acres. Based on the acreage, the maximum Dwelling Unit Equivalents for the property is 2.31 DUEs. The proposal of 16 studio apartments would result in 3.2 DUEs.

Residential Density Waiver – 20.03.190(a)(1): The site is very small. Density, height, on-site parking and design are interconnected. The Downtown Plan makes no specific recommendation to density, but notes that increased density will lead to greater building massing and design challenges. The proposed micro units are not accounted for in the UDO. These units are smaller than the typical studio unit and could be thought of as having less of an impact to the surrounding area. This is an innovative housing offering and should be accommodated.

Parking: The UDO requires 3 parking spaces for the residential units; no parking is required for the commercial use. The petitioner is proposing no on-site parking. On-street parking is available on Dunn, Kirkwood and 6th. A City owned public parking lot exists at Dunn and 4th. Indiana University permits after hours parking in its surface parking lot to the east. Public parking is also available for a fee at the Indiana University Poplars Garage a ½ block to the north. The downtown is well-served by transit and 5 different routes use Kirkwood Ave.

Parking Waiver – 20.03.190(c)(2): The site is very small. Density, height, on-site parking and design are interconnected. Parking is available nearby in city parking lots and garage, IU parking lots and garages and on the street. In addition, by moving the bagel production off-site and reducing the number of employees on-site, the petitioner believes there is no net increase in parking demand from this building. The small site would not lead itself to providing any parking and still create a commercial space and pedestrian interest for the building.

Materials: The building is clad with brick, metal and painted smooth face concrete block on the alleys. Due to the size of the lot, the petitioner anticipates the need to build the building from the “inside out.” They have chosen materials that can be installed without the need for an exterior scaffolding on the south, west or north façades. In addition, the petitioner has had reoccurring problems with graffiti at the existing restaurant building. The smooth faced concrete block was chosen because it can be easily painted to cover graffiti. The building is proposed to be built to the property line on all sides it is not feasible to include windows on the north or south sides of the building due to fire codes. The petitioner has attempted to increase the visual interest of these sides of the building through decorative brick courses and faux glass panels that tie into the actual glass panels on the front. A waiver is required to permit the smooth faced concrete block and the amount of metal siding.

Materials Waiver – 20.03.200(b)(5): A waiver from the standards of the UDO is required to allow metal to be used as a primary exterior finish material and for smooth faced block to be used at all. Materials proposed are related to the specific challenges to constructing and maintaining this building. The Downtown Plan provides guidance on building materials in guidelines 3.10 through 3.12. Guideline

3.10 states that materials should appear similar to those used traditionally and that masonry is preferred for new construction. It also stresses that materials should “be considered on a case-by-case basis.” Planning staff believes that the use of metal and smooth block on this building is appropriate given the modern aesthetic and the maintenance issues along the rear and alley sides of the building.

Street Trees: Street trees are required along Dunn Street. However because of the location of existing combined curb and sidewalks on adjacent lots and the need to keep a clear, straight path for ADA compliance, a planting area is proposed but it pushed against the building. This planting area will include shrubs, but given how close it is to the building it cannot include trees.

Street Tree Waiver - 20.03.200(a)(4)(A): Policy 3.19 of the Downtown Plan talks about the importance of street trees to redevelopment. Policy 3.18 talks about other design features that also lead to pedestrian interest including large storefronts and pedestrian seating. In this case, street trees along the traditional tree zone are impossible due to the presence of underground utilities and the need to maintain a clear straight path for pedestrians. The petitioner has opted instead to provide opportunities to provide outdoor seating to increase pedestrian interest.

Impervious Surface Coverage: This portion of the UVO permits a maximum impervious surface coverage of 85%. The existing lot is 100% impervious. Immediately to the south of the adjacent alley within the Kirkwood Corridor portion of the UVO, 100% impervious surface coverage is permitted.

Impervious Surface Coverage Waiver - 20.03.190(a)(2)(A): The Downtown Plan makes no specific recommendation toward impervious surface coverage. Staff finds that this site has more in common with the Kirkwood Corridor and its permitted 100% coverage than with other parts of the UVO.

Building Height: The UVO permits a maximum building height of 40 feet. The main parapet line of the building is proposed at 41’6”. The building includes a section at the north end that is taller to accommodate a stair tower to access a useable roof. The full height of the building is 51’6”. The UVO does not require an upper story step back. A waiver from the maximum height is required.

Height Waiver - 20.03.190(b)(1)(B): A waiver from the standards of the UDO is required to allow a height of more than 40 feet. The Downtown Plan notes that the Kirkwood Corridor has been developed with 2-3 story buildings, but makes no specific recommendations for new building height. 1-3 story buildings are recommended for the Restaurant Row area (pgs 2-6 & 2-7). The general recommendations of the Downtown Plan are for buildings with a perceived height of 2-4 stories, with taller buildings having recessed upper stories (guideline 3.9). The proposed building is a 4-story building with rooftop stair towers that increase the height along parts of the building. The differing roof heights create visual interest in the building, which has the perceived height of a 4 story building.

Building Height Step Down: The UVO requires that buildings located to the side of a surveyed historic structure not be more than one story, or 14 feet, taller than the surveyed

structure. The two-story residential building to the north is listed as contributing in the survey. The proposed building is one story plus a stair tower, or 18'6" taller than the surveyed historic structure. A waiver is required.

Building Height Step Down Waiver-20.03.200(c)(2): The site is very small. Density, height, on-site parking and design are interconnected. The Downtown Plan recommends building heights of 2-4 stories (policy 3.9). Policy 3.8 recommends to "step the mass of a tall building down to a lower height as it approaches traditional buildings nearby." Staff finds this waiver appropriate because the building to the north faces 6th Street and because the majority of the building meets the stepdown requirement with only the two stair towers exceeding this height.

Bicycle Parking: The development requires 4 bicycle parking spaces for the commercial uses and 4 for the residential uses. The plan shows long term tenant bicycle parking in the building but the short term parking has been removed from the right-of-way of Dunn St. Staff recommends a minimum of 4 bicycle parking spaces along Dunn Street. This is included as condition of approval #1.

Windows: While the upper floor windows meet the minimum 1.5:1 height to width ratio they are ganged together to create larger horizontal openings. The windows also have a modern aesthetic and do not contain the more traditional required sills and lintels. Finally, the stair tower on the north side of the building include a curtain wall of windows that extends from the ground to the roof.

Window Design Waiver-20.03.200(b)(3)(C): A waiver from the standards of the UDO is required to allow window openings that are less than 1.5:1 and that do not include lintels and sills. The Downtown Plan's recommendations of upper story windows (guidelines 3.13-3.14) call for windows with a vertical emphasis and trim that aligns with adjacent traditional buildings. Many of the windows meet the minimum proportion, however they are ganged together into a larger horizontally oriented opening. In addition, the large window curtain wall along the stair tower does not create traditional windows or proportions. Although the windows could be modified to meet the guidelines, staff finds it appropriate to allow some flexibility in design to achieve more variety in the building façade and allow a more modern design. The proposed windows are designed for a modern aesthetic.

Lighting: A streetlight is required on Dunn Street near the alley. The light is not yet shown on the plans. This is included as condition of approval #1.

Pedestrian Facilities: A combined curb and sidewalk exists along Dunn Street and will be rebuilt with this petition. No additional Bloomington Transit facilities are required with the development. Bloomington Transit has 5 routes on Kirkwood Ave. and one on Dunn Street.

Void-to-Solid Percentage: The UVO sets a minimum first floor void-to-solid requirement of 50% and an upper story void of 20%, consisting of transparent glass or façade openings for facades facing a street. The proposal meets this requirement.

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

- 1.) The Petitioner should reduce the size and scale of the building footprint to allow additional landscaping, thus improving the walkability and reducing the site's total environmental footprint.

Staff Response: Staff finds the building mass and scale appropriate in context.

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

Staff Response: Staff encourages the petitioner to pursue green building practices. It is not required per UDO standards at this time.

CONCLUSION: The petition involves redevelopment of a very small 0.07 acre site in the University Village Overlay. The site is located immediately adjacent to the Kirkwood Corridor and is currently developed with a 1 story restaurant that fills the lot. The property is more similar to the development pattern of the Kirkwood Corridor to the south than to the row of historic homes on 6th Street to the north. The petitioner proposes several waivers related to the height, bulk, density and intensity of the development. Staff believes all of these elements are interrelated and that the building is appropriate to the location given the context and the small size of the lot. This petition offers an opportunity for continued growth and success for a small business and provides a housing option that is not currently common in Bloomington. While parts of the petition do not meet the standards of the UVO, the requested waivers are appropriate based on the merits of the proposal, its compatibility with surrounding buildings and compliance with the recommendations of the Downtown Plan. Staff believes the intent of the Downtown Plan and the UDO standards allows for more architectural variety in the UVO, especially along and immediately adjacent to the eclectic Kirkwood Ave.

RECOMMENDATION: Staff recommends approval of SP-23-16 with all associated site plan waivers and with the following conditions:

1. A minimum of 4 short term commercial bicycle parking spaces are required along Dunn.
2. The petitioner shall add one pedestrian scale street light somewhere near the alley
3. A right-of-way encroachment for the canopy, street light and possibly the bike parking (depending on final location) is required before final occupancy.
4. Prior to release of any building permit for the specific build out of the commercial space into Bloomington Bagel Company a Conditional Use for a Standardized Business must be approved by the Hearing Officer or Board of Zoning Appeals.

MEMORANDUM

Date: September 1, 2016

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP-23-16, Bloomington Bagel Company LLC
113 N. Dunn St.

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environmental significance of this proposed Plan. The request is for a Site Plan approval of a 4-story mixed use building in the Commercial Downtown district and the University Village Overlay.

ISSUES OF SOUND ENVIRONMENTAL DESIGN

1.) WALKABILITY

The 2002 Growth Policies Plan, Part 2, The Geography of the Policies, Site Design, page 29, calls for the downtown to continue to be developed at a human scale, with amenities such as street trees, and that downtown greenspace should be improved.

The EC believes that this building is too big for the lot and the space within the block. Understanding that the lot is very small, the EC still believes the building should be shortened (front to back) so that landscape material and possibility art can be installed to enhance its walkability. The extent to how inviting this site is to pedestrians is important environmentally as well as to quality of life by promoting walking instead of driving, thus reducing CO² emissions; increasing plant diversity, which will attract birds and butterflies downtown; and reducing the urban heat island effect that has multiple environmental benefits.

Another very important reason to enhance walkability by installing landscaping in our urban areas is to reduce crime and improve public safety. There are a multitude of scientific studies indicating that landscaped and natural-feeling areas reduces aggression, violence, graffiti, and other nefarious activities.

2.) GREEN BUILDING

The EC recommends that the developer design the building with as many best practices for

energy savings and resource conservation as possible. Some examples of best practices that go beyond the Building Code include enhanced insulation; high efficiency heating and cooling; Energy Star doors, windows, lighting, and appliances; high efficiency toilets; programmable thermostats; sustainable floor coverings; and recycled products such as carpet and counter tops. Some specific recommendations to mitigate the effects of climate change and dwindling resources include the following.

Reduce Heat Island Effect The roof material should have a minimum initial Solar Reflective Index (SRI) of 0.65, and an aged index of 0.55. (*SRI* is a value that incorporates both solar reflectance and emittance in a single value to represent a material's temperature in the sun. SRI quantifies how hot a surface would get relative to standard black and standard white surfaces. It is calculated using equations based on previously measured values of solar reflectance and emittance as laid out in the American Society for Testing and Materials Standard E 1980. It is expressed as a fraction (0.0 to 1.0) or percentage (0% to 100%). If a roof membrane is used, it should be overlaid with a reflective coating or covered with a white, granulated cap sheet.

Water conservation As recommended in the *City of Bloomington Utilities Water Conservation Plan*, every effort should be used to conserve water. All fixtures should be the low-flow type. The faucets for hand washing sinks should be the self-closing type, and the toilet design and plumbing should be the high efficiency type.

Energy efficiency Enhance the weather, air, and thermal barriers of the building envelope to reduce the energy consumption associated with conditioning indoor air to reduce greenhouse gas emissions in our region.

Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the Unified Development Ordinance (UDO). Additionally, they are supported by Bloomington's overall commitment to sustainability and its green building initiative (<http://Bloomington.in.gov/greenbuild>). Sustainable building practices are explicitly called for by the Mayors' Climate Protection Agreement signed by former Mayor Kruzan; by City Council Resolution 06-05 supporting the Kyoto Protocol and reduction of our community's greenhouse gas emissions; by City Council Resolution 06-07, which recognizes and calls for planning for peak oil; and by a report from the Bloomington Peak Oil Task Force, *Redefining Prosperity: Energy Descent and Community Resilience Report*.

EC RECOMENDATIONS

- 1.) The Petitioner should reduce the size and scale of the building footprint to allow additional landscaping, thus improving the walkability and reducing the site's total environmental footprint.
- 2.) The Petitioner should apply green building and site design practices to create a high performance, low-carbon footprint structure.

**Bloomington Historic
Preservation Commission**

Memo

To: City of Bloomington Plan Commission

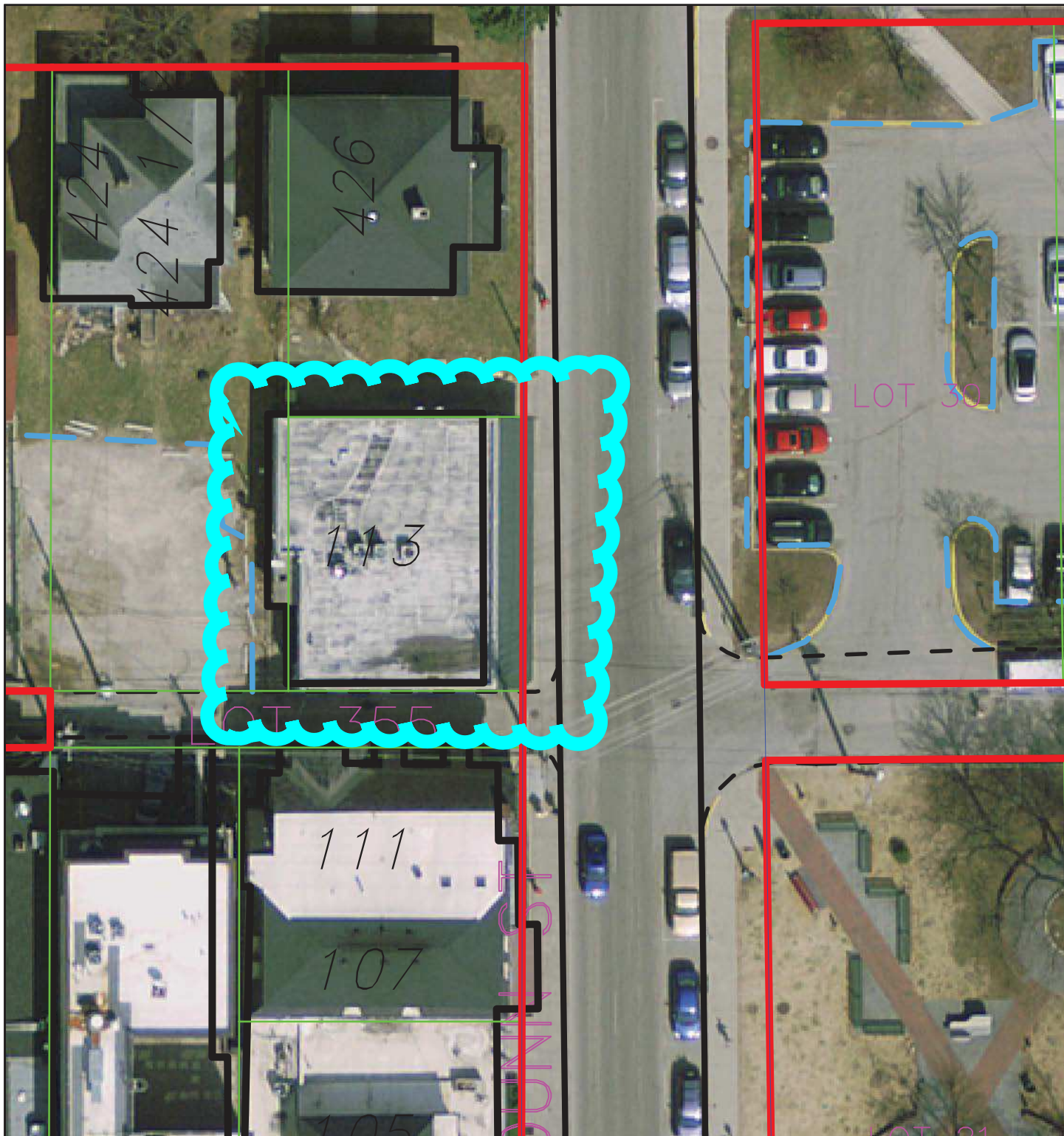
From: Bloomington Historic Preservation Commission

Date: October 3, 2016

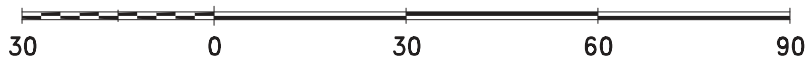
Re: 113 N. Dunn St. (Bloomington Bagel Company)

The Bloomington Historic Preservation Commission has reviewed the elevations submitted on September 8, 2016 by Doug Bruce for the development at 113 N. Dunn St. The property is located adjacent historic surveyed property to the north at 426 E. 6th St. They appreciate the opportunity to make the following comments:

There was also concern about compatibility within the current streetscape. Several Commissioners expressed concern with the height and the mass of the proposed structure. The concern with height is particularly in response to the historic property adjacent. The Commission's Preservation Plan from 2012 was highlighted as the property being located within the Café District within the larger University Village overlay. They pointed out that this particular site does not follow the traditional converted house form and could be a good opportunity to transition from the Café District into the Kirkwood Corridor, but could be made more compatible within the current context.



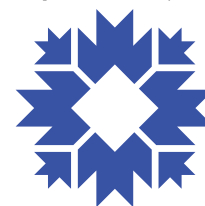
By: roachja
28 Jul 16



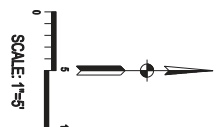
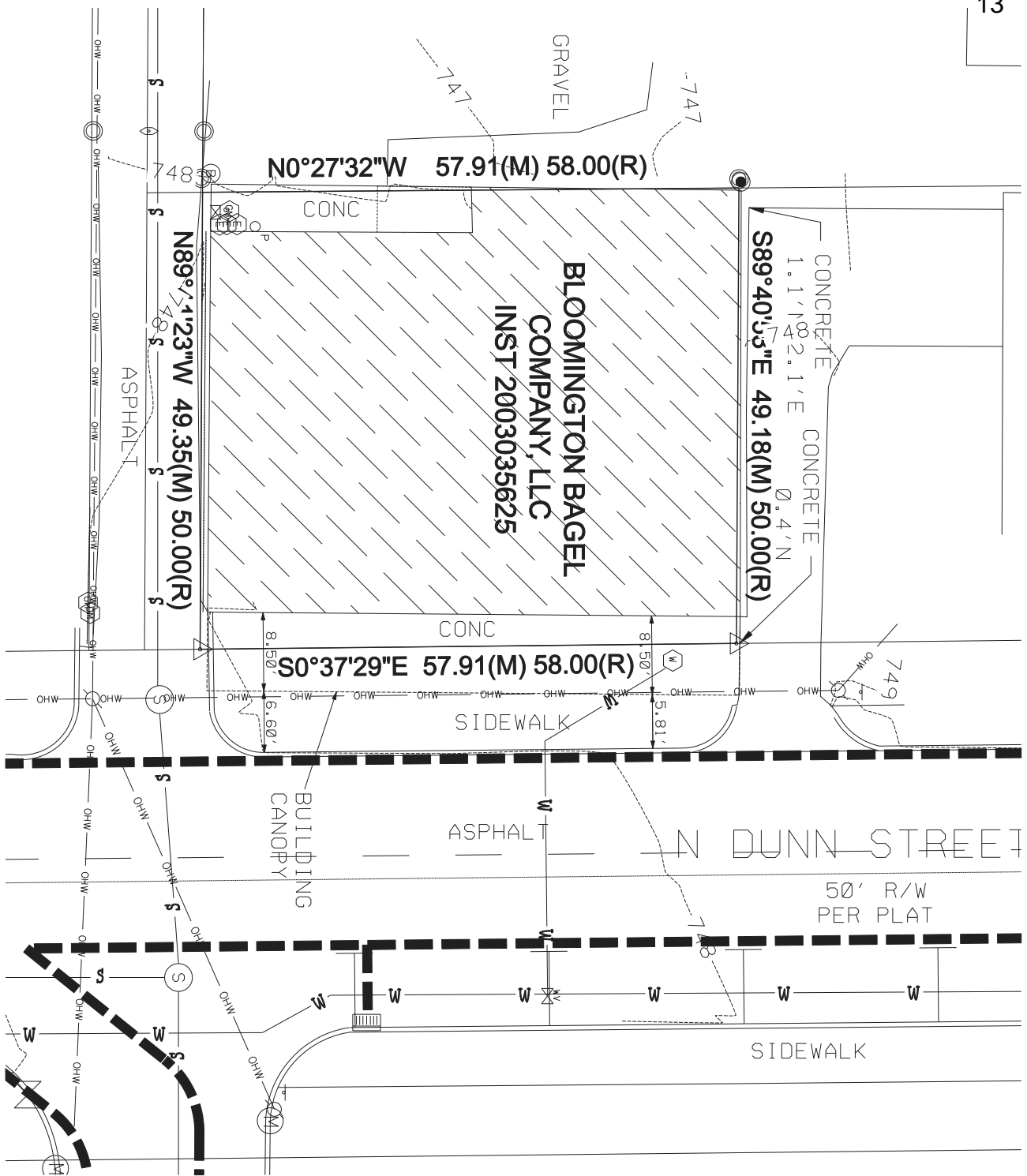
For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 30'



JOB NUMBER: 5362
 SHEET: C201
 DATE: 09/23/16
 DEMOLITION PLAN

REVISIONS	BY	DATE

JOB TITLE
BLOOMINGTON BAGEL
 113 N DUNN STREET
 BLOOMINGTON, IN

CONSTRUCTION PLAN
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BLOOMINGTON PLAN COMISSION

Petitioner's Statement-Revised for 2nd Hearing

Concerning the petition of Sue Aquilla for the purpose of consideration of her Petition for the property located at 113 North Dunn Street, Bloomington, Indiana.

Location

The project site is currently a single story existing concrete block building located on an extremely small 50 feet by 58 feet .066 acre site within the University Village overlay zone. It is located on North Dunn Street across from People's Park and a Indiana University surface parking lot.

Background

We are proposing to remove the existing exposed concrete block structure and building a new 4 story mixed use structure with a 1500 square feet retail space on the ground floor level with a small ADA required residential unit and a total of fifteen other micro apartments on the upper levels, (five per floor). The lot currently has a 2,615 sq ft single story building that currently contains a the owner's locally founded Bagel Company as a restaurant use.

The Petitioner founded her business on this site in 1996 and has grown her business in the current structure and is celebrating her 20th year this year. The structures to the south are a mixture of concrete block or older storefronts that lack any architectural cohesiveness. The house to the north sits on a corner lot and is 28 feet away from our proposed building and additionally, faces 6th Street and not Dunn Street. The next block north of this site contains the Poplars building at 81 feet and a parking garage at 51 feet in height. The area, while only a block away from Kirkwood Avenue, is very much a part of the Kirkwood commercial area as is this block of shops all along the North of Kirkwood Ave.

Design

The new structure will provide an accessible retail space on the main floor that will be used as a single 1,500 square foot restaurant space. There will be an entrance for the Bagel Company on Dunn Street and a dumpster area for trash and recycling along the alley on the South side. 2.18 allowable uses are permitted and 3.20 are provided. The code does not yet recognize smaller units of this size that fill a need for housing tenants who live and work downtown. Our Maximum allowable impervious surface is 85% and currently, the site is at 100% and will seek to remain at 100% because of the small lot size. Just across the adjacent alley to the south 100% impervious surface is allowed. Required parking for our residential use would require a total of 3 spaces but our small site would not make that economically feasible. We have focused on providing for our proposed use by providing more secure bicycle spaces than required.

The apartment design for this proposal is geared to working professionals who might work downtown or with the university but have no need or way to afford the higher priced rentals of one and two bedroom units available and the high rent they are attached to. These studio units are becoming a common unit design in cities where the cost of living is higher and the cost of housing outpaces earnings. Workforce Housing is a commonly used term for these type of units-but they are more than just a cheap form of housing, these units will have small kitchens, washer/dryer units, a full bathroom and more windows than much larger apartments. The building will be four stories in height with a 12 foot first floor ceiling height which is what one would expect in a typical downtown commercial district-larger storefront windows and transom glass which continues design cues from other commercial structures.

Because the site is so small and only allows a very small footprint, our building is built almost to each property line. Our north facade is visible to Dunn Street traffic and also sits upon the property line-so we have added windows but they are not allowed per the building code, to function to the interior as a window, but do serve to add visible interest to this facade along with a decorative brick pattern. Currently, the BBC rents a shared dumpster down the alley. This design will create an enclosed dumpster area within the building footprint.

This petition brings a very modern style structure that we hope, will encourage investment into nearby existing developments. The exterior will be clad with a combination of Brick, smooth plaster and metal; materials to reflect the past and reflect towards the future. The brick ties the proposal into the use of brick in nearby existing houses and the neighborhood, while the metal and plaster will allow for a modern twist in the design. The roof will be utilized as a gathering space and will be landscaped.

This location is walking distance to great shopping and retail centers downtown as well as the university. The Unified Development Ordinance has listed as an objective in the University Village Overlay description:

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

We believe this proposal is ideally positioned to meet this objective as part of the Kirkwood corridor. This infill development allows for residential uses within our city’s core where development is best served by not only existing infrastructure but by public transportation.

Green Building Initiatives

The Bloomington Bagel Company has been recycling items and waste since before it became popular. The proposed project will have a shared on site recycling area for all tenants as well as high efficiency HVAC units, a secure and very visible bicycle storage area, and utilize materials that qualify as green building materials as is feasibly possible.

Access & Parking

The primary pedestrian entry to the units will be an individual door along the east facade at the front North corner into an entry alcove and stair. The Bagel Company will have a set of doors along Dunn Street as well into their new restaurant space. The site is substantially smaller than almost every other typically sized downtown Bloomington site. Because of this, we cannot provide on site parking but the nature of the residential units this project includes and their small size, we feel the tenants will most likely not own vehicles but will own bicycles or will use public transportation for their needs. For this reason, we have designed a highly visible bicycle storage area with an entry that is more than an afterthought. The proposed bicycle storage facility will act as a bicycle hub that is easily accessible and located along the main building facade. No parking is required for the commercial portion of the building, and only three parking spaces are required for the residential portion-we feel we are providing more bicycle parking in a more convenient manner than required by the city or any other apartment in the downtown.

We believe this project will be an attractive improvement to this area of Dunn Street and perfectly scaled as an expected development in our downtown where we want mixed use buildings and apartments. We believe this petition will finally allow for a viable long term tenants and use of the property at 113 North Dunn Street and we hope this development will spur a higher level of thought and improvements along this street that is so close to the gateway of our university as well as our downtown and Kirkwood Avenue.

Response to issues of the first hearing

STREETFRONT

Starting at the base of the building. We removed the landscaping planters and as the site plan shows, we have enough room to set outside dining to continue the Bloomington Bagel Company experience that exists now.

We wanted to further develop the storefront facade. To promote pedestrian interaction, we installed aluminum overhead doors instead of fixed window units. We centered the entry doors which will allow for a better queuing line along the building exterior.

We added the signage of both the building and the BBC to add a pedestrian scale to the facade.

ARCHITECTURE

Our site is just too small to provide any upper level horizontal setback however, we do have a 1 foot step back in the center bay of the building to break up the buildings mass and provide shadow lines across the facade.

We extended the iconic metal band that frames the building where it creates a horizontal band just above the first floor storefront. This will act as a small canopy while maintaining the modern feel of the design.

The glass enclosed main stair which sets back xx feet from the front, is too much a part of the whole design scheme to change-however, we did minimize the width of the glass units at the roof that continue past the stair structure in an effort to lessen the attention of the stair tower height. We also changed the color of some of the transom glass panels to provide a banding that breaks up the vertical stair tower into smaller horizontal elements.

Finally, we now show the rooftop landscaping we intend to utilize to soften the upper edge of the building which will be used for roof top events.

DESIGN

Our solution to the expensive apartments in our downtown core. We are proposing Micro unit apartments. Micro units fill a need for singles, seniors and others who desire to live downtown in a well designed, compact space-at less rents than 1 and 2 bedroom units-and work best when when you have a city with the transportation options as we enjoy in Bloomington.

They are affordable housing units in a sense, without a taxpayer subsidy. These units provide density downtown-where we want to locate density and will provide a unique vitality to a stretch of Dunn Street that needs pedestrians and residents.

This is a Modern “forward looking” design

Since the late 1800's, social thinker John Ruskin called for embracing new modern architecture as a goal for historic preservationists. This building does no harm to the nearby historic structure-in fact historic preservationists have long argued against “histori-sizing” something new, as it creates a “false sense of history”

Along this block is a jumble of storefronts-mix matched renovations-indistinguishable buildings, No easily identifiable structures-even the historic brick house to the north actually faces 6th street-along an intact block of scaled structures all facing 6th Street.

Our structure will provide an anchor-a face to this block.

It will be a structure to represent its own time. In fact-we would argue that more often than not, recreating historic architecture, dilutes the historical architecture and makes the true historic fabric indistinguishable from newer, non historic structures.

DENSITY AND HEIGHT

Heights of nearby buildings:

The Von Lee-48 feet

Carmichael Center-42 feet

Trinity Episcopal Church-40 feet

Monroe County Public Library-33 feet

Dunkirk Square-41 feet

Rubicon Apartments-51 feet

These are a collection of older and newer structures-none of which have the site as small as the proposed BBC.

Why we need greater Density

“Density,” to urban planners means areas where people congregate – where they work, live, eat, drink, shop, hang out, walk their dogs, stroll and run. It’s all part of that urban energy that creates and invites more projects – apartments, hotels, stores, office buildings and, especially, mixed-use projects – to get developed.

You need a “critical mass” of uses established. This means making certain that visitors can find enough to do for 4 to 6 hours; that residents daily needs can be comfortably met; and that rents and sales prices continue to justify new construction or renovation.

Ultimately, reaching critical mass means that the redevelopment process is unstoppable and cannot be reversed. At that point, an upward spiral begins to create a “buzz,” that increases the number of people on the streets, raises land and property values, and makes the community feel safer. This contrasts starkly with suburban development, where more is worse. The lure of the suburbs is lawns, open space, and the freedom to travel by car. But adding more activity brings a geometric increase in automobile trips, more congestion, pollution, inconvenience, and the destruction of the very features that enticed residents and businesses to the suburbs in the first place. Our downtown needs to always be the place that is vibrant, full of people with jobs and choices in those places to live.

Changing mindsets towards density

A [report from the Urban Land Institute \(ULI\) called Density: Drivers, Dividends and Debates](#).

States that the populations of the world’s cities will only keep rising, well planned and properly managed densification is something which can provide a workable way of dealing with an increasingly pressing challenge.

“In most cases, density is the best way to accommodate economic change and population growth, providing the optimal returns for society and the environment while also creating value that can be captured and shared, and making our cities more flexible,” says ULI Europe CEO Lisette van Doorn. “But the world does not yet know how important densification is or how it can best be achieved.”

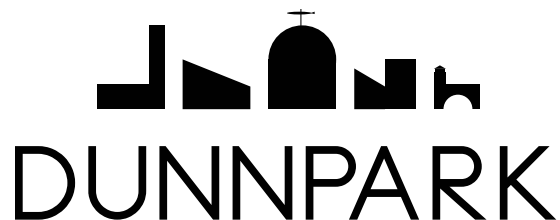
“Good density will mark out the next generation of winning cities,” says Rosemary Feenan, Director of Global Research for JLL and Chair of the ULI Europe Policy and Practice Committee. “Norms and ingrained behaviors are slowly changing, moving away from car-centric sprawling planning towards more environmentally-focused, high-density developments.”

The hardest challenge though is shifting negative public attitudes and showing there's more to modern densification than the dreary concrete jungles of yesteryear. We need to allow for different types of units, different design styles, which include larger windows and of course, taller buildings to achieve these densities in our downtown instead of creating even more urban sprawl.

Thank you for the opportunity to submit the proposed development for review. We look forward to working together on this Development. We kindly ask for your approval of our request.

Sincerely,

Doug Bruce
Architect
Tabor/Bruce Architecture & Design



113 N Dunn at the Intersection of Town and Gown

Leased Parking Options for Downtown:

- Monthly IU Leasing Options at \$133.00 per month
- Yearly IU Leasing options at \$1596.00 per year
- Monthly City of Bloomington Parking Garage Lease Options including Walnut St. Garage at \$67.00 per month

Other Parking Options Short Term:

- Free parking at IU across from DunnPark after 5pm daily and all day on the weekends (Von Lee Lot, 4th and Dunn, 6th and Dunn)
- Parking meters throughout downtown
- Surface Lots behind Dunkirk Square and adjacent to the Monroe County Public Library
- IU Parking Garage at the Poplars Building
- Visitors parking at IU Tennis Center

Alternative Transportation:

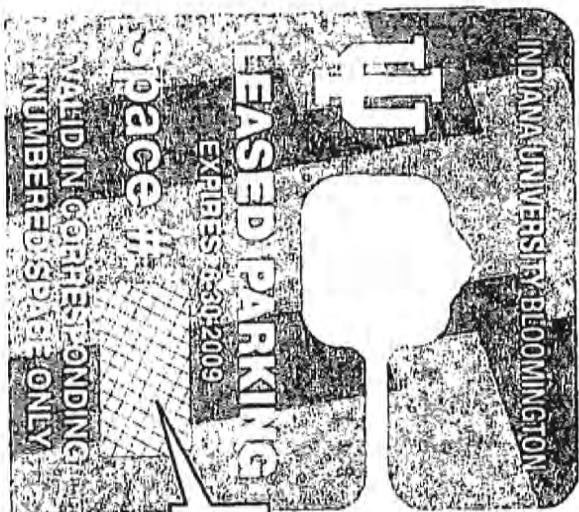
- Zipp cars on campus \$70 or less to join and \$8-10 per hourly usage fee
- Uber
- Taxi
- Bloomington Transit Bus free to IU ID holders and \$1.00 for other riders
- Indiana University Campus Bus free to all riders.

Other:

- Apartments at 425 E. Kirkwood have two tenant parking spots for lease on site. Neither have been leased.
- Since opening the BBC Hole Foods Commissary the staff at the Dunn/Kirkwood location has been reduced by half from 16 to 7 staff members. This change is permanent and has positively impacted parking downtown.

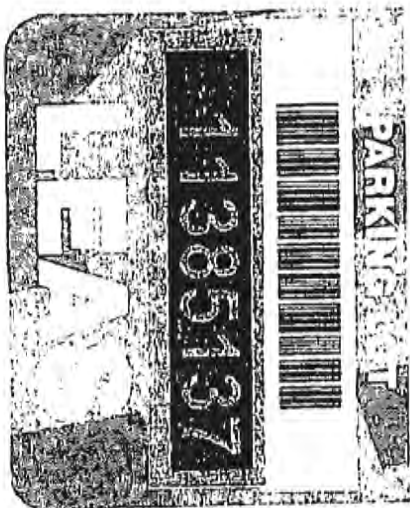
Distances from DunnPark:

- IU Football Stadium Bus - 1.1 miles
- Walnut St. Parking Garage - .5 miles



Space number here.

Address of leased space is recorded here. Either 509 E. Third or 510 E. Kirkwood.



ELIGIBILITY

- Available to non IU affiliated businesses adjacent to the west side of campus as spaces are available.

GARAGE PRIVILEGES:

- None.
- Pays the hourly rate.

CAMPUS PARKING

- None.**
- May NOT enter closed portion of campus off of 7th Street adjacent to the Indiana Memorial Union during controlled hours of Monday -Friday, 7am-6pm
- Must pay when parked at a any meter.

IMPORTANT NOTES

- Allows unlimited access to only the assigned spot noted on the permit.
- Permits are issued by space number.
- Expires June 30th.

LEASES PERMIT

City of Bloomington, IN

Downtown Parking



Welcome to Downtown Bloomington, where a variety of parking options exist including on-street, surface pay lots and three centrally located parking garages. If you're spending the day, or even multiple days, we encourage you to use one of our off-street parking garage options with reasonable rates and excellent convenience.

Contact Us

If you experience issues with any of the downtown meters, please call 812-349-3451.

On-Street Parking Meter Information

How to Pay

You can use credit cards, debit cards, or coins. Coins are your best bet to avoid convenience fees. Read about our safety and security measures for credit card information

New! The City has partnered with Parkmobile, a mobile pay application for the meters. Learn more about the mobile pay app



NEW Parkmobile Changes

Customers should be aware of Parkmobile's change to its Pay-As-You-Go system, which will replace the older "Select Your Parking" feature. The previous system allowed the user to choose the number of hours he or she wished to park. Pay-As-You-Go allows the user to start the meter and let the time run until the user manually stops the time count. This prevents a customer having to pay for an entire hour when he or she only needs to park for a short timeframe, such as 15 minutes. Customers should be advised, however, that Parkmobile will not automatically stop the meter runtime after a specific amount of time has passed. Therefore, users may end up paying for additional time at a meter if they do not enter the app again to stop the meter once they return to their vehicle.

Rates

- If using coins - \$0.25 per 15 minutes
- Meters will accept \$1 coins, quarters, dimes, and nickels
- Meters will not accept paper currency
- Parking meters will not give change
- If using credit or debit card, there's a 1 hour minimum purchase.
 - A convenience fee of \$0.30 per card swipe is added
 - MasterCard, Visa, and Discover accepted

Metering Hours

Monday through Saturday - 9am to 9pm. Free on Sundays and City holidays.

*Parking is free on every Saturday during the month of December.

Free parking opportunities at our garages, lots, and on-street spaces are marked in bold

Downtown Parking Garages

Permits

- **Part-time Garage Parking Permits for Downtown Employees**
 - 30 hours a week for \$25 a month
 - Available at the Morton Street Garage
- **Other Garage Permits**
 - Non Reserved - 24 hours a day, 7 days a week - \$67
 - Non Reserved - 12 hours a day, Monday - Friday, 5 days a week - \$40
 - Reserved - 24 hours a day, 7 days a week - \$76
 - Reserved - 12 hours a day, 5 days a week, Monday - Friday, 5 days a week - \$57 (4th St Garage only)

Locations

- **4th Street Garage - 105 W. 4th Street - Entrance on 4th Street between Walnut Street and College Avenue**
 - Pay to Park Monday - Friday 8am-6pm with the following exclusions:
 - **First three hours are free Monday - Friday 7am - 6pm**
 - **Free after 6pm daily and all day on weekends**
 - Gated garage monitored 24 hours a day, 7 days a week
 - \$0.50 per hour
- **Morton Street Garage - 220 N Morton St - Entrance on Morton Street between 6th Street and 7th Street**
 - Pay to Park 24 hours per day, 7 days a week
 - **First three hours are free 24 hours a day, 7 days a week**
 - Gated garage monitored 24 hours a day, 7 days a week
 - \$0.50 per hour
- **Walnut Street Garage - 302 N. Walnut Street - Entrance on Walnut Street between 7th Street and 8th Street**
 - Pay to Park 24 hours per day, 7 days a week with the following exclusion:
 - **First three hours are free - Monday - Friday 6am-6pm and Saturday - Sunday 6am - 12pm**
 - Gated garage monitored 24 hours a day, 7 days a week
 - \$0.50 per hour

Additional Downtown Surface Parking Lots

Lot 1 - Dunn Street and E. 4th Street (just off of Restaurant Row)

- Rate: \$1.00 per hour
- Meters can be paid up to 2 hours
- Enforced 8am to 5pm Monday - Friday
- **Free after 5pm daily and on weekends**

Lot 3 - E. 4th Street and Washington Street (behind the Buskirk-Chumley Theater)

- **First three hours free Monday - Friday 8am - 5pm**
- Rate: \$0.50 per hour

- Enforced 8am to 5pm Monday - Friday
- **Free after 5pm daily and on weekends**

Lot 5 - E. 6th Street and Lincoln Street (across from the Monroe County Public Library)

- **First three hours free - in the metered non-reserved spaces only Monday - Friday 8am - 5pm.**
- Reserved spaces are for permit holders only.
- Rate: \$0.50 per hour
- Enforced 8am to 5pm Monday - Friday
- **Free after 5pm daily and on weekends**

Lot 6 - E. 3rd Street and Washington Street (behind the Bloomington Police Department)

- **First three hours free Monday - Friday 8am - 5pm**
- Rate: \$0.50 per hour
- Enforced 8am to 5pm Monday - Friday

Parkmobile may be used at any of the following City lots:

- Fourth and Dunn Streets
- Fourth and Washington Streets
- Sixth and Lincoln Streets
- Third and Washington Streets

Free on street parking spaces:

- Rogers Street from 5th to 11th (limit of two hours)
- Madison Street from 2nd to 3rd
- Washington Street from 2nd to 3rd
- Lincoln Street from 3rd to Smith
- Grant Street from 2nd to Smith

More Information

Downtown, these parking meters are easy to use! Please watch the meter demo video to see how easy they are to operate.

M5 | Model 147 How-To from IPS Smart Meters on Vimeo.

Credit Card Safety and Security Measures

The safety and security of credit card information is at the forefront of the Parking Enforcement's agenda in Bloomington, IN. This summer, the City installed 1407 card and coin accepting smart meters, which adhere to the highest credit card security standards established; Level 1 PCI DSS compliance. Bloomington's smart meters encrypt data as required by PCI standards, which transfers credit card information in real-time to the City's backend meter software. Credit card information is not stored on the parking meters themselves and data cannot be obtained from them in the event of theft or vandalism.

Spotlight News in Downtown Parking

City Council's Parking Changes to Go Into Effect Monday, June 15



The Bloomington City Council recently adopted changes to the meter enforcement hours for parking in Bloomington. Starting Monday, June 15, at 9 a.m., meter enforcement hours will be changed from 8 a.m. to 10 p.m. Monday - Saturday, to 9 a.m. to 9 p.m.

Information in Downtown Parking

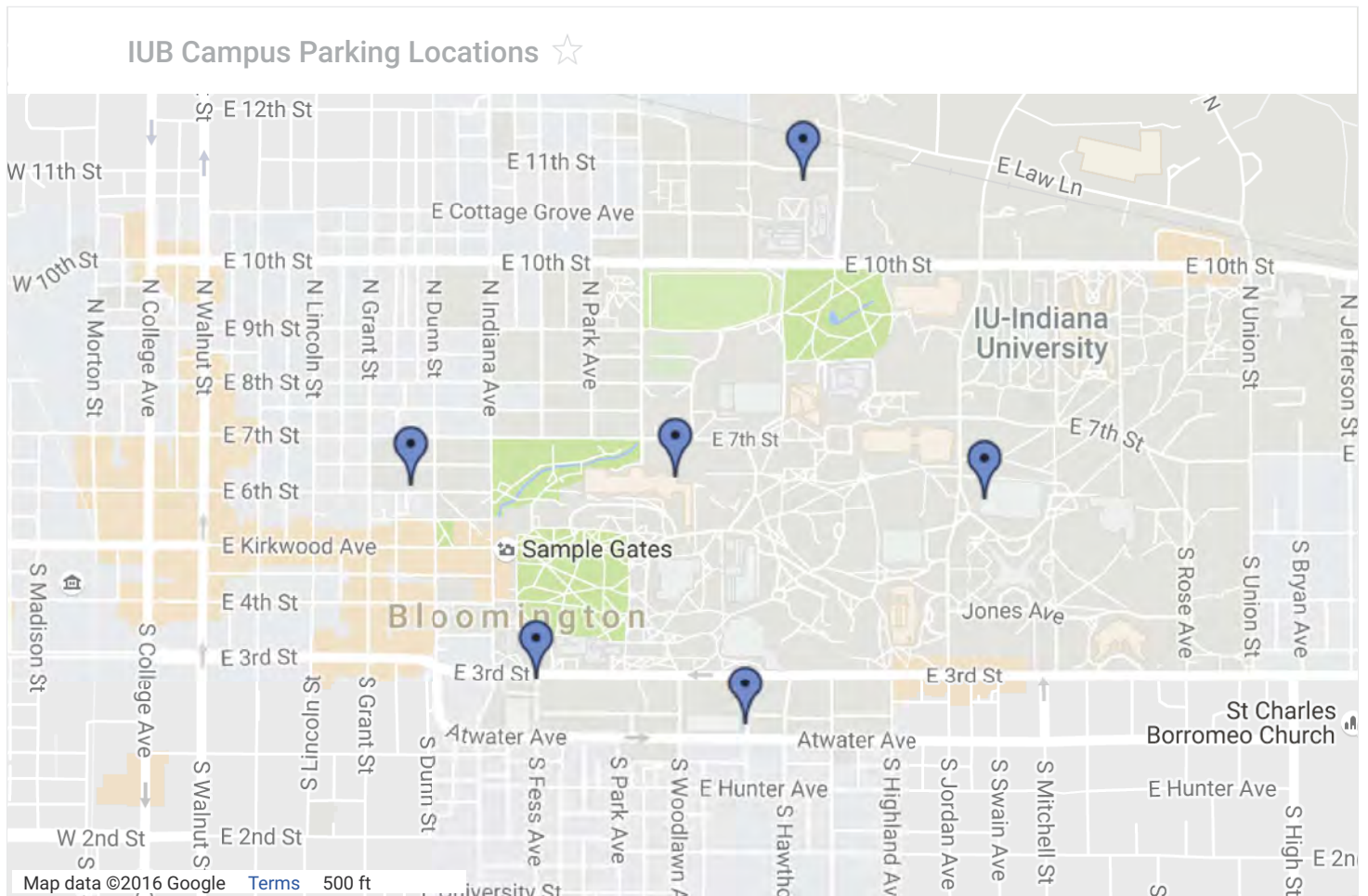
When entering a garage on a weekday before 7 a.m. without a valid EM-P permit, you need to take a ticket even though the gate is raised. You will need this ticket to pay when you exit after 7 a.m.

If you leave a garage without paying, you will be subject to a \$30 fine.

Vehicles without a valid EM-P permit displayed are not permitted to park overnight in a garage and may be issued an overnight parking citation prior to 7 a.m.

Map of IU Bloomington parking garages

Use the map below to locate any of the five parking garages at IU Bloomington.



Parking garage locations

Below is a list of parking garages at IU Bloomington, including addresses and hours for Monday through Thursday. All garages are open from 7 a.m.–6 p.m. on Fridays.

Atwater garage

921 E. Atwater Avenue
Bloomington, IN 47401

(Located on Faculty Drive between Third Street and Atwater Avenue)

Hours (M–Thurs.): 7 a.m.–11 p.m.

Eleventh & Fee garage

709 N. Fee Lane

Bloomington, IN 47408

(Located at the corner of Eleventh Street and Fee Lane)

Hours (M–Thurs.): 7 a.m.–midnight**Henderson garage**

310 S. Fess Avenue

Bloomington, IN 47401

(Located on Fess Avenue between Atwater Avenue and Third Street. An EM-P permit-only entrance/exit is also located on the west/Henderson Avenue side of the garage.)

Hours (M–Thurs.): 7 a.m.–9 p.m.**Jordan Avenue garage**

150 N. Jordan Avenue

Bloomington, IN 47408

(Located at the corner of Jordan Avenue between Third Street and Seventh Street)

Hours (M–Thurs.): 7 a.m.–11 p.m.**Poplars garage**

415 E. Sixth Street

Bloomington, IN 47408

(Located on Sixth Street, between Grant Street and Dunn Street)

Hours (M–Thurs.): 7 a.m.–9 p.m.**Parking garage rates****Parking is free from 6 p.m. on Friday through 7 a.m. on Monday.** If you have an EM-P permit, you may access the garages free of charge any time.

We accept cash, American Express, Discover, MasterCard, or Visa.

Length of time	Poplars/Henderson	Atwater Ave.	Jordan Ave.	11th/Fee Lane
1–30 min.	\$1.00	\$1.50	\$1.50	\$1.50
31 min.–1 hr.	\$2.00	\$3.00	\$3.00	\$3.00
61–90 min.	\$4.00	\$5.50	\$5.00	\$5.50
1 hr. 31 min.–2 hrs.	\$6.00	\$8.00	\$7.00	\$8.00
2 hrs. 1 min.–2 hrs. 30 min.	\$9.00	\$11.50	\$10.50	\$11.50

2 hrs. 31 min.–3 hrs.	\$12.00	\$15.00	\$14.00	\$15.00
3 hrs. 1 min.–3 hrs. 30 min.	\$18.00	\$21.50	\$20.00	\$21.50
3 hrs. 31 min.–4 hrs.	\$24.00	\$28.00	\$26.00	\$28.00
Maximum rate per day	\$24.00	\$28.00	\$26.00	\$28.00
Maximum rate for vehicles entering after 5 p.m.	\$10.00	\$10.00	\$10.00	\$10.00

Pay lots

There are two pay lots on campus, located at the Indiana Memorial Union (900 E. Seventh Street). Both lots are open from 7 a.m.–midnight, seven days a week. **IU parking permits do not provide free parking in these lots.**

- **IMU pay lot #1** is located along Seventh Street between Woodlawn Avenue and Jordan Avenue on the east side of the Indiana Memorial Union.
- **IMU pay lot #2** is located on the corner of Woodlawn Avenue and Seventh Street, across from Ernie Pyle Hall.

Meter parking

All campus meters are enforced Monday–Friday, from 7 a.m.–10 p.m. Meters accept only quarters, dimes, and nickels—no pennies or foreign coins.

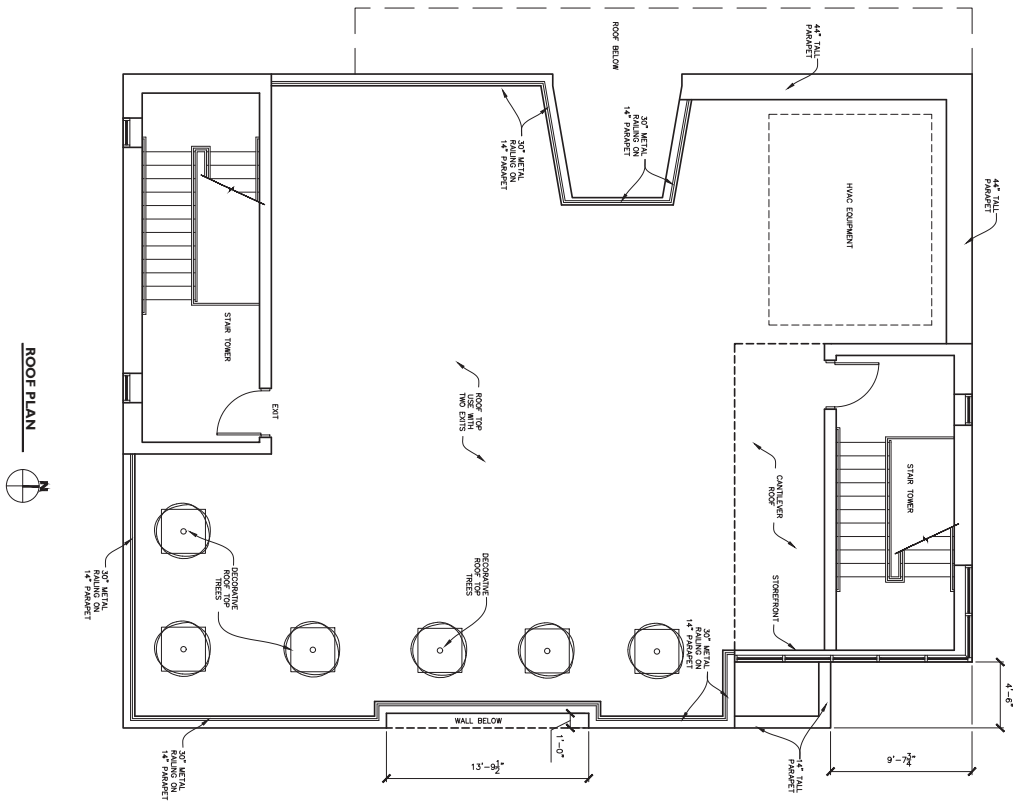
Rates for meters:

- 15 minutes per \$0.25
- 10 minutes per \$0.10
- 5 minutes per \$0.05

If a meter is damaged, jammed, or not working, choose another parking spot so you do not receive a citation. If possible, please report the issue to Parking Operations at 812-855-9848.

General-use meters

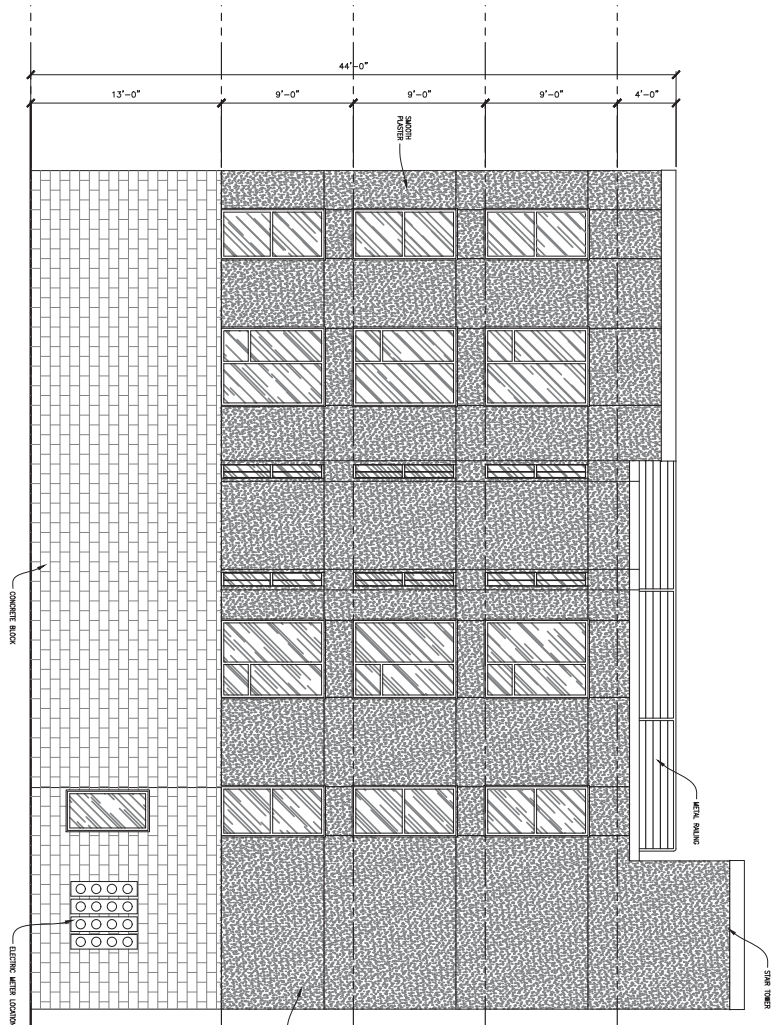
There are two metered lots on campus that may be used by anyone, including visitors.



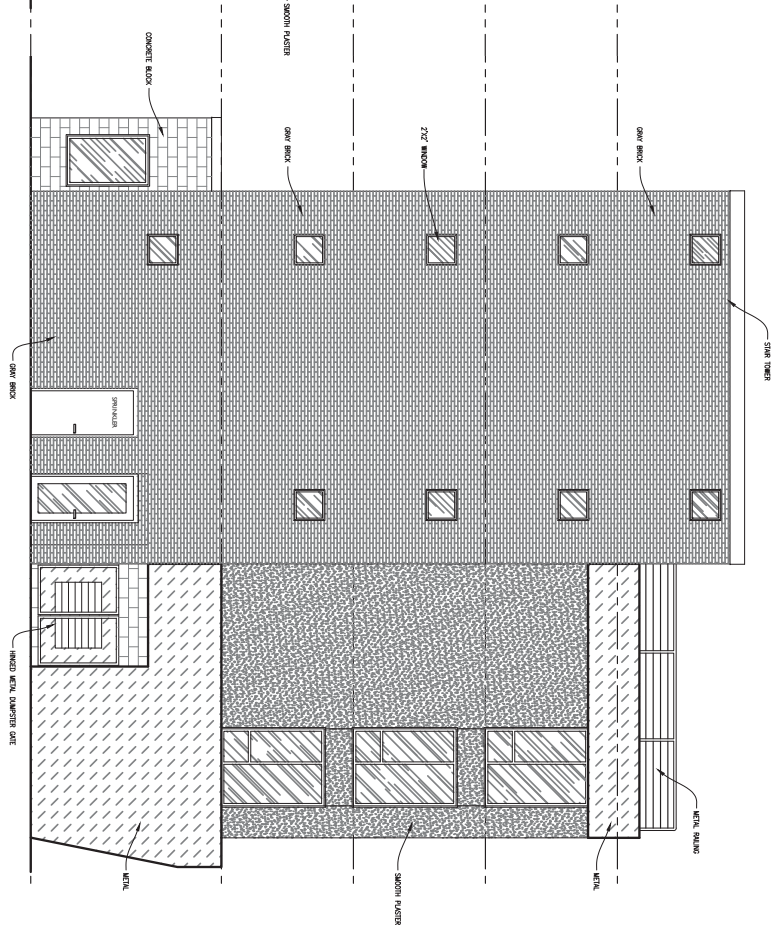
PROJECT NAME		PROJECT LOCATION	
BLOOMINGTON BAGEL COMPANY	113 NORTH DAWN STREET	DATE	
DESIGN TYPE	CONCEPT PLAN	9/21/16	DRAWING SCALE
		1/4" = 1'-0"	

SCHEMATIC ROOF PLAN

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

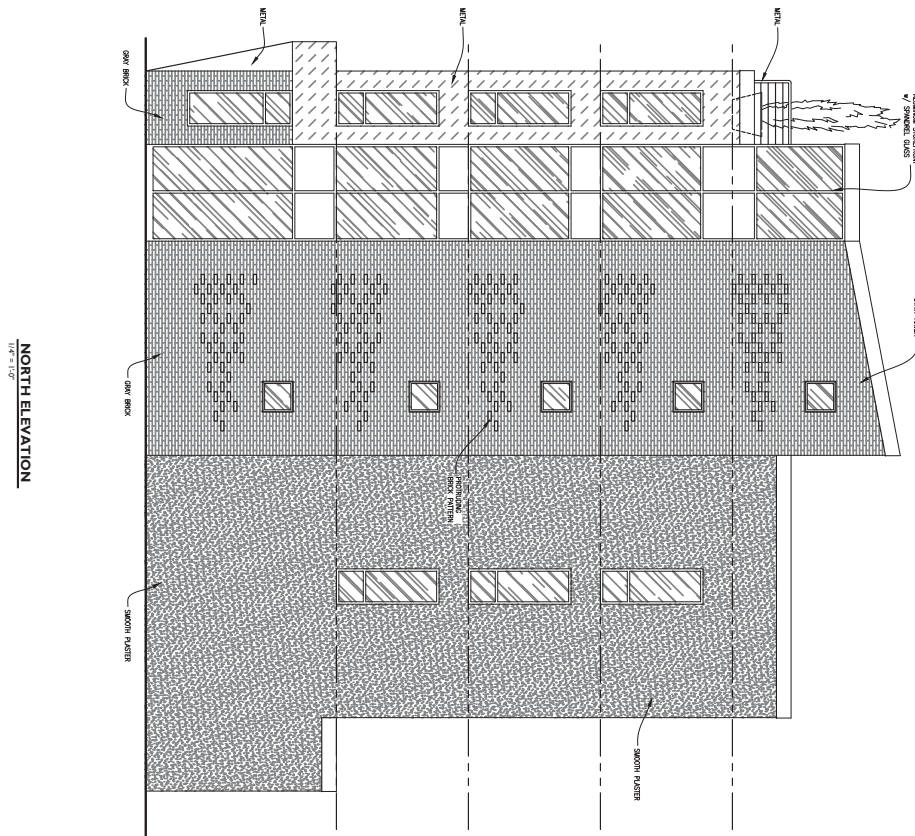
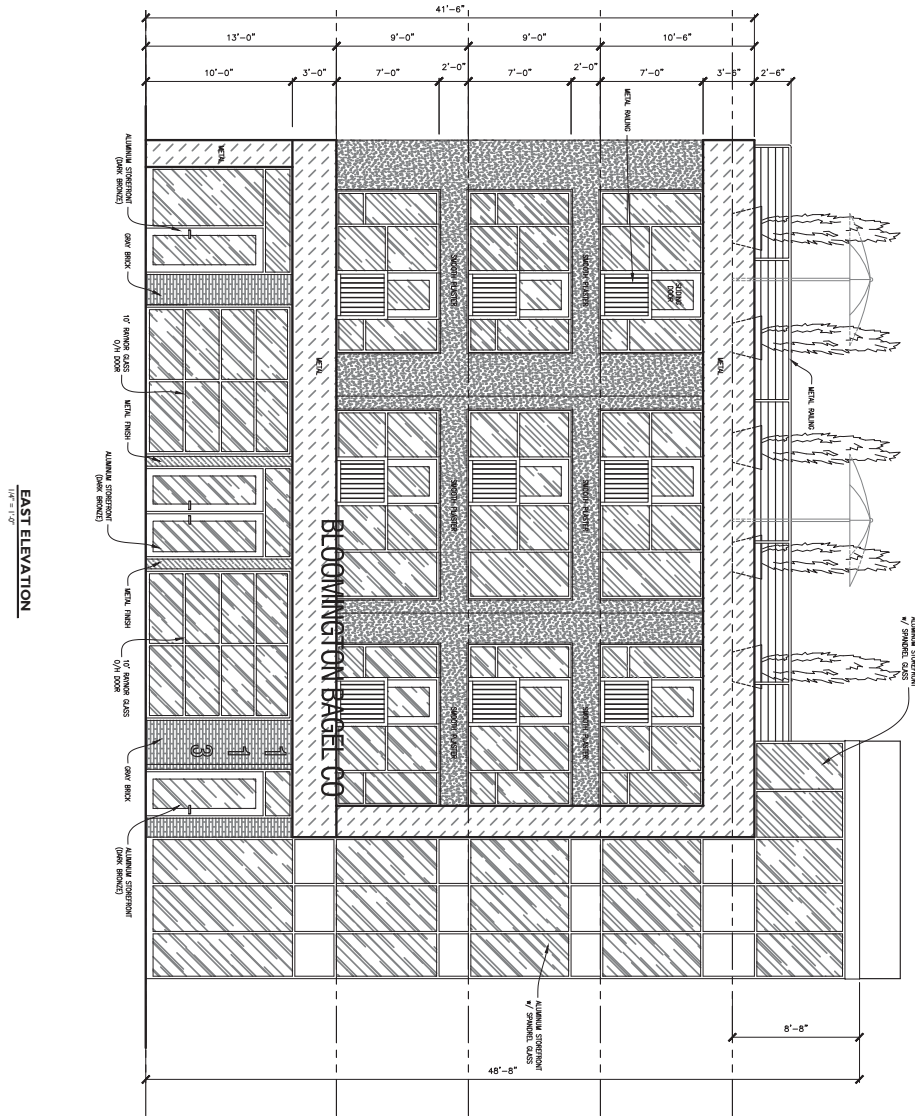


SOUTH ELEVATION
1/8" = 1'-0"



SCHEMATIC ELEVATIONS	
PROJECT NAME	8 COVINGTON BAGEL COMPANY
PROJECT LOCATION	113 NORTH DUNN STREET
DATE	09/23/16
SCALE	1/8" = 1'-0"
CONCEPT PLANNING	2014 BAKER BRUCE ARCHITECTURE & DESIGN
	1/8" = 1'-0"





EAST ELEVATION
1/4" = 1'-0"

NORTH ELEVATION
1/4" = 1'-0"

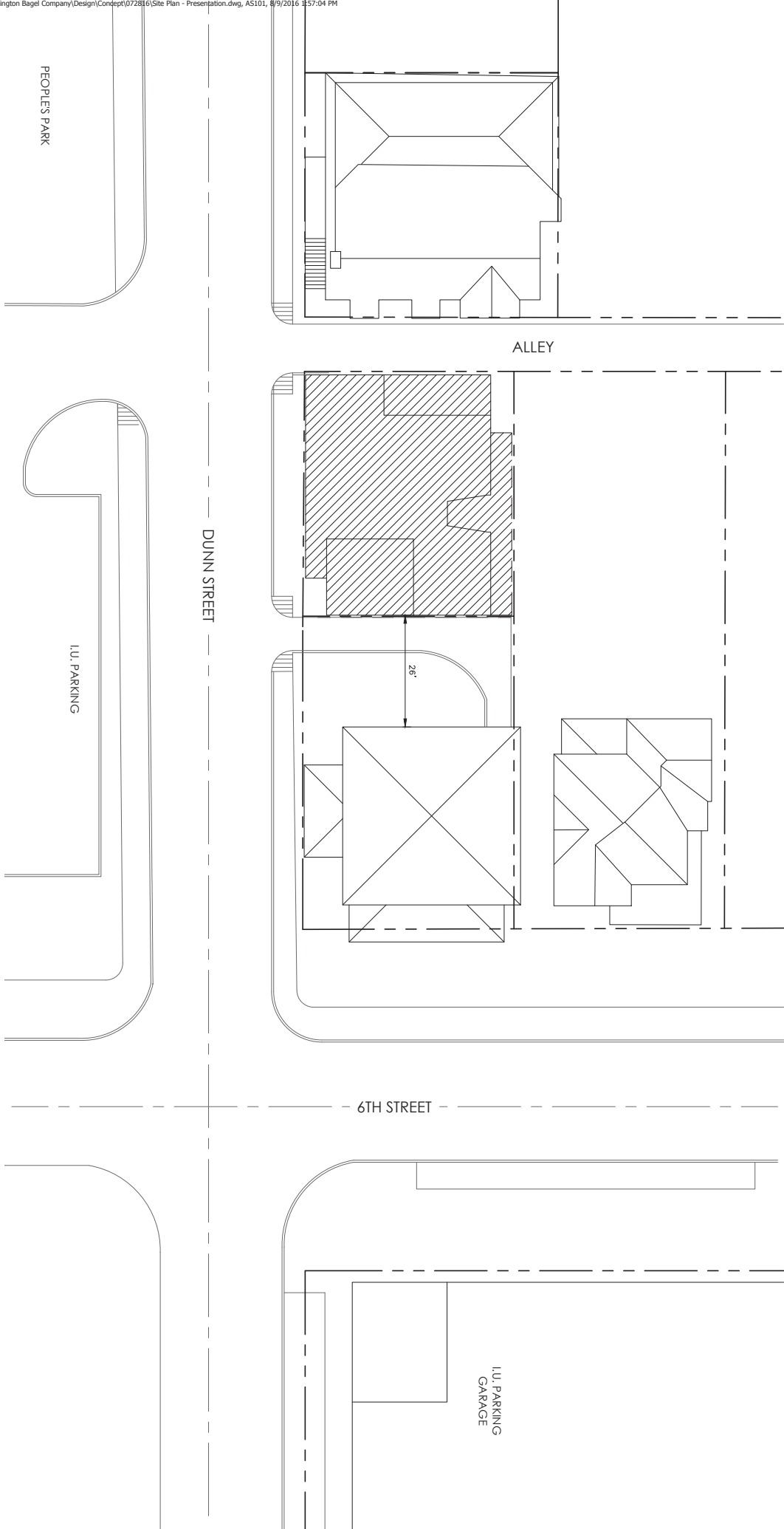
SCHEMATIC ELEVATIONS

PROJECT NAME	PROJECT LOCATION	DATE
8 COVINGTON BAGEL COMPANY	113 NORTH DANA STREET	09/23/16
CONCEPT PLANNING	2514 MADISON BRUCE ARCHITECTURE & DESIGN	1/4" = 1'-0"







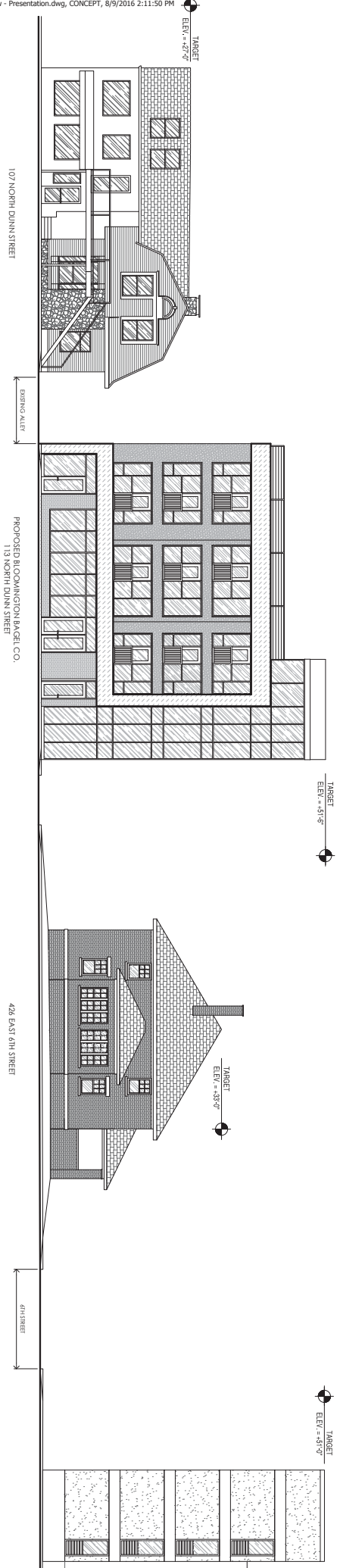


SITE PLAN

SCHEMATIC ELEVATIONS

PROJECT NAME:	PROJECT LOCATION:	DISTRICT:
COMMISSION BY:	113 NORTH DUNN STREET	AREA 14
DESIGN DATE:	2014 FABRICE ARCHITECTURE & DESIGN	DRAWING SCALE:
CONCEPT DRAWING	N/A	N/A



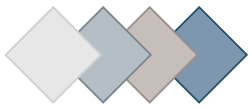


STREET VIEW

SCHEMATIC ELEVATIONS

PROJECT NAME	PROJECT LOCATION	DATE
BLOOMINGTON BAGEL COMPANY	113 NORTH DUNN STREET	08.08.16
DESIGN TEAM	ARCHITECTS	DATE
CONCEPT DRAWING	LABOR ARCHITECTURE & DESIGN	10.15





Gray and Bronze Tinted Glasses



Victory Building

Location: Little Rock, AK

Products: Solargray®/Solarban® 60 Glass

Architect: Cromwell Architects Engineers

Glazing Contractor: Ace Glass

Glass Fabricator: Trulite Glass and Aluminum Solutions

Aesthetic Description

Gray and bronze tinted glasses have long been popular with architects because of their ability to harmonize with other building materials and add sleekness to building profiles. PPG offers three distinct gray tints with varying levels of visible light transmittance (VLT), including ultra-neutral, light-gray **Optigray**® glass, cool-gray **Solargray**® glass and dark-gray **Graylite**® II glass – along with classic **Solarbronze**® glass, which architects have specified for commercial buildings for more than 40 years.

For a broader aesthetic palette, some PPG gray and bronze tinted glasses are available with reflective **Solarcool**® glass coating.

Performance Characteristics

Versatile gray and bronze tinted glasses are available with **Solarban**® solar control, low-e glasses or combined in insulating glass with **Sungate**® passive low-e glasses to fulfill a wide range of performance demands.

Fabrication and Availability

Gray and bronze tinted glasses, as well as **Solarban**® and **Sungate**® low-e glasses, provide maximum processing flexibility and can be easily laminated, tempered or heat-strengthened to satisfy increased strength or safety glazing requirements. Tinted and **Sungate**® glasses are available from hundreds of PPG-qualified glass fabricators in the U.S., Canada and throughout the world. **Solarban**® low-e glasses are available through the **PPG Certified Fabricator**® Network.



Additional Resources
Ecological Solutions from PPG™



encompass a number of environmentally sustainable architectural glass products, including uncoated gray and bronze tinted glasses, and those with **Solarcool®**, **Solarban®** and **Sungate®** glass coatings. For more information, or to obtain samples of any PPG tinted glass product, call **888-PPG-IDEA (774-4332)** or visit www.ppgideascape.com.

PPG is the first U.S. float glass manufacturer to have its products recognized by the **Cradle to Cradle Certified™** program, and offers more C2C-certified architectural glasses than any other float glass manufacturer.

Glass Type (Coating if Any (Surface) Glass) Outdoor Lite: + Indoor Lite:	Transmittance ²			Reflectance ²		U-Value ³ NFRC (BTU/hr•ft ² •F)		European U-Value ⁴ EN 673 (W/m ² •°C)	Shading Coeffi- cient ⁵	Solar Heat Gain Coeffi- cient ⁶	Light to Solar Gain (LSG) ⁷
	Ultra- violet %	Visible %	Total Solar Energy %	Exterior Light %	Interior Light %	Winter Night- time	Summer Day- time				
Monolithic (6mm)											
OPTIGRAY	33	63	51	6	6	1.02	0.93	5.2	0.74	0.64	0.98
SOLARGRAY	24	44	42	6	6	1.02	0.93	5.8	0.67	0.58	0.76
SOLARBRONZE	25	53	50	6	6	1.02	0.93	5.8	0.73	0.63	0.84
GRAYLITE II	2	9	8	4	5	1.02	0.93	5.8	0.41	0.36	0.25
Insulating Vision Unit Performance Comparisons 1-inch (25mm) units with 1/2-inch (13mm) airspace and two 1/4-inch (6mm) lites											
OPTIGRAY GLASS											
SOLARBAN 70XL (2) OPTIGRAY + Clear	4	47	18	8	12	0.28	0.26	1.5	0.28	0.24	1.96
SOLARBAN 67 (2) OPTIGRAY + Clear	6	38	17	12	15	0.29	0.27	1.5	0.27	0.24	1.58
SOLARBAN 60 (2) OPTIGRAY + Clear	10	50	23	8	11	0.29	0.27	1.5	0.35	0.30	1.67
SOLARBAN R100 (2) OPTIGRAY + Clear	6	29	13	18	13	0.29	0.27	1.5	0.22	0.20	1.45
OPTIGRAY + SOLARBAN 70XL (3)	3	45	17	9	11	0.28	0.26	1.5	0.33	0.29	1.55
OPTIGRAY + SOLARBAN 67 (3) Clear	6	38	17	10	18	0.29	0.27	1.5	0.36	0.32	1.19
OPTIGRAY + SOLARBAN 60 (3) Clear	10	50	23	8	9	0.29	0.27	1.5	0.40	0.35	1.43
OPTIGRAY + SUNGATE 400 (3) Clear	16	54	34	9	12	0.32	0.31	1.8	0.52	0.46	1.17
SOLARGRAY GLASS											
SOLARBAN 70XL (2) + SOLARGRAY + Clear	3	34	13	6	12	0.28	0.26	1.5	0.23	0.20	1.70
SOLARBAN 67 (2) SOLARGRAY + Clear	5	27	13	8	15	0.29	0.27	1.6	0.23	0.20	1.35
SOLARBAN 60 (2) SOLARGRAY + Clear	8	35	18	6	10	0.29	0.27	1.6	0.29	0.25	1.40
SOLARBAN R100 (2) SOLARGRAY + Clear	5	21	10	12	13	0.29	0.27	1.6	0.19	0.17	1.24
SOLARGRAY + SOLARBAN 70XL (3)	2	32	13	7	11	0.28	0.26	1.5	0.27	0.24	1.33
SOLARGRAY + SOLARBAN 67 (3) Clear	5	27	13	8	18	0.29	0.27	1.6	0.30	0.26	1.04
SOLARGRAY + SOLARBAN 60 (3) Clear	8	35	18	7	9	0.29	0.27	1.6	0.33	0.29	1.21
SOLARGRAY + SUNGATE 400 (3) Clear	12	38	27	7	12	0.32	0.31	1.8	0.44	0.43	0.97
SOLARBRONZE GLASS											
SOLARBAN 70XL (2) SOLARBRONZE + Clear	3	40	15	7	12	0.28	0.26	1.5	0.25	0.21	1.90
SOLARBAN 67 (2) SOLARBRONZE + Clear	5	32	15	10	15	0.29	0.27	1.6	0.25	0.22	1.45
SOLARBAN 60 (2) SOLARBRONZE + Clear	8	42	21	7	11	0.29	0.27	1.6	0.32	0.28	1.50
SOLARBAN R100 (2) SOLARBRONZE + Clear	5	25	11	15	13	0.29	0.27	1.6	0.21	0.18	1.39
SOLARBRONZE + SOLARBAN 70XL (3)	3	38	15	8	11	0.28	0.26	1.5	0.30	0.26	1.46
SOLARBRONZE + SOLARBAN 67 (3) Clear	5	32	15	9	18	0.29	0.27	1.6	0.33	0.29	1.10
SOLARBRONZE + SOLARBAN 60 (3) Clear	8	42	21	7	9	0.29	0.27	1.6	0.37	0.32	1.31
SOLARBRONZE + SUNGATE 400 (3) Clear	12	46	32	8	12	0.32	0.31	1.8	0.50	0.44	1.05
GRAYLITE II GLASS											
GRAYLITE II + SOLARBAN 70XL (3)	0	6	3	4	10	0.28	0.26	1.5	0.13	0.11	0.55
GRAYLITE II + SOLARBAN 67 (3) Clear	0	5	3	4	18	0.29	0.27	1.6	0.14	0.12	0.42
GRAYLITE II + SOLARBAN 60 (3) Clear	1	7	4	4	8	0.29	0.27	1.6	0.14	0.13	0.54
GRAYLITE II + SUNGATE 400 (3) Clear	1	8	5	4	11	0.32	0.31	1.8	0.17	0.15	0.53

All performance data calculated using LBNL Window 6.3 software and represents center of glass performance data. European U-values are calculated using WinDat version 3.0.1 software. For detailed information on the methodologies used to calculate the aesthetic and performance values in this table, please visit www.ppgideascape.com or request our Architectural Glass Catalog.

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**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 542 S. Walnut Street**

**CASE #: UV-26-16
DATE: October 10, 2016**

PETITIONER: Jordan Root (Bloomington Car Wash)
1201 W. Estate Drive, Bloomington

REQUEST: The petitioner is requesting a use variance to allow expansion of a legal nonconforming car wash in the Commercial Downtown zoning district.

Area:	0.66 Acres	
Zoning:	Commercial Downtown (CD)	
Overlay:	Downtown Gateway (DGO)	
GPP Designation:	Community Activity Center	
Existing Land Use:	Car Wash	
Proposed Land Use:	Carwash	
Surrounding Uses:	North –	Pawn Shop
	East –	Restaurant
	South –	Restaurant
	West –	Grocery Store

REPORT: The petition site is located just north of East 1st Street on the west side of South Walnut Street. The property is zoned Commercial Downtown (CD) and is in the Downtown Gateway Overlay (DGO). The site currently contains a 5,260 square foot car wash building, an accessory canopy structure over a vacuum area, and associated parking areas.

The petitioner proposes to update the property by removing the existing vacuum area and canopy structure and installing automated registration machines with new canopies in that location. A new vacuum arch will be installed to the northeast of the building. The proposal also includes reconfiguration of existing parking and landscaping on the property. The Unified Development Ordinance does not allow a 'car wash' use in the CD district. The use at this location is legal nonconforming, and requires a use variance from the Board of Zoning Appeals (BZA) to expand, including the construction of new canopies.

The building has been located on the site since 1973. Much about vehicles and car washes has changed since that time and the updates requested by the petitioner will help to improve safety at the site and modernize the operation. As vehicle technology has changed, many cars can no longer be turned off and left in neutral to run through the car wash. This presents staffing and safety issues as employees must move in and out of running vehicles while they move through the car wash. The new registration system allows the car owner to remain in the vehicle through the wash cycle, thereby creating a safer experience for customers and employees. The new location of the vacuum area will allow non-full service customers to access the vacuum area without queueing with the full service customers, increasing efficiency. The new configuration will require that 891 square feet of landscaping be removed. 945 square feet of new landscaping area will be added in the southwest portion of the lot, enhancing the buffering between uses.

No additional square footage is being added to the building on the lot. The new facility design is intended to improve and expedite the car wash process, in order to improve safety for all involved.

SITE PLAN ISSUES:

Parking: Currently, employee parking and vehicle staging are haphazard on the site. Employees park along the northern property line, where there is room for roughly 12 parallel parking spaces, and cross three lanes of in-coming traffic to get to the building. The new configuration will create space for 10 parking spaces closer to the building. The employees will not have to walk through in-coming vehicles to access the building in the new configuration. The existing area used for finishing vehicles is not clearly delineated. There will be 10 marked spots north of the building where vehicles will be pulled for finishing procedures.

Landscaping and Impervious Surface Coverage: While 891 square feet of landscaped area is being removed, 945 square feet is being added. That is a total of 54 additional square feet of permeable landscaped area. The new landscaping will be added near the southern property line, serving as a buffer between uses.

GROWTH POLICIES PLAN: The Growth Policies Plan Vision states that:

Economic development, including retention and expansion of existing businesses, is and should be a major objective to pursue.

The Growth Policies Plan (GPP) designates this property as Community Activity Center (CAC). The CAC “is designed to provide community-serving commercial opportunities in the context of a high density, mixed use development. The CAC must be designed to serve not only the pedestrian traffic from nearby neighborhoods, but also a community-wide group of users that may drive a personal vehicle to the CAC.” Land use policies for this area state that:

The primary land use in the CAC should be medium scaled commercial retail and service uses

Residential units may also be developed as a component of the CAC, and would be most appropriate when uses are arranged as a central node rather than along a corridor

The car wash has been operating at the petition site for over 40 years and contains a community-serving use that is valuable to a wide group of users that drive personal vehicles. The site is also located along a major corridor in the CAC area. While the GPP promotes development of residential units in the CAC, it makes a distinction between

locating residential uses in nodes, as opposed to along a corridor. At this time, the surrounding uses of the petition site are more conducive to continued medium scaled commercial, retail, and service uses than they are to the creation of a node that incorporates residential units. Staff finds that this request does not substantially interfere with the general and specific policies of the GPP for this area, and the continuation of this type of use at this location is in fact supported by the GPP.

CD & DGO DISTRICT INTENT: Within the UDO is a description of the CD zoning district intent and guidance for the Plan Commission and Board of Zoning Appeals. Within the UDO is a description of the DGO District Intent. Staff believes that based on the location of the site, its surroundings, and current use, this proposal does not conflict with the intentions for the districts.

BMC 20.02.370 Commercial Downtown (CD); District Intent

The CD (Commercial Downtown) District is intended to be used as follows:

- Protect and enhance the central business district, which contains many unique and historic structures.
- Promote high density development of mixed uses with storefront retail, professional office, and residential dwelling uses.
- Promote a diversity of residential housing for all income groups and ages.
- Development should incorporate pedestrian-oriented design (scale and massing) and accommodate alternative means of transportation.

Plan Commission/Board of Zoning Appeals Guidance:

- The downtown is targeted for intensified usage of vacant and under utilized buildings and sites.
- Space on the first floor of downtown buildings should be commercial with residential uses on the second floor and above.
- Encourage proposals that further the Growth Policies Plan goal of sustainable development design featuring conservation of open space, mixed uses, pervious pavement surfaces, and reductions in energy and resource consumption.

BMC 20.03.290 Downtown Gateway Overlay (DGO); District Intent

The Downtown Gateway Overlay (DGO) District is intended to guide both new development and redevelopment activities as follows:

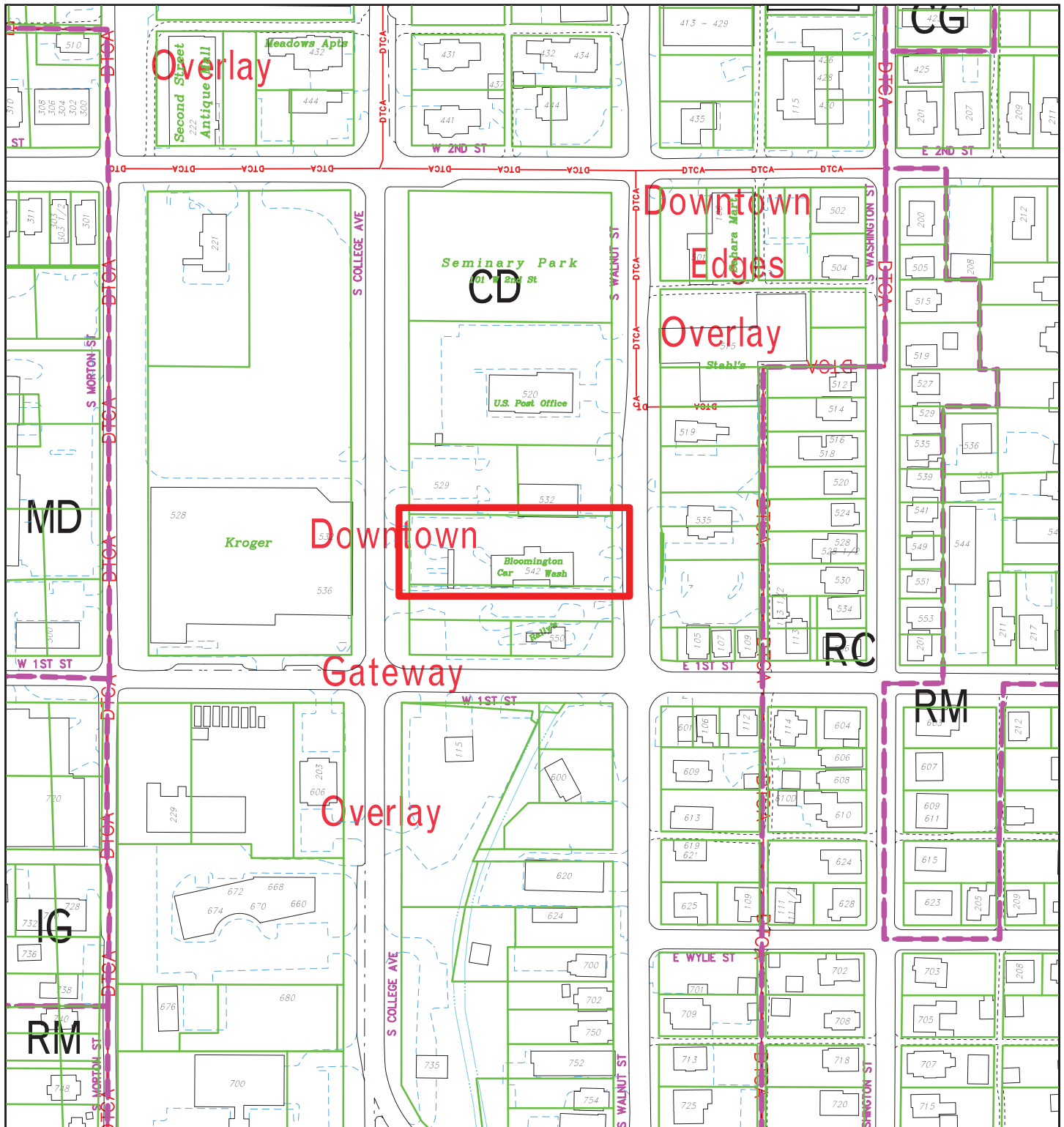
- Ensure that new development is compatible in mass and scale with historic structures in the Downtown Gateway Character Area;
- Draw upon architectural detailing and thoughtful site planning to reflect the vital transitional nature of the district to the overall arrival and departure sequence to the

downtown area;

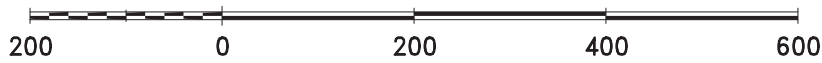
- Retain vestiges of residential and traditional commercial storefront design with enhanced street edge and streetscape improvements to improve pedestrian safety;
 - Establish a sense of expectation of the character and quality of development that will be found in the core areas of the downtown;
-
- Create active mixed-use developments that link to adjacent neighborhoods and the downtown circulation network.

CONCLUSION: Staff finds that expansion of this legal nonconforming use is appropriate given the specialization of the building and the nature of the surroundings. The proposal will increase safety at the site and increase the amount of greenspace, as well.

RECOMMENDATION: Staff recommends that the Plan Commission forward UV-26-16 with a positive recommendation to the Board of Zoning Appeals.



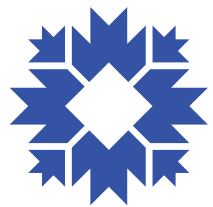
By: scanlanj
5 Oct 16



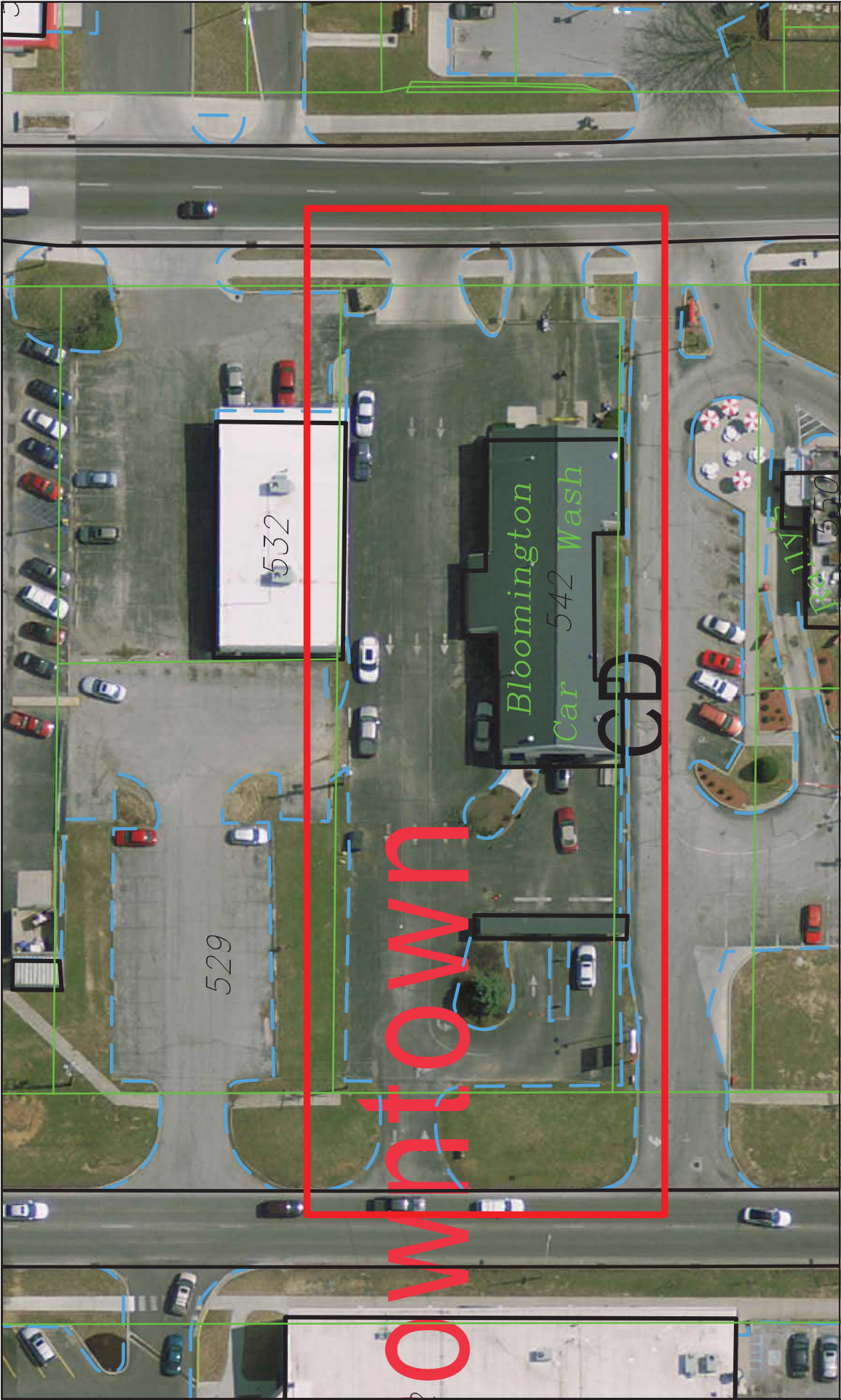
For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 200'



Downtown

CD

529

532

Bloomington
Car Wash 542

114E

550

By: scanlanj
5 Oct 16



For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 50'

To Whom It May Concern:

Bloomington Car Wash Center is looking to update the exterior layout of our facility. The updates are necessary to increase the safety of our employees, keep up to date with ever changing car technology, and make the exterior and full-service car washes more efficient.

We would like to install a new vacuum arch to the northeast side of the building. This will help the efficiency of exterior washes. Those customers wishing to purchase only the exterior option do not have to wait on full-service cars to be vacuumed. We will be replacing the existing vacuum area on the west side of the building with kiosk pay stations. The current structure which houses the vacuum pipes is dilapidated and with the new vacuum area it is no longer necessary. The kiosk pay stations will be covered by a canopy and allow the customer to stay in their car for the duration of the car wash. This increases the safety of our employees as they are no longer "catching" cars to help them exit the car wash tunnel. To accommodate the kiosk pay stations and the vacuum arch we will be moving, adding, and replacing parking and landscape areas. We will be eliminating 891 square feet of current landscaping, but installing 945 square feet of new landscaping on the west end of the building.

Over the last few years many updates have been made to car technology. Many cars now have key fobs instead of keys, customers often take these key fobs with them when exiting their car. This causes an issue when an employee tries to "catch" their car at the end of the tunnel. The employee must act fast to stop the flow of traffic in the tunnel, find the customer, retrieve the key fob and then drive the car out of the tunnel. Many new cars also cannot be turned off and left in neutral. Since all cars going through the car wash tunnel must be in neutral, we must send these cars through left on. For the safety of all employees and customers, an employee must ride a car that has to be left on through the tunnel. On a normal business day, this leaves us a man down in the back area slowing down the car wash process. With the new car wash process mentioned below, these safety issues are no longer a concern as customers are taking their own car into, through, and out of the car wash tunnel.

A handwritten signature in cursive script, appearing to read "John Runt".

Current Car Wash Process

1. Customer pulls into the vacuum area.
2. Employee takes order.
3. Customer exits car and enters building to wait and pay.
4. Employee vacuums car for full-service wash and then pulls car into tunnel for prepping.

OR

Employee pulls car straight into tunnel for prepping for an exterior only wash.

5. Car is prepped by employee in the tunnel and sent through the car wash tunnel.
6. Employee “catches” car at the end of the tunnel and drives car out to the finishing area.
7. Car is towel dried and interior windows are washed for a full-service wash.

OR

Car is towel dried for exterior only wash.

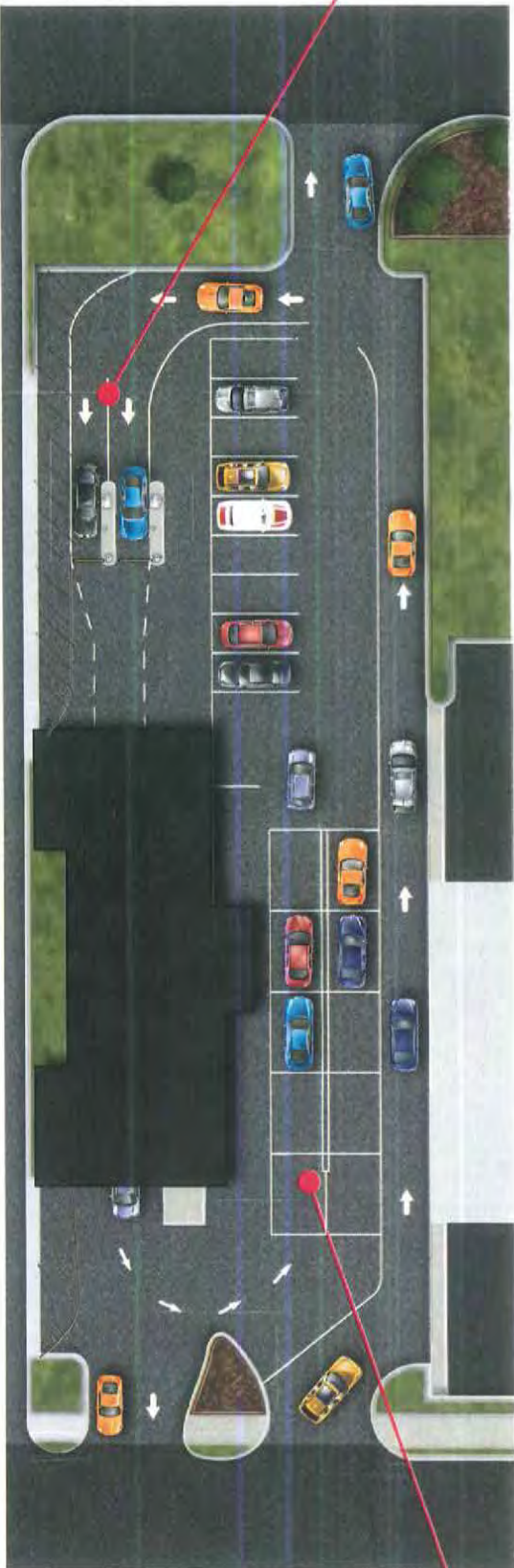
8. Car is complete and customer exits building upon paying.

New Car Wash Process

1. Customer pulls up to the kiosk/pay station. Customer will choose and pay for wash at kiosk.
2. Once the transaction is complete and the arm raises the customer will pull car into tunnel.
3. Employees will prep the car while customer stays in car.
4. Car continues through tunnel for car wash.
5. Upon exit of car wash tunnel the customer has two options.
 - a. **Exterior Wash:** Pull straight ahead for employees to towel dry the car’s exterior.
 - b. **Full-Service Wash:** Pull out and around to the north side of the building to the vacuum arch. Customer exits the car and enters building to wait. Employee vacuum interior, wash interior windows, and towel dry the exterior of the car.

 **DRB Systems**
CONCEPTUAL RENDERING

Bloomington Car Wash
542 S Walnut St, Bloomington, IL 47401
Flex Serve



Dual XPT Lanes

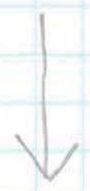
Finishing Area

2 1/2
5 FT

NEW LANDSCAPE



PAY STATION



PAY STATION

NEW PARKING



ENTRANCE
FROM
WALNUT



**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 1301 W. 6th Street**

**CASE #: UV-27-16
DATE: October 10, 2016**

PETITIONER: J. Kip May (Kip May Photography)
2521 Skyline Drive, Bloomington

REQUEST: The petitioner is requesting a use variance to allow a photographic studio use in a Residential Single-Family zoning district.

Area:	0.26 Acres
Zoning:	Residential Core (RC)
GPP Designation:	Urban Residential
Existing Land Use:	Vacant / Parking
Proposed Land Use:	Photography Studio
Surrounding Uses:	North – Dwelling, Single-Family (detached)
	East – Dwelling, Single-Family (detached)
	South – Dwelling, Single-Family (detached)
	West – Dwelling, Single-Family (detached)

REPORT: The petition site is located at the southwest corner of West 6th and North Adams Streets. The property is zoned Residential Core (RC) and contains a 3,000 square foot building that was a former place of worship, as well as a roughly 3,100 square foot parking lot.

The petitioner proposes to use the building as a photographic studio. The Unified Development Ordinance does not allow the use 'photographic studio' in the RC district. The petitioner must receive a use variance from the Board of Zoning Appeals (BZA) to be able to have a photographic studio at the site. If the variance is granted, the petitioner will have to bring the site into compliance with site plan requirements on the property, such as concrete sidewalk with ADA-compliant ramps on both Adams and 6th Streets, bike racks, and appropriate landscaping.

The building was formerly a place of worship, but has not been used as such for years and is currently vacant. In 2013, a petitioner proposed to use the petition site as a residence and received a conditional use approval for a home occupation. That development did not occur.

Per the Petitioner's Statement, the studio is low volume, generating only light traffic, and will not have a negative impact on the surrounding residential uses. Because of the non-residential nature of the building and site, re-use as a residence would be difficult and is unlikely.

A representative of the 6th & Ritter Neighborhood provided a letter of support for the petition. The letter mentions the existence of other small businesses in the area, such as Kleindorfer's Hardware & Variety Store, and indicates that the neighbors appreciate a mix

of property uses.

SITE PLAN ISSUES:

Parking and Impervious Surface Coverage: The parking lot contains six angled parking spaces. The UDO allows for a maximum of 1 parking space for every 400 square feet of gross floor area. No parking is required for the commercial use. The building is roughly 3000 square feet, for a total allowable parking of 7 spaces. An accessible parking space is required. The parking lot striping needs to be reconfigured to include an accessible space and to bring the dimensional layout up to code. No new impervious area, or additional parking, is proposed.

Bicycle and Pedestrian Facilities: The petitioner will build six foot wide sidewalks along the frontages of 6th Street and Adams Street. The 6th Street sidewalk will extend an existing sidewalk network. The site will also contain four outdoor (4) bicycle parking spaces.

Landscaping: The UDO requires parking lot landscaping and interior landscaping to be added to the site. This amounts to a total of 3 trees and 20 shrubs. The petitioner will meet UDO requirements, including maintenance of landscaping.

GROWTH POLICIES PLAN: The Growth Policies Plan (GPP) designates this property as Urban Residential. The Urban Residential “areas include those parts of the city developed after the Core Residential areas were built-out. Some minor development is still taking place in these areas...Urban Residential areas have good access to roads, public water and sewer, and other public services.” Land use policies for this area state that:

Develop sites for predominantly residential uses; however, incorporate mixed residential densities, housing types, and nonresidential services where supported by adjacent land use patterns

Although the primary uses in the area are residential, staff finds that the low impact photography studio is a use that is compatible in the residential area, and will allow for reuse of an existing vacant non-residential building and property. Staff finds that this request does not substantially interfere with the general and specific policies of the GPP for this area.

RC DISTRICT INTENT: Within the UDO is a description of the RC zoning district intent and guidance for the Plan Commission and Board of Zoning Appeals. Staff believes that this proposal does not controvert the intentions for the district.

BMC 20.02.090 Residential Core (RC) District Intent

The RC (Residential Core) District is intended to be used as follows:

- Protect and enhance the core residential areas with emphasis on discouraging the conversion of dwellings to multifamily or commercial uses.

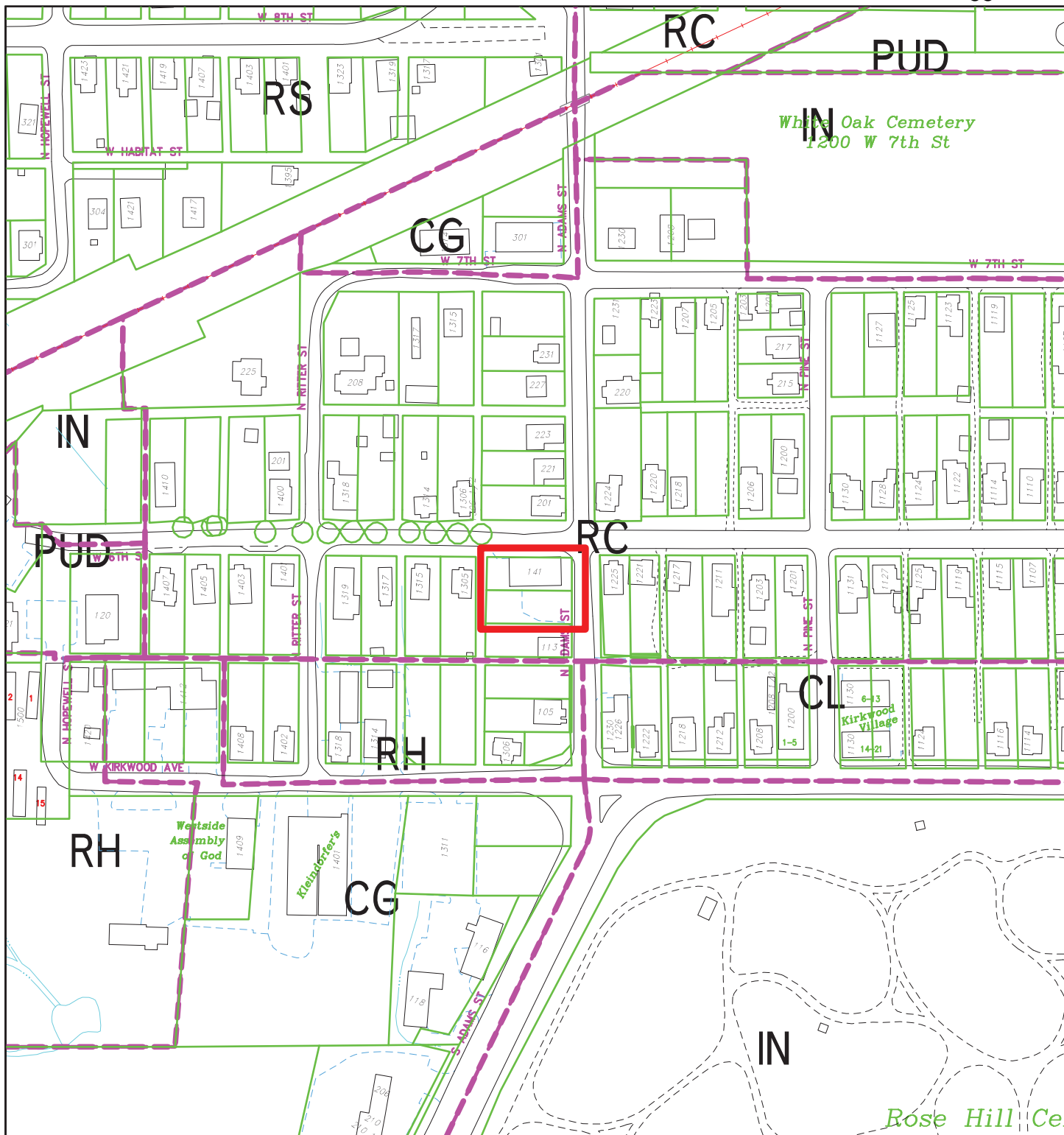
- Increase the viability of owner-occupied and affordable dwelling units through the use of small-lot subdivisions, accessory dwelling units, and compatible property improvements.

Plan Commission/Board of Zoning Appeals Guidance:

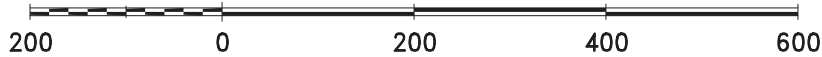
- Explore multifamily redevelopment opportunities along designated arterial streets, in transition areas between the downtown and existing single-family residential areas, and when supported by adjoining land use patterns.
- Neighborhood-serving commercial and office uses may be appropriate at the edge of Core Residential areas that front arterial streets.

CONCLUSION: Staff finds that this is an appropriate use in this non-residential building with existing parking lot. The nature of the use is low-intensity and will utilize an existing structure that is vacant. This petition will also extend the sidewalk network farther west on 6th Street, improving pedestrian access in the neighborhood.

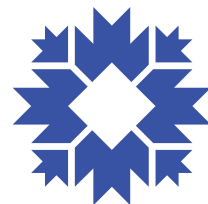
RECOMMENDATION: Staff recommends that the Plan Commission forward petition #UV-27-16 to the Board of Zoning Appeals with a positive recommendation.



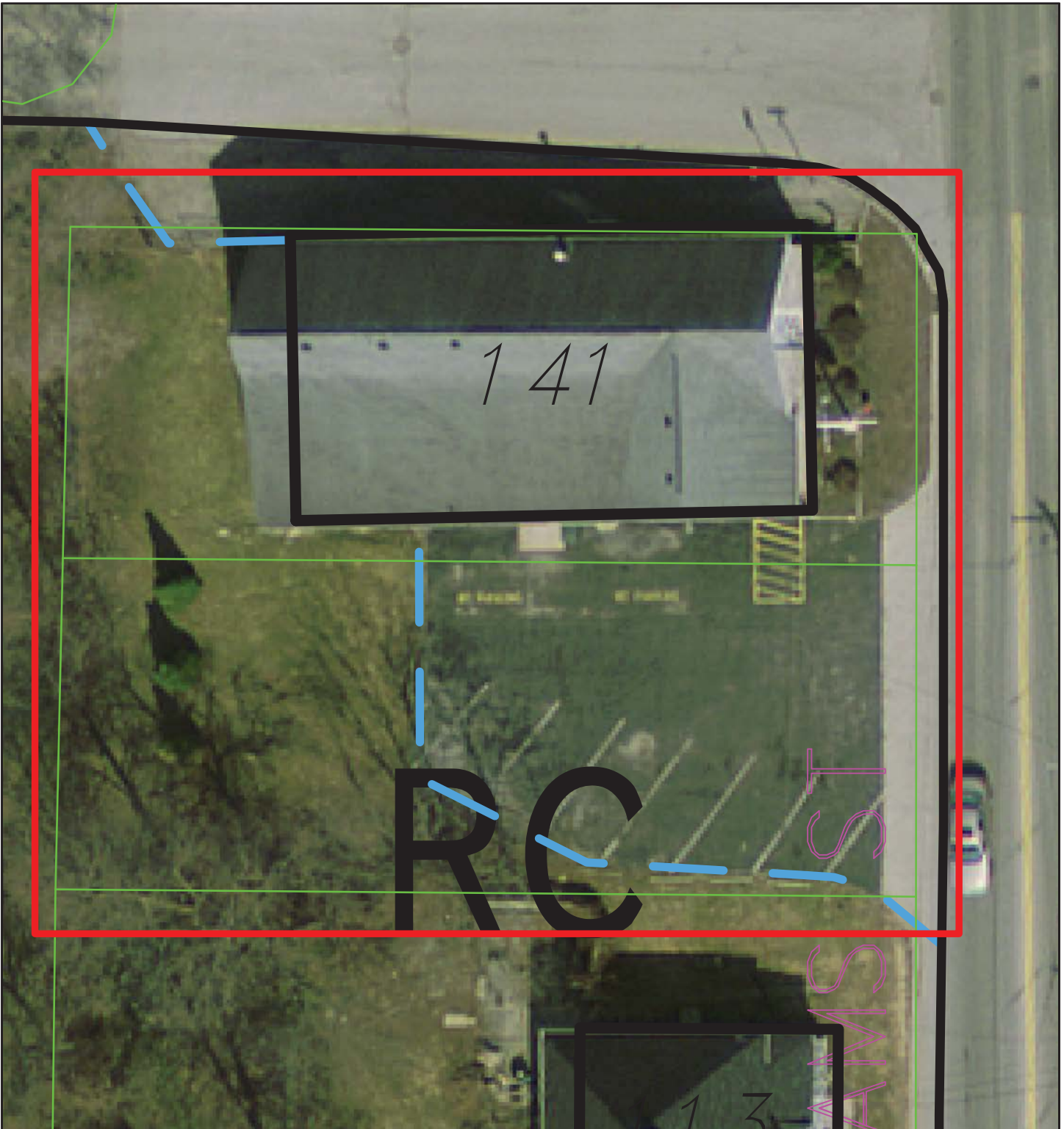
By: scanlanj
5 Oct 16



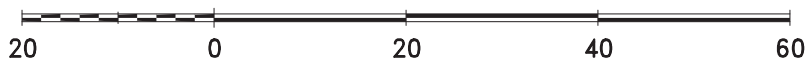
City of Bloomington
Planning & Transportation



Scale: 1" = 200'



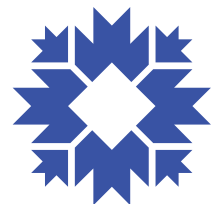
By: scanlanj
5 Oct 16



For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



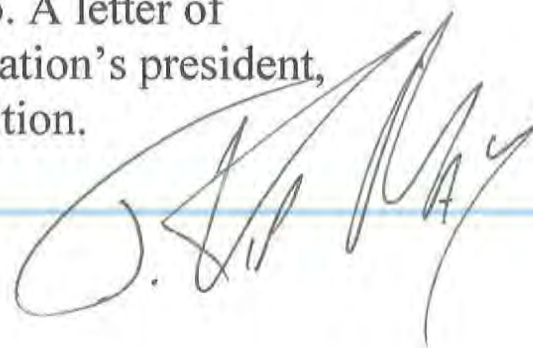
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Petitioner's Statement:
Submitted by: J. Kip May (9-6-16)

This petition is a proposal for a Use Variance to purchase the former Apostolic Light House Pentecostal Church located at 1301 W. 6th St. The proposal is to convert the church building into a photography studio. The approval of this proposed project will not be injurious to the public health, safety, morals and general welfare of the community. Our clientele (Kip May Photography LLC) are primarily families and business clients. We are a low volume studio, so traffic in and out of the building and parking lot is consistently light.

The variance will not adversely affect the surrounding property values. Improvements to the exterior and interior of the building will also include all requirements of city ordinance, ie: installing sidewalks, landscaping, bicycle rack, ADA parking, etc. This unique property was built for a small church and is not conducive for a private residence, but will make an excellent space for a photography studio and/or professional office space.

The approval of the Use Variance does not interfere with the goals and objectives of the Growth Policies Plan. Additionally the 6th and Ritter Neighborhood Association has unanimously approved the request for a zoning variance to include a photography studio. A letter of approval from the Neighborhood Association's president, Mr. David Walter, accompanies this petition.

A handwritten signature in black ink, appearing to read "J. Kip May", is written over a horizontal blue line at the bottom right of the page.



18 shrubs (50% evergreen)

By: greulice
31 Aug 16



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 30'



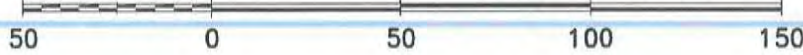
City of Bloomington
 Planning & Transportation



Scale: 1" = 50'



By: thompson
 13 Sep 16



For reference only; map information NOT warranted.

August 30, 2016

60

Mr. Kip May
114 E. Smith Avenue
Bloomington, IN 4701

Dear Mr. May,

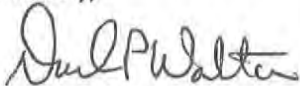
Thank you for contacting me about your interest in the former Apostolic Light House church located at 1301 W. 6th Street. I understand that you want to purchase the building and use it for your photography business.

I have spoken with some of my neighbors about this and they are supportive of your proposed use. Many of the neighbors have lived here for decades and we appreciate having a mix of property uses. As you may be aware, the 6th & Ritter Neighborhood has zoning for several small businesses, including the landmark Kleindorfer's Hardware & Variety Store.

I hope that this letter will help you with obtaining the necessary variance for your business to relocate to this building.

If I can be of further assistance, please let me know.

Sincerely,



David P. Walter

208 N. Ritter Street

Bloomington, IN 47404

(812) 336-33098 home (812) 855-0035 office

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
LOCATION: 3380 W. Runkle Way**

**CASE #: SP-28-16
DATE: October 10, 2016**

PETITIONER: VMP Development
1800 N Walnut Street

CONSULTANT: Michael Carmin
116 W 6th Street

REQUEST: The petitioner is requesting site plan approval for a 72-room hotel.

BACKGROUND:

Area: 1.5 acres
Current Zoning: CA
GPP Designation: Community Activity Center
Existing Land Use: Vacant
Proposed Land Use: Hotel
Surrounding Uses: North – County Jurisdiction (PSI substation)
 West – Commercial shopping center
 East – Commercial shopping center (Whitehall Crossing)
 South – Commercial shopping center (Whitehall Park)

REPORT: The property is located at 3380 W. Runkle Way. The property was recently rezoned to Commercial Arterial (CA) under case #ZO-13-16. Surrounding land uses are all commercial shopping centers with Monroe County planning jurisdiction to the north. This site received a subdivision approval in 2009 (DP-28-09) to allow a four-lot subdivision. All required right-of-way and preservation areas were set aside with that approval. This portion of the subdivision has remained vacant and the petitioner is proposing to construct a hotel on this site. There is an existing detention pond on a portion of this site that would be relocated to the north as part of this petition and with the future plat amendment.

The new hotel would have 72 rooms and would be four-stories tall. The building would be finished with mostly stone with the upper floors having some EIFS. A parking area with 72 parking spaces would be provided. A connection to a surface parking lot to the east will also be provided to allow some shared parking and additional access. One new drivecut on Runkle Way will be constructed for the drive entrance for the hotel. An existing monolithic sidewalk will be removed along Runkle Way and a new 5' wide sidewalk with a 5' tree plot will be constructed, however due to underground utilities in the tree plot area, the new street trees will have to be planted behind the sidewalk instead of in the tree plot.

SITE PLAN REVIEW:

Parking: The Unified Development Ordinance does not require any parking for a commercial development of this type. Instead it specifies a maximum parking space regulation. For a hotel the maximum number of parking spaces allowed is one parking space per lodging unit. This hotel has 72 rooms so the maximum number of parking spaces allowed is 72 spaces. The site plan shows 72 parking spaces which does not exceed the allowable limit. Some of the parking spaces have been shown to be constructed of permeable pavers in order for the site to not exceed the maximum impervious surface coverage.

Landscaping: The petitioners have submitted a landscape plan that meets all of the UDO landscaping requirements, which includes interior site landscaping, parking lot landscaping, and street trees. Due to an underground gas line along a portion of Runkle Way within the typical 5' tree plot, some of the street trees will have to be planted behind the sidewalk. All street tree species must be approved by the City Urban Forester prior to issuance of a grading permit.

Architecture/Design: The building will be finished with mostly a stone veneer along approximately 75% of the building with a portion of the upper floor finished with EIFS. Both of those materials are allowed and the elevations are consistent with the previously submitted renderings with the rezoning approval. The materials will be used along all four sides and meets the 360 degree architectural requirements. The building will have a raised parapet along the top and some tower elements, but the maximum height of the building does not exceed the 50' height limit of the district. The building features vertical modulation across all four sides with different segments extending from the wall to meet modulation requirements. There is an awning along the south side entrance and an awning that extends from the west side as well for vehicular drop-offs.

Access: This property will be accessed through one existing driveway cut on Runkle Way. The proposed access drive meets the 50' setback from another drive on the same street. An interior access will be provided between this site and the parking area to the east.

Environmental Preservation: The site currently contains some areas of trees that were preserved with the subdivision approval in 2009. No disturbance within the tree preservation easement is proposed or allowed.

Lighting: A specific lighting plan has not been reviewed and must be approved prior to issuance of a grading permit.

Impervious Surface Coverage: The site plan includes some areas of the parking area utilizing permeable pavers in order to meet the maximum 60% impervious surface coverage. The site as a whole does not exceed the maximum impervious surface coverage.

Pedestrian Facilities/Alternative Transportation: There is currently a 5' wide monolithic sidewalk along Runkle Way that will be removed and replaced with a 5' wide tree plot and 5' wide sidewalk. A sidewalk connection has been shown from the south building entrance to the sidewalk system along Runkle Way. Staff recommends that an additional sidewalk connection be included along the east side of the entrance drive to

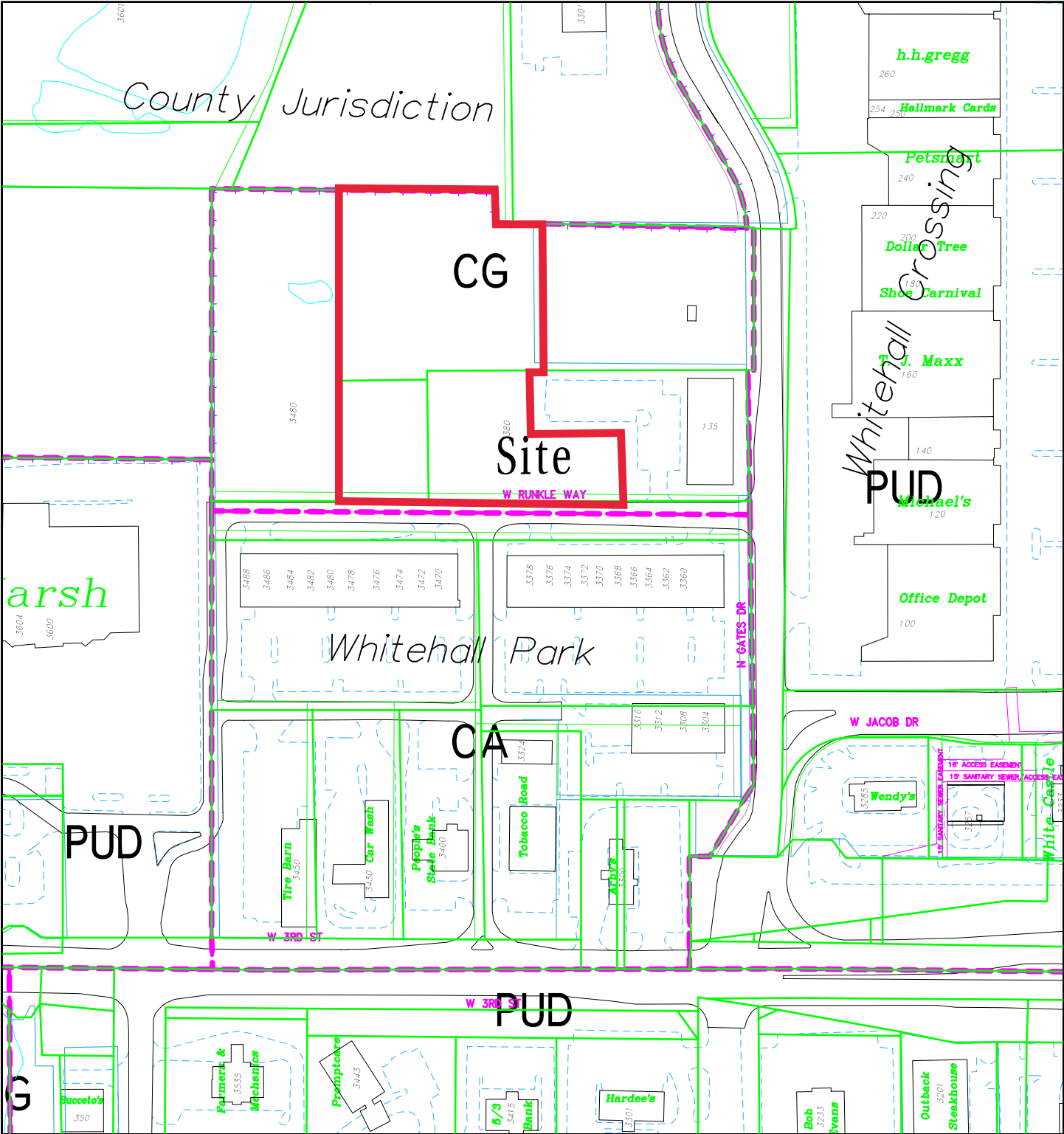
connect to Runkle Way. A condition of approval has been included to that regard.

Utilities: Water and sewer service is shown on the site plan connecting to existing utilities. The existing detention pond on this site would be relocated to the north as part of this petition. A plat amendment will be approved at a later time finalizing the relocation of existing easements and will place the detention pond on a common area lot as required. Plans have been submitted to City of Bloomington Utilities for utility work and are pending final approval. Final approval from CBU is required prior to issuance of a grading permit.

CONCLUSION: The proposed site plan meets the UDO requirements and overall support for a hotel at this location was expressed during the recent rezoning hearings.

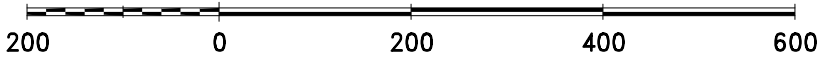
RECOMMENDATION: Staff recommends approval of this petition with the following conditions:

1. A lighting plan must be submitted and approved prior to issuance of a grading permit.
2. A sidewalk connection is required along the east side of the entrance drive connecting the sidewalk along the drive to Runkle Way.
3. An amended plat must be approved prior to issuance of a grading permit.

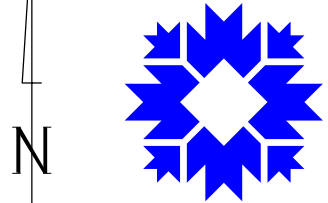


SP-28-16 Richland Suites Inc.
 3380 W Runkle Way
 Plan Commission
 Site Location, Zoning, Land Use, Parcels

By: greulice
 5 Oct 16

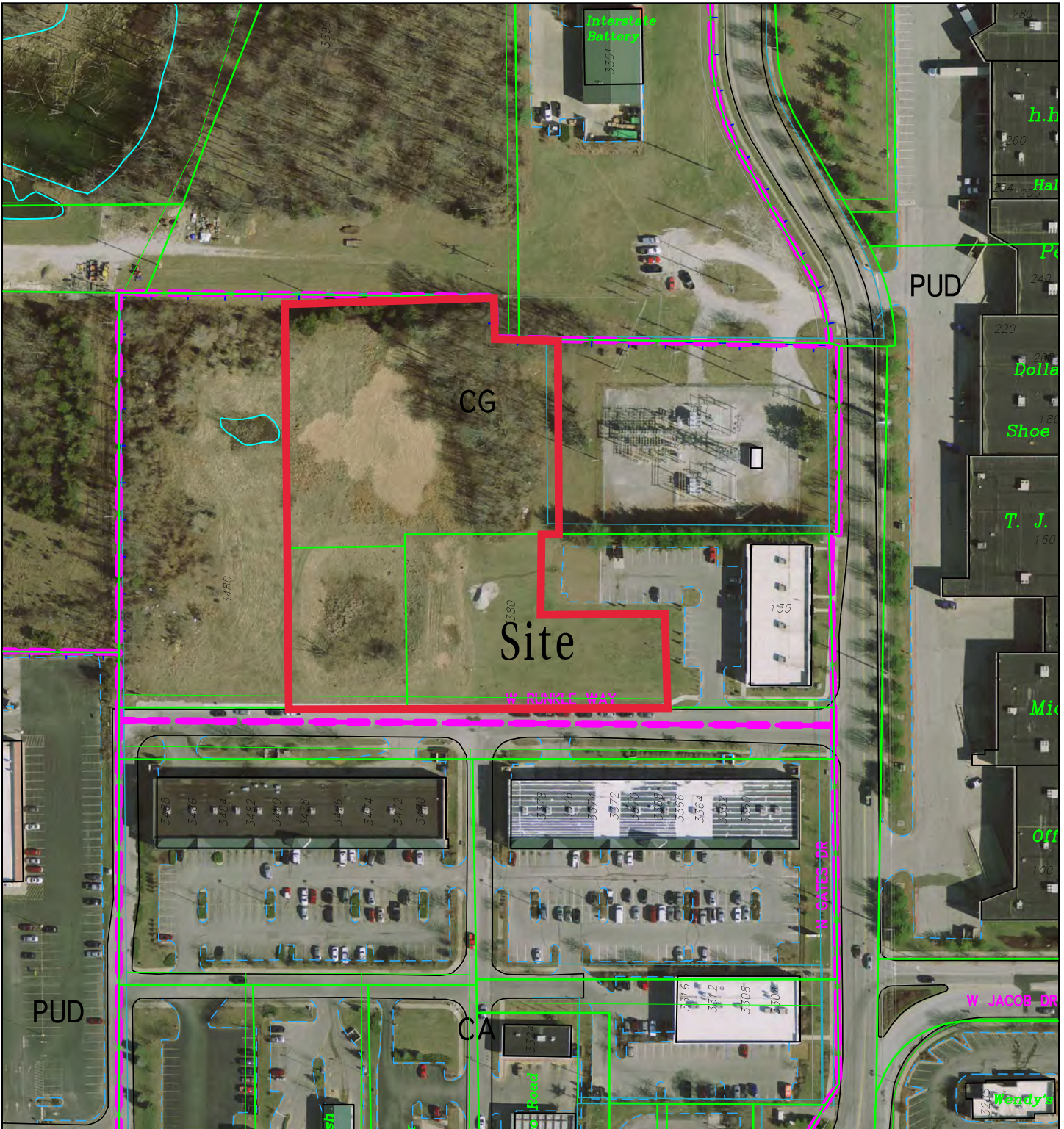


City of Bloomington
 Planning & Transportation



Scale: 1" = 200'

For reference only; map information NOT warranted.



SP-28-16 Richland Suites Inc.

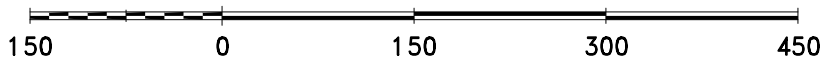
3380 W Runkle Way

Plan Commission

2014 Aerial Photograph

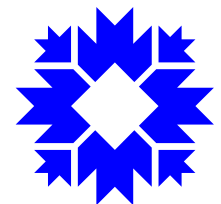
By: greulice

5 Oct 16



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 150'

Bledsoe Riggert Cooper James
LAND SURVEYING • CIVIL ENGINEERING • GIS

September 6, 2016

Mr. Eric Greulich
City of Bloomington, Planning Department
401 N. Morton St., Suite 160
Bloomington, IN 47402-0100

RE: Whitehall Park Comfort Inn - Site Plan Approval

Dear Eric:

On behalf of our client, we are petitioning the City of Bloomington for a site plan approval for their proposed project located along the north side of Runkle Way and west of the David's Bridal location and the intersection of W. Runkle Way and Gates Drive.

Proposed is the development of a Comfort Inn hotel facility on the 1.5 acre site. All UDO site requirements are being met, with no need for variance. The proposed facility will include 72 rooms.

Please let us know if there are any questions as we proceed forward.

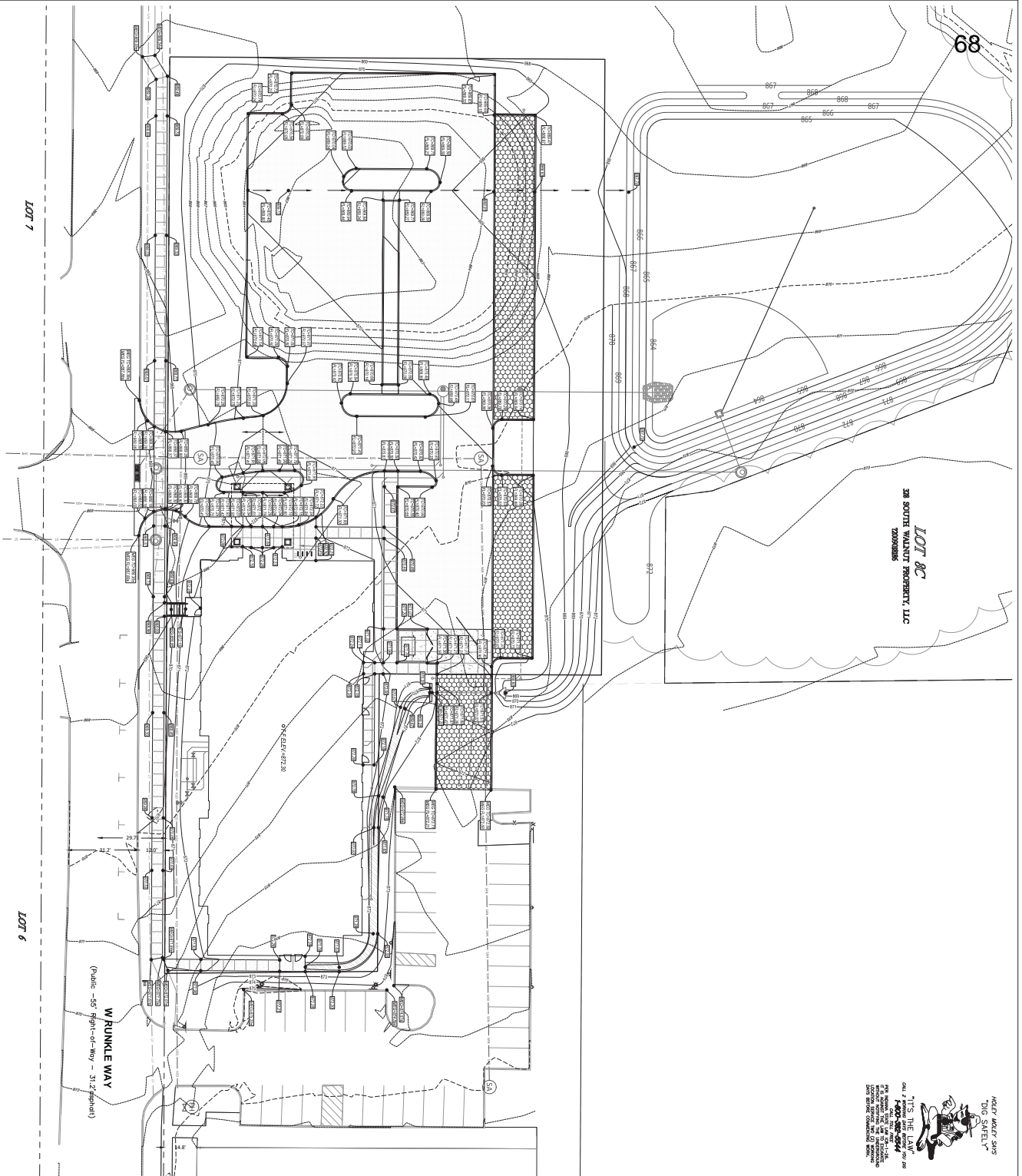
Best Regards,



Dan Neubecker
Project Manager
Bledsoe Riggert Cooper James

SP-28-16
Petitioner Statement

LOT 8C
28 SCOTTE WALNUT PROPERTY, LLC
220208088



PROF. LAND SURVEYOR
TRIG SAFETY, LLC
115 THE LAKE
115 THE LAKE DRIVE
BIRMINGHAM, AL 35243
205.988.8888
www.trigsafety.com
DATE: 09/23/2016
PROJECT: 28 SCOTTE WALNUT PROPERTY, LLC
DRAWN BY: DAN
CHECKED BY: VAN

- GENERAL NOTES**
- GRADE ALL AREAS TO THE FINISH GRADES SHOWN.
 - CONTRACTOR TO VERIFY FIELD CONDITIONS WITH RESPECT TO THE PROPOSED GRADING WORK.
 - VERIFY ALL EXISTING UTILITIES AND RECORD THEM AS SHOWN ON THE RECORD DRAWINGS.
 - INSTALL AND MAINTAIN PROTECTIVE CONTROLS SERVICES AS REQUIRED AND MAINTAIN THEM THROUGHOUT THE PROJECT.
 - CONTRACTOR SHALL PREVENT SINKHOLE WATER AND SINKHOLE WATER FROM INTRUSING INTO EXISTING OR PROPOSED FOUNDATIONS AND SHALL MAINTAIN PROTECTIVE CONTROLS THROUGHOUT THE PROJECT.
 - CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND RECORD THEM AS SHOWN ON THE RECORD DRAWINGS.
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- PLAN NOTES**
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LEGEND

PROPOSED CONDITIONS

- EXISTING CONTOURS
- SPRINT ELEVATION
- AS-BUILT EXISTING GRADE
- TOP OF WALL
- BOTTOM OF WALL AT GRADE ELEVATION
- TOP OF SLAB
- BOTTOM OF SLAB
- FOOTING
- TOP OF DRAIN
- UNIT OF ASPHALT PAVEMENT
- UNIT OF NEW CONCRETE PAVEMENT
- REINFORCED CONCRETE
- UNIT OF READY-MIX CONCRETE
- UNIT OF FINE-GRAD FILL

BRU
1331 West 19th Road
Birmingham, Indiana 4703
Phone: 317.338.8277
www.bruinc.com
www.bru.com

ALCOHOLITION BIRMINGHAM P-ADU

SP-28-16
Grading Plan

Whitehall Park
Comfort Inn
3850 N. Runkle Way
Birmingham, AL 35217
BRU Project No. 2016

SITE GRADING PLAN

DATE: 09/23/2016 SHEET: SITE PLAN APPROVAL

SCALE: 1" = 20'

DESIGNED BY: DAN
CHECKED BY: VAN

C501



SP-28-16
Rendering

Proposed New
Comfort Suites
Bloomington, Indiana

View from Runkle Way

DONOVAN & DONOVAN
architecture • engineering • interior design
427 Main Street • P.O. Box 976 • Vincennes, Indiana 47585
Tel: 812.882.0415 • Fax: 812.882.4600

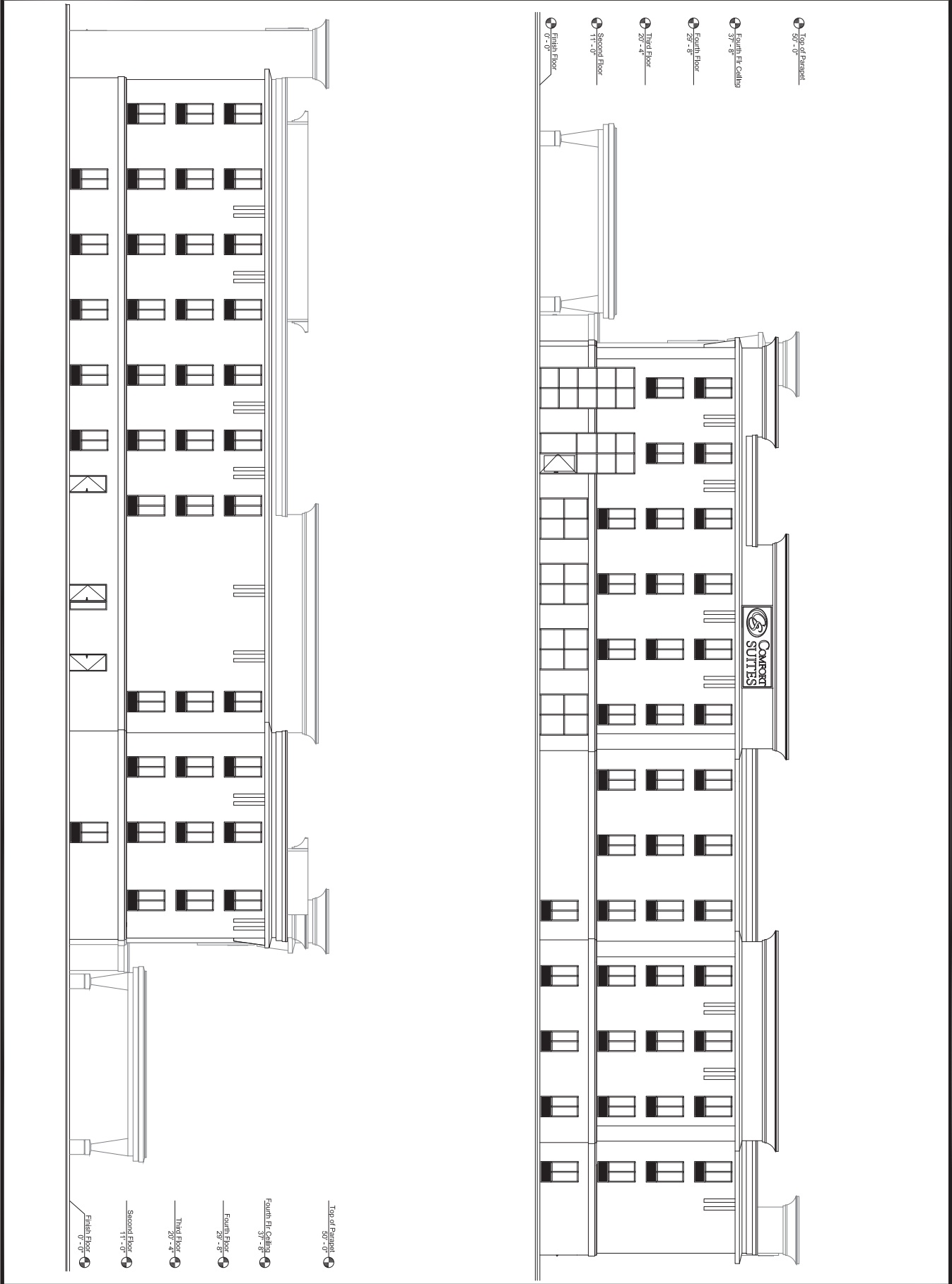


SP-28-16
Rendering

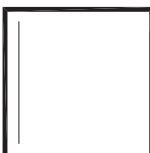
Proposed New
Comfort Suites
Bloomington, Indiana

View from Runkle Way

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A2.1



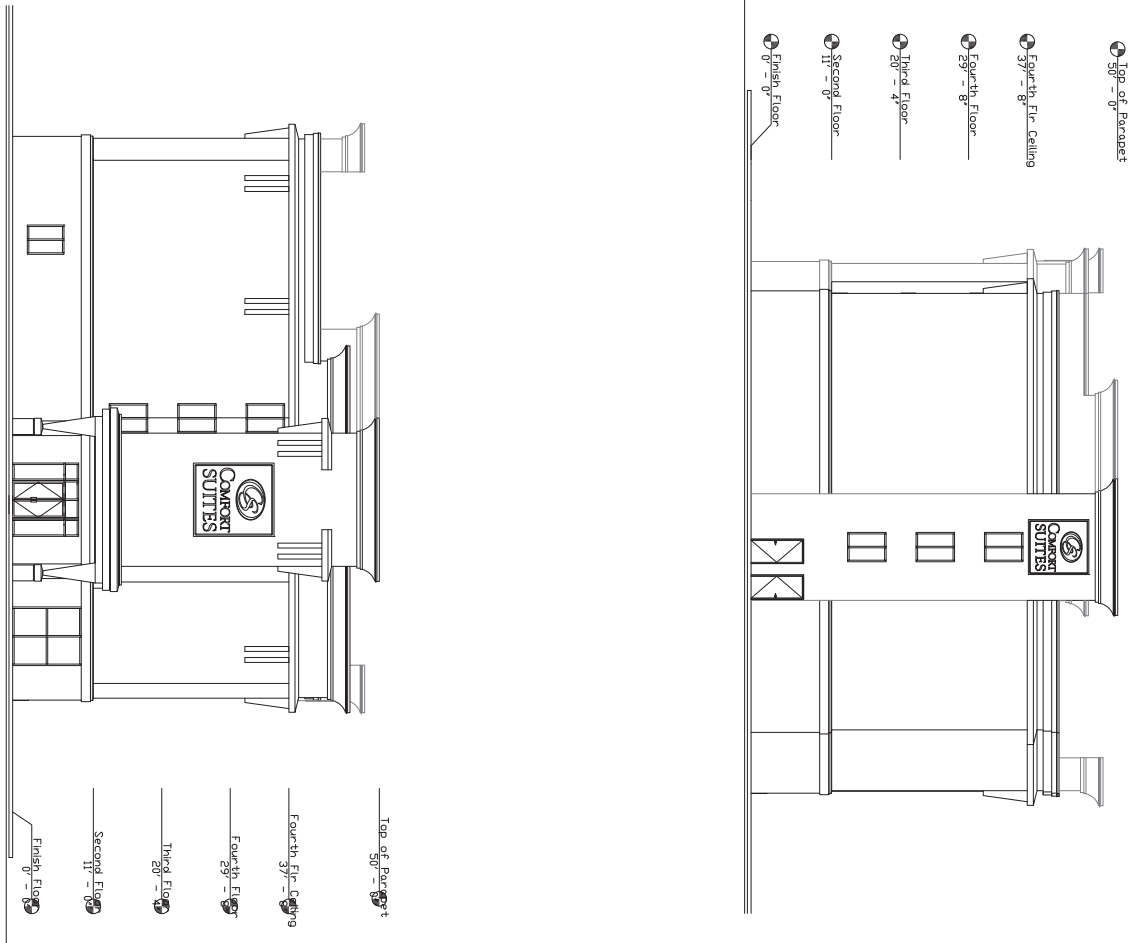
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427 Main Street • Post Office Box 976 • Vincennes, Indiana 47591
 Tel: 812.882.2415 • Fax: 812.882.4900 • Email: donovan@donovanid.com

A NEW
COMFORT INN & SUITES
 BLOOMINGTON, INDIANA



SP-28-16
Architectural
Elevation



A2.1



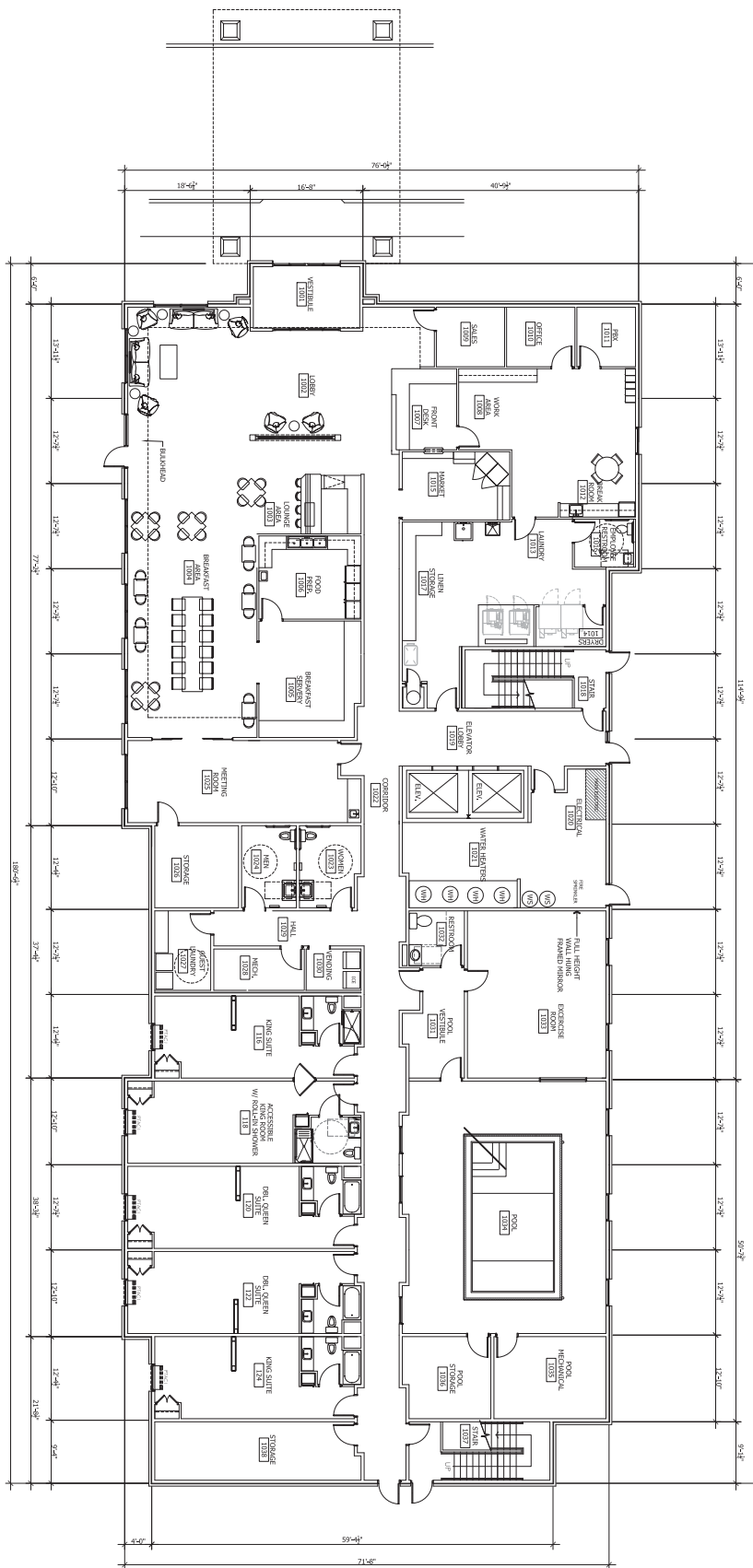
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 Tel: 812.882.2415 • Fax: 812.882.4600 • Email: donovan@donovan.com

A NEW
COMFORT INN & SUITES
 BLOOMINGTON, INDIANA



SP-28-16
Architectural
Elevation



PROPOSED FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

FLOOR	DESIGN INFORMATION	SQUARE FEET
FIRST FLOOR	2 KING SUITE GUEST ROOMS 2 BREAKFAST SUITE ROOMS 1 ACCESSIBLE GUEST ROOM 5 GUEST ROOMS TOTAL	12,475
SECOND FLOOR	12 KING SUITE GUEST ROOMS 11 BREAKFAST SUITE ROOMS 1 ACCESSIBLE GUEST ROOM 22 GUEST ROOMS TOTAL	12,300
THIRD FLOOR	11 KING SUITE GUEST ROOMS 12 BREAKFAST SUITE ROOMS 1 ACCESSIBLE GUEST ROOM 24 GUEST ROOMS TOTAL	12,300
FOURTH FLOOR	9 BREAKFAST SUITE ROOMS 1 ACCESSIBLE GUEST ROOM 21 GUEST ROOMS TOTAL	12,300
TOTAL	72 GUEST ROOMS	46,645

AI.I

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Tel: 812.882.0415 • Fax: 812.882.4600 • Email: donovan@donovan.com

A NEW
COMFORT INN & SUITES
BLOOMINGTON, INDIANA

SP-28-16
First Floor Plan

SP-28-16
First Floor Plan

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 611 N. Rogers Street**

**CASE #: SP-29-16
DATE: October 10, 2016**

**PETITIONER: Pedcor Investments, LLC
720 3rd Ave, Carmel**

**CONSULTANT: CSO Architects
8831 Keystone Crossing, Indianapolis**

REQUEST: The petitioner is requesting site plan approval in order to build a 4-story multi-family building.

Area:	1.95 Acres
Zoning:	Commercial Downtown/Shower Technology Park Overlay
GPP Designation:	Downtown
Existing Land Use:	Vacant
Proposed Land Use:	Multi-family
Surrounding Uses:	<p>North – vacant (Trades District)</p> <p>West – lumber yard</p> <p>South – salvage and scrap yard</p> <p>East – vacant (Trades District)</p>

REPORT: The subject property is located on the west side of N. Rogers Street between W. 11th Street and the B-Line Trail. The property is 1.95 acres of a larger 8.4 acre parcel owned by the City of Bloomington Redevelopment Commission. This site is part of the larger 12 acre Trades District (formerly Showers Technology Park). The property is zoned Commercial Downtown (CD) and is within the Showers Technology Park Overlay (STPO).

The petitioner proposes to construct a 4-story multi-family building. The building would contain 36 total units and 65 bedrooms. For a period of 30 years, all apartments will be affordable to those making at or below 60% of the area median income household. The petition also contains many innovative green development features include extensive solar photovoltaic cells, a car share program, greywater reclamation, rainwater capture and reuse, rain gardens and bio-swales. The petitioner hopes to generate 100%-105% of the daily energy needed for the building through the solar panels. In addition to the main building, the southern parking lot is covered with a carport like structure that includes additional photovoltaic solar panels and a short parking screen wall.

Policy Guidance: The Unified Development Ordinance lists as an objective in the STOP description to “Promote mixed-use development focused on light industrial/manufacturing and office uses where live-work, young professional, single-family, empty nester and retiree housing markets are targeted.”

The Growth Polices Plan notes that Bloomington needs to “...strive to improve downtown as a compact, walkable, and architecturally distinctive area...” and that downtown “should

be targeted for increased residential densities (100 units per acre) and for intensified usage of vacant and under-utilized buildings.” (page 28)

The Downtown Vision and Infill Strategy Plan makes recommendations about development in the Showers Technology Park and how it should be planned as a “campus” and to increase pedestrian and vehicle circulation through a neo-traditional street grid or through a park-like setting. Residential should be encouraged promoting live-work opportunities for both professional and for light manufacturing employees.” (Pages 2-10-11)

While not reviewed or approved by the Plan Commission or City Council, staff notes Redevelopment Commission’s 2013 “Master Plan and Redevelopment Strategy/Certified Technology Park,” made recommendations about redevelopment in this area. The Master Plan states that this area would include “Mostly residential development west of Rogers Street with limited commercial spaces” (page 18), heights should range from 2-3 stories (page 23), and focuses on providing housing opportunities geared toward demographics other than students (page 48).

Plan Commission Site Plan Review: Three aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.370. These aspects are as follows:

- The proposal includes waivers to the standards in BMC 20.03.400 and 20.03.410
- The project includes ground floor residential units within the STPO.

SITE PLAN REVIEW

Residential Density: The property is approximately 1.95 acres in area. The petition is for 36 units with 65 total bedrooms (13 1-bedroom unit, 17 2-bedroom units, and 6 3-bedroom units). The STPO allows for 15 units per acre, or 29.25 DUEs. The proposal, once DUEs are considered, is 34.22 DUEs, or 4.97 DUEs over the maximum. This is due in large part to the larger size of the units. Both the 1-bedroom and 2-bedroom units are larger than the maximum in the UDO. If they were to meet the square footage maximum, the total proposal would be only 20.47 DUEs.

Residential Density Waiver – 20.03.400(a)(1): The Downtown Plan makes no specific recommendation to density, but notes that increased density will lead to greater building massing and design challenges. The proposed affordable units are larger than permitted to allow for them to be meet the needs of families. Affordable housing is a growing need in Bloomington and especially in downtown. This proposal fulfills a need not being provided by private development. Staff recommends approval of the waiver.

First Floor Use: This petition does not include any first floor office or retail space. It does include some service areas for the building, but the majority of the first floor of the building

is residential uses. The STPO requires Plan Commission review of any site plan that incorporates first floor dwelling units.

Ground Floor Residential Waiver – 20.03.390: The STPO is one of two downtown overlays that does not allow ground floor residential units without Plan Commission review and approval. In the SPTO, the reason for this ground floor residential restriction is to encourage office park related uses in the City's Certified Technology Park area and to ensure that residential uses are an accessory to a primary use.

The Unified Development Ordinance lists as an objective in the Showers Technology Park Overlay description to "Promote mixed-use development focused on light industrial/manufacturing and office uses where live-work, young professional, single-family, empty nester and retiree housing markets are targeted." In addition, The Downtown Vision and Infill Strategy Plan recommends that in the Showers Technology Park residential uses should be encouraged, promoting live-work opportunities for both professional and for light manufacturing employees." (Pages 2-10-11) While not reviewed or approved by the Plan Commission or City Council, staff notes Redevelopment Commission's 2013 "Master Plan and Redevelopment Strategy/Certified Technology Park," recommends "mostly residential development west of Rogers Street with limited commercial spaces" (page 18) and focuses on providing housing opportunities geared toward demographics other than students (page 48).

This site plan is a smaller part of the larger Trades District, the majority of which will be developed with office and employment uses. In addition, this petition provides needed housing in an underserved market for those earning at or less than 60% of the area median household income.

Height: The building is 4 stories and 51 feet tall, as measured from grade to the tallest part of the structure. The maximum permitted height in the STPO is 45 feet. The grade of the property rises more than 10 feet from south to north. The height of the building steps up the grade. At any given point along the street edge, the building is not more than 3 stories. In addition, the increase height and slope of the roof is necessary to maximum solar gain for the photovoltaic cells.

Height Waiver - 20.03.400(b)(1): A waiver from the standards of the UDO is required to allow a height of more than 45 feet. The general recommendations of the Downtown Plan are for buildings with a perceived height of 2-4 stories, with taller buildings having recessed upper stories (guideline 3.9). The proposed building is a 4-story building, but because of the grade, no individual part of the building is more than 3 stories. In addition, the increased height is required for the sloped roof to maximum solar gain for the solar panels.

Modulation: The STPO requires a maximum module width of 100 feet along both Rogers St. and the B-Line trail. The petition meet the modulation requirement along Rogers Street through the step down in height of the building, but does not meet the building façade offset. Along the B-Line Trail, the main mass of the building is approximately 190 feet without a module break.

Modulation Waiver - 20.03.410(c)(1): A waiver from the standards of the UDO is required to allow for a module of more than 100 feet in width. Along Rogers St. The building meets the intent of the standards by stepping the building down from 3 stories to one story even though there is no horizontal modulation. Along the B-Line Trail, the building is set back 150+ feet from the trail, reducing the need for a dramatic modulation to increase pedestrian interest. Between the building and the trail, visual interest is gained in the proposed landscaping, greywater reclamation system, solar covered parking area, preserved trees, trail plaza and playground.

Step Back: The STPO requires that any building over 35 feet in height must step back the portion over 35 feet a minimum of 15 feet from the front build-to-line. At the tallest, this building is 51 feet tall. All portions of the building, including the height above 35 feet, are built to the maximum setback without a step back. A waiver is required.

Building Height Step Back Waiver-20.03.410(c)(3): A waiver from the minimum stepback height architectural standard of the STPO is required. Staff believes this requirement was created to ensure a stepback for buildings taller than 3 stories in height. The Downtown Plan recommends buildings of 2-4 stories. In addition, the Master Plan and Redevelopment Strategy/Certified Technology Park recommends buildings of 3 stories in height. This building has the perceived height of 3 stories.

Relationship to the B-Line Trail: The STPO requires building along the B-Line trail to have an entry on the trail façade for every 100 feet of building facade. This building does include two entries, but it is setback from the trail more than 150 feet. The STPO also requires a pedestrian plaza adjacent to the trail with features such as benches, bike racks and trash cans. These features are provided on the site plan.

Parking: The petitioner is proposing 61 off-street parking spaces in two different parking areas. The southern covered lot contains 14 regular spaces plus 5 car sharing spaces. The northern lot contains 42 spaces. The maximum parking for this use is 65 spaces.

Bicycle Parking: A 65 bedroom multi-family development requires 11 bicycle parking spaces. 5 must be long term class-1 spaces and 3 must be covered spaces. The site plan currently shows 10 uncovered class-2 spaces to the south of the building and no specific location for interior Class-1 spaces. This is included as condition of approval #2.

Materials: The building is clad in metal panels, fiber cement panels and sidings, and masonry. These are all permitted materials.

Streetscape: The petitioner has shown a schematic streetscape to meet minimum UDO requirements. This includes curb bump out at the driveways, a 10 foot wide sidewalk with 5x5 street tree grates and street lights. This should be viewed as a schematic streetscape. The City has contracted with Anderson + Bohlander, LLC to determine the scope of infrastructure investment and road design within the entirety of the Trades District. This analysis is not yet complete. The petitioner has shown a willingness to work with the City on future streetscape design. This is included as condition of approval #3.

Entrances: The building contains a pedestrian entrance along Rogers Street. This entry contains a canopy, building name and a landscaped plaza area. The building also contains entries for tenants only on the north and south sides of the building. The connection to the trail contains the required pedestrian entrance landscaped plaza features.

Void-to-Solid Percentage: The STPO sets a minimum upper story void-to-solid architectural standard at 20% which the petition meets. The STPO also sets a minimum first floor void-to-solid at 40% facing the street. The petition as presented is only 25.5%. Condition of approval #6 recommends that the petition meet the minimum first floor void facing Rogers Street.

The STPO has conflicting requirements for the façade along the B-Line Trail. It lists both a 40% void and a 60% void. The petition includes 29.8% void along the trail. A waiver is required regardless.

Void-to-solid Waiver-20.03.410 (b)(3): The Downtown Plan makes no specific recommendation for a first floor void percentage, but instead makes many recommendations about building designs that increase pedestrian interest along the street and trail. For this building, the first floor is set approximately 150 feet from the trail. Pedestrian interest is gained through the preserved trees, the trail plaza, the rain gardens and playground. An increased first floor void would only serve to create larger windows looking into private apartments.

Utilities: Water and sanitary sewer services are available in Rogers Street. Stormwater will be captured and directed to the nearby public storm sewers. Stormwater and utility plans have been submitted to the City Utilities Department and are under review. Both CBU and the County Health Department must review and approve the proposed greywater reclamation system.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made 1 recommendation concerning this development.

- 1.) The Petitioner shall continue to work with the Planning and Transportation staff to modify the Landscape Plan such that it meets or exceeds the requirements of the UDO.

Staff response: This is included as condition of approval #1.

CONCLUSION: Staff finds that the petition meets many requirements of the UDO in terms of architecture and design. The building is 100% residential and is taller and denser than the maximums of the STPO. The requested waivers are appropriate in this location and for this site plan due to the high environmental sensitivity of the proposal and the affordable nature of all the units. While some parts of the petition do not meet the standards of the STPO, the requested waivers are appropriate based on the merits of the proposal, its compatibility with surrounding buildings and compliance with the recommendations of the Downtown Plan.

RECOMMENDATION: Based on the written findings above, staff recommends approval of SP-29-16 with all associated waivers with the following conditions:

1. The petitioner shall continue to work with staff to ensure compliance with the landscaping requirements of the UDO.
2. Eleven (11) bicycle parking spaces are required. A minimum of five (5) must be long term class-1 spaces inside the building and a minimum of three (3) must be covered spaces.
3. The proposed streetscape plan should be considered schematic. The petitioner shall continue to work with the City and Anderson + Bohlander, LLC on the final streetscape design.
4. Connection to B-Line trail must be approved by the Parks Department and the Board of Parks Commissioners.
5. Approval of this site plan does not constitute approval of the greywater reclamation system from any other body or entity.
6. The first floor along Rogers Street shall be a minimum of 40% void.
7. Northern parking lot must include a screen wall to block views of parking from Rogers St. per BMC 20.05.055 (b)(3)
8. The future plat to create the lot for this development must include an ingress and egress easement along the parking lot access aisle to provide cross access to lots to the north.

MEMORANDUM

Date: September 29, 2016

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP-29-16, Pedcor Investments, LLC
611 N. Rogers Street

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC). The request is for a Site Plan approval of a 4-story multi-family building in the Commercial Downtown Zoning District and the Showers Certified Technology Park Overlay District.

The EC is in favor of this petition because we believe that it aligns with the vision and guiding principles of the “Master Plan and Redevelopment Strategy / Certified Technology Park, Bloomington, Indiana July 2013 (Master Plan).” To view the plan please see <http://bloomington.in.gov/media/media/application/pdf/15735.pdf>.

This development will encourage future environmental sustainability within Bloomington by implementing several green building practices for the first time locally. The EC applauds this effort and would like to support this philosophy and these practices any way we can. Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the Unified Development Ordinance (UDO). Additionally, they are supported by Bloomington’s overall commitment to sustainability and its green building initiative (<http://Bloomington.in.gov/greenbuild>). Sustainable building practices are explicitly called for by the Mayors’ Climate Protection Agreement signed by former Mayor Krusan; by City Council Resolution 06-05 supporting the Kyoto Protocol and reduction of our community’s greenhouse gas emissions; by City Council Resolution 06-07, which recognizes and calls for planning for peak oil; and by a report from the Bloomington Peak Oil Task Force, *Redefining Prosperity: Energy Descent and Community Resilience Report*. The EC is elated that Bloomington is finally seeing a development that includes nearly all of the green building practices that we would have recommended.

ISSUES OF CODE COMPLIANCE:

1.) LANDSCAPE PLAN

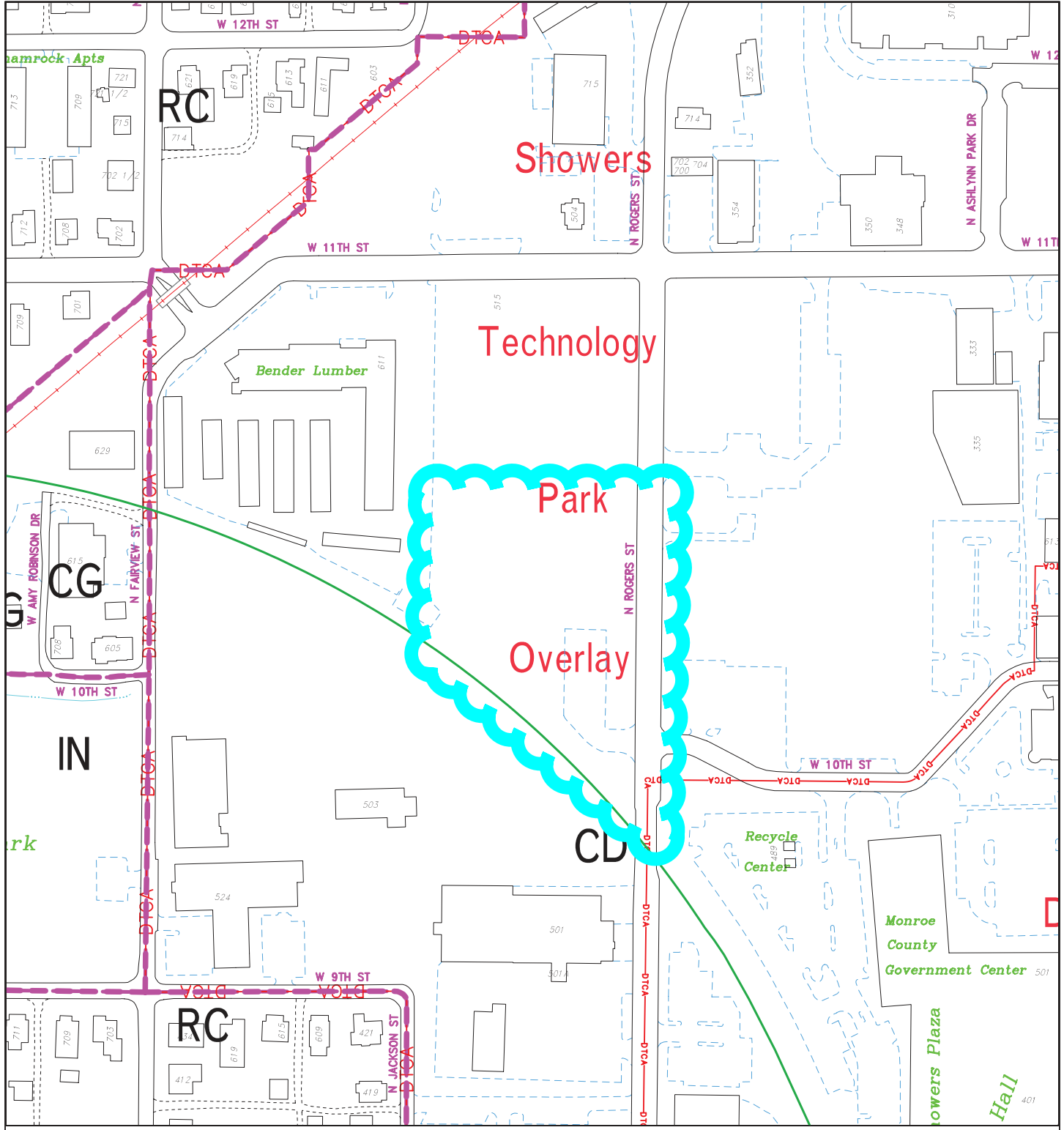
As of the time of the final revision deadline, the petitioner still had a few outstanding issues with

the Landscape Plan. Specifically, they have too few shrubs in the Interior Shrubs category. Staff used the tree and perennial substitutions allowed by the UDO, but the numbers are still short.

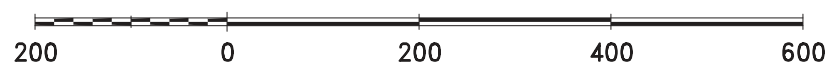
The EC is confident this can be easily remedied; therefore, the EC recommends that the Petitioner continue to work with Planning and Transportation staff to modify the Landscape Plan until it meets UDO regulations, at the least.

EC RECOMENDATIONS

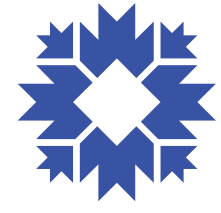
- 1.) The Petitioner shall continue to work with the Planning and Transportation staff to modify the Landscape Plan such that it meets or exceeds the requirements of the UDO.



By: roachja
26 Aug 16

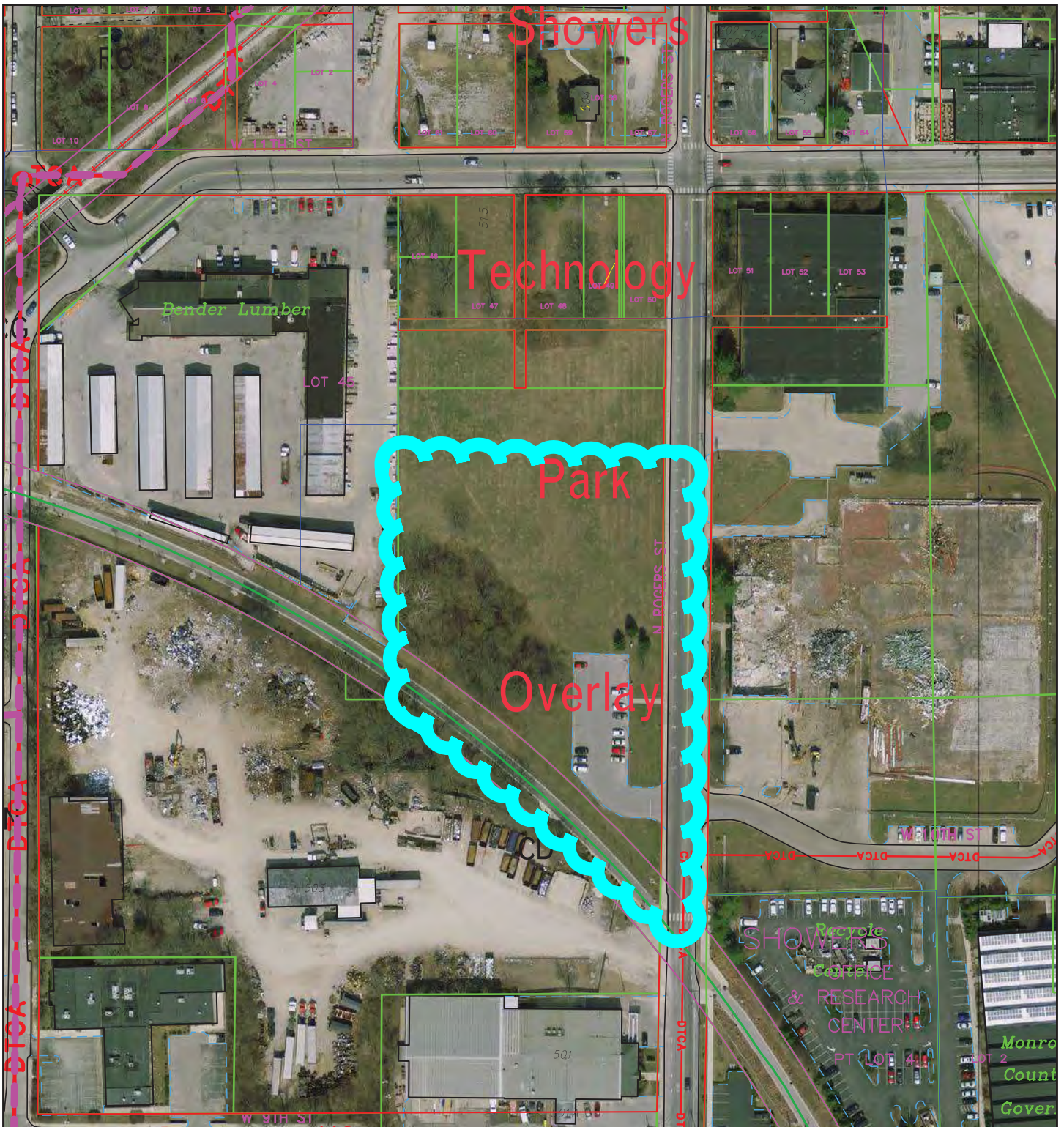


City of Bloomington
Planning & Transportation

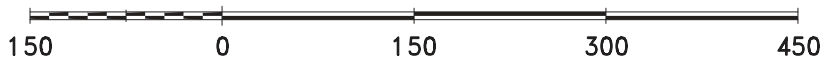


Scale: 1" = 200'

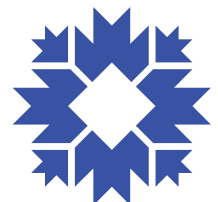
For reference only; map information NOT warranted.



By: roachja
 26 Aug 16

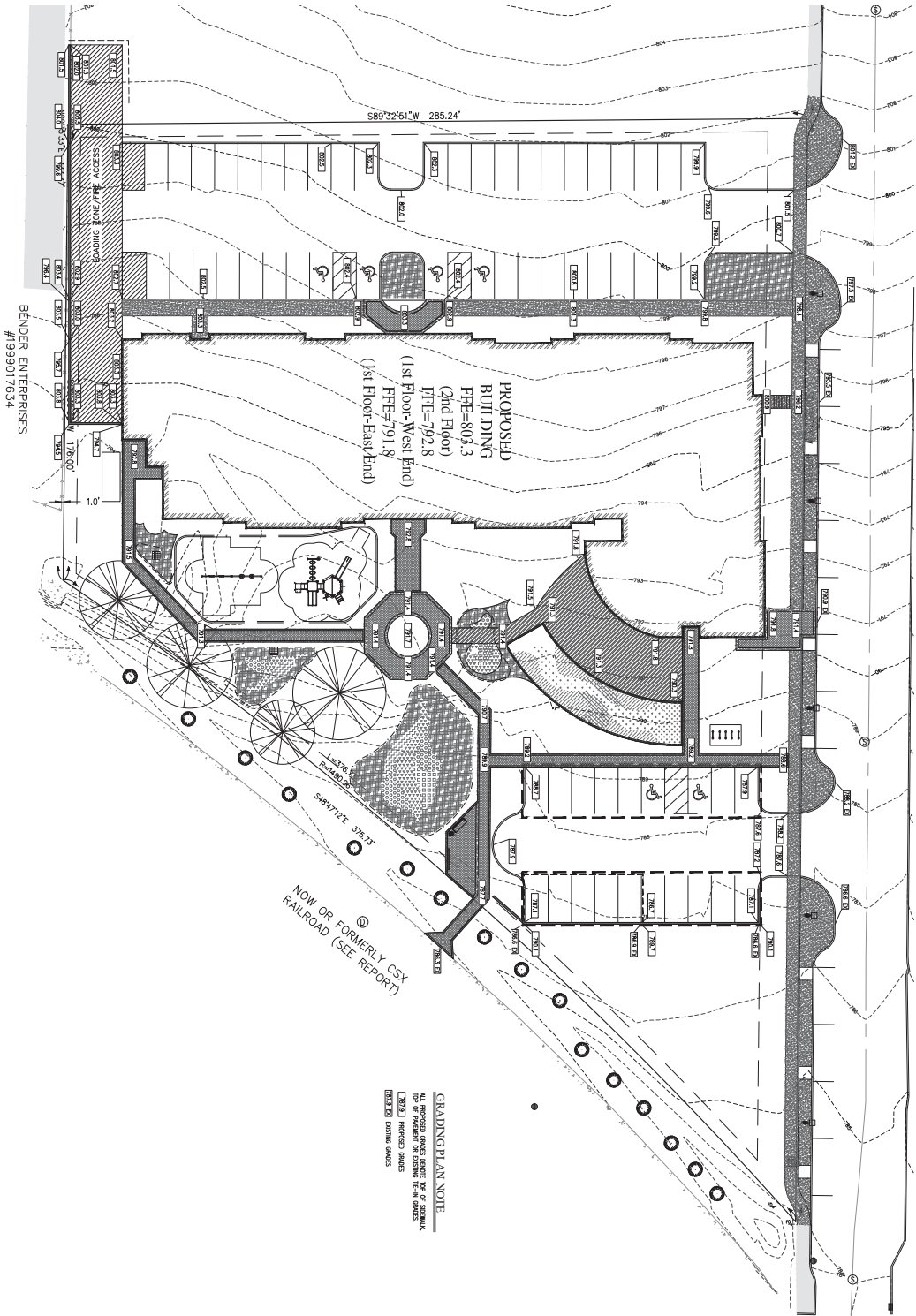


City of Bloomington
 Planning & Transportation



Scale: 1" = 150'

For reference only; map information NOT warranted.

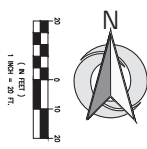


PROPOSED BUILDING
 FFE=809.3
 (2nd Floor)
 FFE=792.8
 (1st Floor-West End)
 FFE=791.8
 (1st Floor-East End)

BENDER ENTERPRISES
 #1999017634

©
 NOW OR FORMERLY CSX
 RAILROAD (SEE REPORT)

GRADING PLAN NOTE
 ALL PROPOSED GRADES SHOWN ARE TO BE CONFORMANT WITH THE PROPOSED GRADING PLAN. SEE REPORT FOR FURTHER INFORMATION.
 [Symbol] PROPOSED GRADES
 [Symbol] EXISTING GRADES



Petitioner's Statement

Moving Forward, 600 N. Rogers St., Bloomington, IN 47404

Introduction to Pedcor

Pedcor Investments, A Limited Liability Company, ("Pedcor") is Indiana's largest developer of affordable housing and one of the top developers and owner/managers of Low Income Housing Tax Credit ("LIHTC") units in the country. Pedcor and its affiliates commenced operations in 1987 and its principals include Gerald K. Pedigo, Bruce A. Cordingley, and Phillip J. Stoffregen. Over the past **29 years**, Pedcor has developed a strong reputation for identifying strong rental housing markets and utilizing various financial structures resulting in **116** total apartment properties. The overall portfolio has a current occupancy of **95.7%** and consists of a total of **20,579** apartment units (14,894 tax credit and 5,685 market rate). All of which are currently under the management/ownership of Pedcor and span across **18** different states. In Indiana alone, we've built **39** communities consisting of more than **6,000** units with the Indiana Housing and Community Development Authority ("IHCD").

As a vertically integrated company, Pedcor possesses a unique ability develop communities unlike other developers in our industry. Our in-house staff provides the following services to each project:

- **Design:** plan production via 2 licensed civil engineers & 3 architects
- **Develop:** zoning and entitlements
- **Finance:** self-placement of debt & self-syndication of low income housing tax credits
- **Fund:** financial wherewithal of one or both of our financial banking institutions
- **Construct:** general contracting staff to manage each project
- **Manage:** management staff to efficiently and effectively manage each project

Pedcor employs 660+ people between the different Pedcor affiliated entities. The specific affiliated entities participating in the prospective developments will be Pedcor Management Corporation ("PMC"), Pedcor Development Associates, LLC ("PDA") and Pedcor Construction Management, LLC ("PCM"). Each of these entities is headquartered at One Pedcor Square, 770 3rd Avenue S.W., Carmel, Indiana with all other Pedcor Company subsidiaries.

The inclusive nature of our organization provides versatility for responsive, seamless decision making and quick resolution to any issue throughout the development process.

Over Pedcor's 28-year history, we have closed on 169 partnerships using either 9% tax credits, 4% tax credits (with private activity bond financing), or conventional financing (or a combination thereof). In aggregate, we have raised **\$1.04 billion in debt** and **\$677 million in LIHTC equity** proceeds. Together, our portfolio exceeds a \$1.7-billion-dollar valuation in real estate assets. Our combination of financing techniques includes the layering of soft funding sources like HOME, CDBG, 1602 exchange funds, TIF financing, and many others. Our in-house finance staff is well rounded and can provide services to close transactions involving any one of the above mentioned structures or sources. Pedcor prides itself on the fact that we have never defaulted on a loan nor returned to a tax credit investor asking for an additional dollar of proceeds beyond what was originally agreed upon.

1. <http://www.in.gov/ihcda/movingforward.htm>

In addition to our ability to close complex deals with complex financing structures, we also have financial wherewithal unlike any other developer. Pedcor owns two financial institutions that can provide debt, equity, and letters of credit to accomplish the construction of proposed projects. Our direct access to our banks and the ability to produce such financing has not been found elsewhere in the county.

Introduction to the Project

Moving Forward is an innovative program created by the Indiana Housing and Community Development Authority (“IHCDA”) aimed at providing energy efficient affordable housing and transportation. The program is designed to create housing that increases quality of life while decreasing the cost of living for low to moderate income individuals and families¹. Moving Forward embodies smart development techniques to reduce housing + transportation costs which currently account for 45% (30% and 15% respectively) of low and moderate-income family budgets throughout Indiana. These expenditures will be reduced through specific site selection criteria, a higher efficiency building envelope and the use of renewable energy solutions.

Pedcor was chosen by IHCDA to develop, design, and implement the program within an Indiana community of our choosing. Each development is funded by Low Income Housing Tax Credits (“LIHTCs”) and all units will be restricted to individuals and families earning at or below 60% of the Area Median Income (currently \$67,700 in Monroe County for 2016). The project will specifically target the workforce population of Bloomington, IN.

The Showers Commons Certified Technology Park (“CTP”) was chosen as the location for the Pedcor Moving Forward development for a variety of reasons. First, there are a multitude of transportation options surrounding the property including the multiuse B-Line trail, public transportation (Bloomington Transit Route 2), and other pedestrian connections including bicycle lanes along Rogers St. Second, Moving Forward has an opportunity to meld with other, highly-sustainable and energy efficient users within the CTP. Sustainable Elements envisioned for the CTP can be found in the CTP master plan on page 25. Third, the site presents an opportunity for the workforce housing population to live, work, play and ultimately thrive in a downtown setting. Finally, there is a clear need for affordable, workforce housing in the City of Bloomington given rising rental rates associated with an ever-increasing supply of student housing.

Moving Forward will open up redevelopment activity within the CTP including future infrastructure improvements that will (and have already) attract future investment into neighboring parcels. Pedcor has received a resolution from the City of Bloomington Redevelopment Commission (“RDC” is the current property owner) to file with the Plan Commission. A project agreement is currently being negotiated between Pedcor and the RDC for site control over the subject parcel.

1. <http://www.in.gov/ihcda/movingforward.htm>

Project Details

The 1.95-acre site is situated just northwest of City Hall. Moving Forward is a single, 4-story residential structure containing 36 multi-family rental apartments. Below is a unit matrix and pricing structure:

Unit Type	Number of Units	Avg. Unit Size (s.f.)	Proposed Monthly Rent
1 Bed / 1 Bath	13	834	\$625
2 Bed / 2 Baths	17	1,117	\$675
3 Bed / 2 Baths	6	1,428	\$845
Total	36		

The units will maintain an affordability status (explained above) for a minimum of 30 years per the Letter of Intent executed with Mayor Hamilton. Each unit is equipped with Energy Star appliances (refrigerator, built-in dishwasher, and range oven), a garbage disposal, cable hookups, laundry hookups, LED lighting, ceiling fans, window blinds or curtains, and a patio or balcony. All units are accessible via two large, glass-enclosed staircases and an elevator.

The building will host a community multipurpose room complete with a community TV, kitchen, and sitting areas. Additional amenities include a business center, fitness center, central laundry facilities, indoor bicycle storage, central trash / recycling and on-site management offices. Lastly, residents will enjoy access to a second-floor rooftop deck plus the outdoor, B-Line courtyard. The exterior of the building will be 100% brick, stone or cement board siding with a metal roof covering. All entry points to the building will be restricted with key-fob only access and the site / parking areas will be lit.

“Green” Aspects of the Development

The development will achieve greater than an Emerald NGBS level certification through the selection of various building systems (HVAC, lighting, fenestration, etc.) and materials. The project goal is to generate between 100-105% of its required amount of daily energy needs via renewable sources (photovoltaic cells). A variety of energy monitoring techniques will be used in order to provide residents with feedback on their energy usage. The data will enable the project to evaluate its overall ability meet the goal set forth above.

The solar cells are being provided through a planned partnership with Duke Energy to supply customer-sited solar energy. Solar cells will cover a vast majority of the building’s roofing structure in addition to the southern parking lot via solar carports. The energy will be utilized or stored in an on-site battery system for resiliency purposes (also supplied by Duke Energy). In the case of emergency, the battery and solar energy sources will enable the building to operate critical electronics (i.e. refrigerators, emergency lighting, certain outlets, and a car sharing charging station). without assistance from the electric grid. The development may operate on this cycle for 24 hour periods so long as solar energy is prevalent and available. *Please note that a formal commitment has not been received from Duke Energy. Duke Energy has supplied a letter of intent to participate in the project but all approvals through the appropriate regulatory agencies are still pending.*

A graywater plumbing system has been integrated into the plumbing system in order to reduce the amount of on-demand municipal water used at the site. The system will collect used water from lavatory sinks, showers, washing machines and dishwashers. The water will then be filtered through an ecological treatment system located on-site. The filtered water will be disinfected by ultraviolet lights before it's resupplied for toilet use in all bathrooms.

In addition, irrigation is served by collected rainwater from the roof system. The remainder of the stormwater collected on-site will either be filtered through pervious pavers, rain gardens, and/or bio-swales located on the property.

Lastly, the development anticipates entering into an agreement with an electric vehicle ride-share company. The agreement will yield five reserved parking spaces with electric charging stations for public access. The car program is designed to reduce individual car ownership while increasing access to cheaper, public transportation. Energy Systems Network (the same company that brokered the Blue Indy program in Indianapolis) is currently working with City officials to select a car-share provider. The car sharing program will be expanded not only to Moving Forward but it's also expected to reach other Bloomington destinations such as Indiana University, Ivy Tech, College Park Mall, etc. Additional details on the provider and program will be determined at a later date.

Requested Zoning Exception

The development is requesting one zoning exception from the City of Bloomington Plan Commission.

Structure Height According to Chapter 20.03 Section 400(b)(2) of the Unified Development Ordinance, the maximum height allowed is 45 feet. According to the City's definition of structure height, the building must measure from the lowest finished floor elevation to the highest point of pitch on the roof structure. Therefore, the building currently stands 51 feet and 1 inch tall. In reference to the East Elevation included in the Plan Commission filing package, it is evident that at no point in time is the structure ever greater than 3-stories in height. This is due to the fact that the building follows the natural, sloping grade of the site. Thus, the structure is (in reality) a stepped, 3-story building not greater than 45 feet tall at any given point when measured perpendicular from grade. A single caveat relates to the height of the stair towers (50 feet tall). Each tower is required to travel the height of both 3-story structures and each will provide access to the roof area for servicing the mechanical equipment (i.e. solar panels). The pitch of the roof structure is set to maximize solar efficiency which is why a flat roof was not considered. Thus, the roof system is acting as a mechanical system to supply energy to the project. Therefore, Height Exception (4) in Chapter 20.05.050 of the UDO shall apply to grant the excess building height as required Mechanical Equipment. The exception shall also apply to the stair tower height given the access requirements for the solar equipment. Please note that the solar panels will be visible to the public as an architectural feature.

Requested Zoning Waivers

Residential Units as a First Floor Use Per Chapter 20.03.370 of the Showers Technology Park Overlay, any development with residential dwelling units on the first floor must be reviewed and approved by Plan Commission. The floorplate has been carefully designed so that the community room, management spaces, business center, and fitness center front Rogers St. and/or the B-Line trail in order to preserve the spirit of commercial appearance. The remainder of the first floor footprint (the east-west wing) sits along the private parking lot to the north and the B-Line plaza to the south. Additional commercial areas within this portion of the development were infeasible given the affordable financing structure proposed. In addition, commercial users generate greater electric and gas needs than the housing units planned. The development's solar capacity is currently maximized and covers all roof surfaces. Therefore, the incremental increase of electric needs for commercial users would prevent the project from achieving its 'Net Zero' design goal.

Unit Size According to Chapter 20.03 Section 400(a)(1)(A), the Dwelling Unit Equivalents are determined based on the size of the particular unit. Both the 1 and 2-bedroom unit sizes are greater than the equivalent standards. See below:

Unit Type	Dwelling Unit Equivalent Sizes Permitted	Dwelling Unit Equivalent	Avg. Unit Size (s.f.) Proposed	Applicable Dwelling Unit Equivalent
1 Bed / 1 Bath	700	0.25	834	0.66
2 Bed / 2 Baths	950	0.66	1,117	1.00
3 Bed / 2 Baths	Any	1.00	1,428	1.00

The sizes of the units have been designed to accommodate the family target market, accessibility standards, IHEDA design standards, and energy efficiency design components. In any event, the sizes are considered competitive to other housing options in downtown Bloomington including single family residences. Therefore, Pedcor is requesting that the Plan Commission waive the size of the units in order to claim the dwelling unit equivalent measurements set forth in the UDO.

Closing

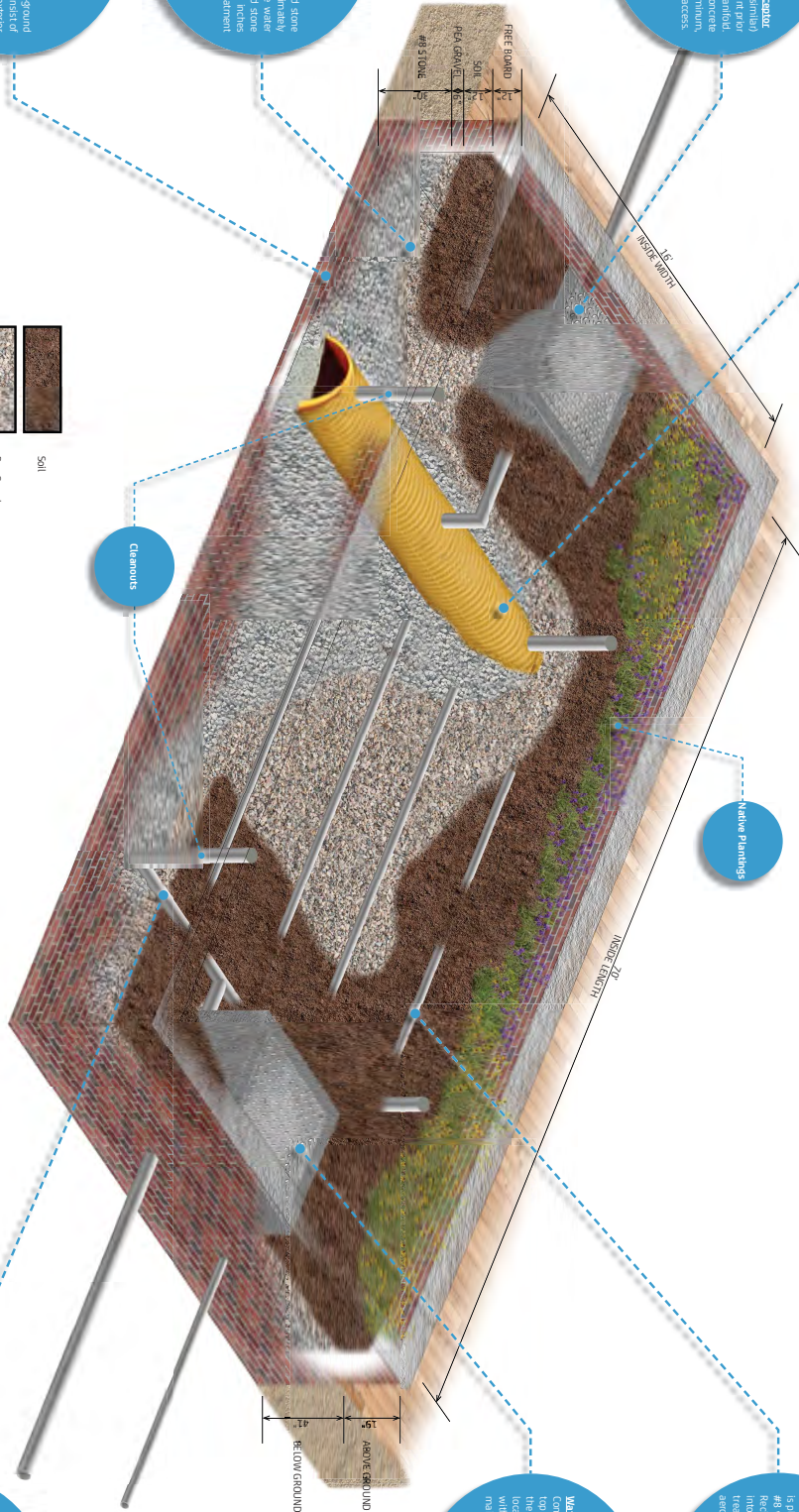
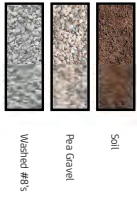
The development conforms with the CTP by providing affordable housing and sustainable, energy efficient development. The requested exception / waivers support both the required density of the project and the overall development scheme as described by the CTP Redevelopment Plan.

Substrate
 Substrate is 30" thick or similar that consists of a 15" layer of #4 washed stone and a 15" layer of #16 washed stone to evenly distribute inflow across the width of the ETS. The manifold is perforated to allow for the untreated influent to migrate into the treatment cell.

Exterior Concrete Lint Inlet/Collector
 A concrete lint (long pipe or similar) designed to separate solids and prior to discharge to the influent manifold. Influent flow has an aluminum lockable hatch for maintenance access.

Treatment Cell Medium
 Consists primarily of #16 washed stone capped with pea gravel and ultimately covered with a 2" layer of soil. The level remains in the #4 washed stone medium at approximately 24 inches in depth where anaerobic treatment occurs.

Exterior Finish
 Similar to any type of above-ground structure, the exterior finish is the type of finish applied to the exterior of the concrete ETS wall.



Water Plantings

Cleanouts

Recirculation Face Manifold
 Consists of a ring system of 1.5 inch diameter pipes with holes. The system is filled with #16 washed stone and pea gravel layers. Recirculating treated wastewater back into the system provides an added treatment cycle while also providing an aerobic treatment.

Water Level Control Structure
 Consists of a riser pipe with adjustable top that controls the water level within the treatment cell. The riser pipe is located within the effluent structure with an aluminum lockable hatch for maintenance access.

Effluent Manifold
 Consists of a riser pipe to allow for the treated water to leave the treatment cell and discharge into the water level control structure.

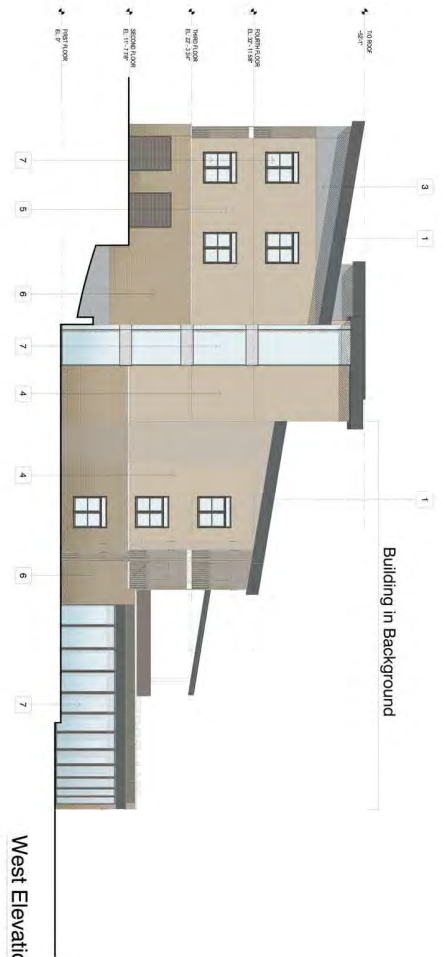


North Elevation

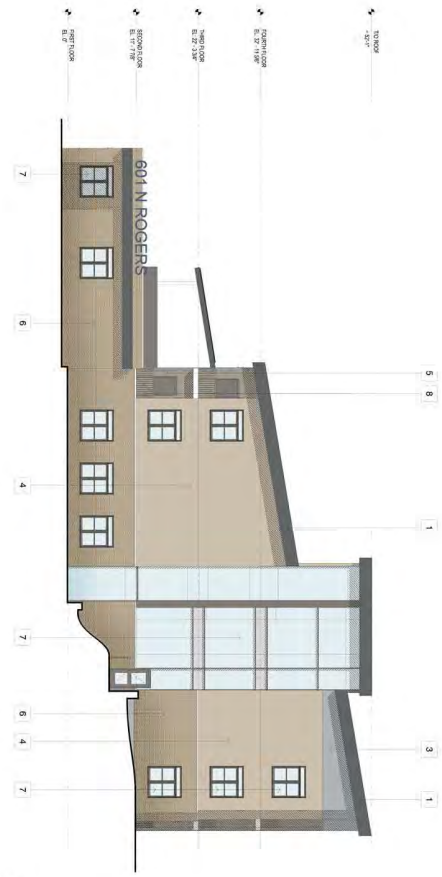


South Elevation

- Material Legend:**
- 1 STANDING METAL ROOF
 - 2 SOLAR PANELS
 - 3 METAL SIDING
 - 4 FIBER CEMENT SIDING BOARD AND BATTEN
 - 5 FIBER CEMENT SIDING LAP SIDING
 - 6 MASONRY
 - 7 INSULATED GLASS IN FIBERGLASS FRAMES
 - 8 METAL PANELS



West Elevation



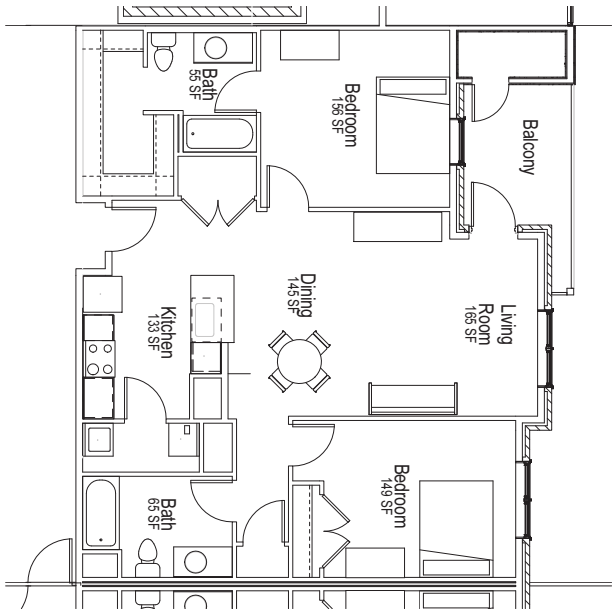
East Elevation

- Material Legend:**
- 1 STANDING METAL ROOF
 - 2 SOLAR PANELS
 - 3 METAL SIDING
 - 4 FIBER CEMENT SIDING BOARD AND BATTEN
 - 5 FIBER CEMENT SIDING LAP SIDING
 - 6 MASONRY
 - 7 INSULATED GLASS IN FIBERGLASS FRAMES
 - 8 METAL PAILINGS



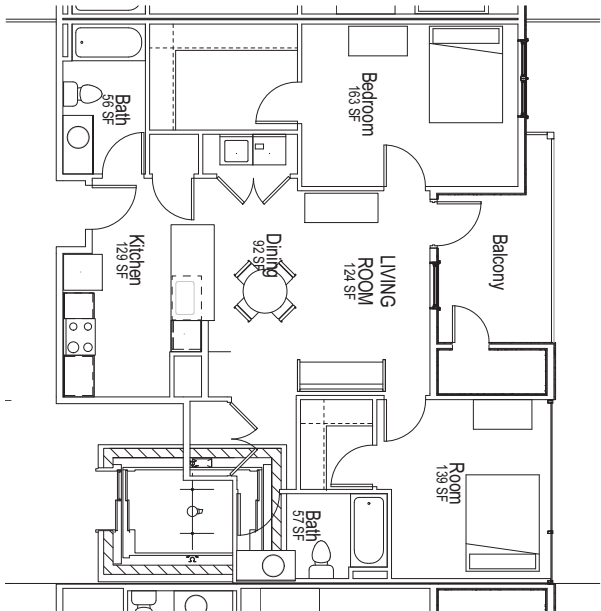






Unit B1 Floor Plan

SCALE: 1/4" = 1'-0"



Unit B2 Floor Plan

SCALE: 1/4" = 1'-0"



"B" Unit Types-Square Footage-Quantity	
Unit Type	Square Footage
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF

"B" Unit Types-Square Footage-Quantity	
Unit Type	Square Footage
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B1	1132 SF
B2	1056 SF
B2	1056 SF
B1	1132 SF

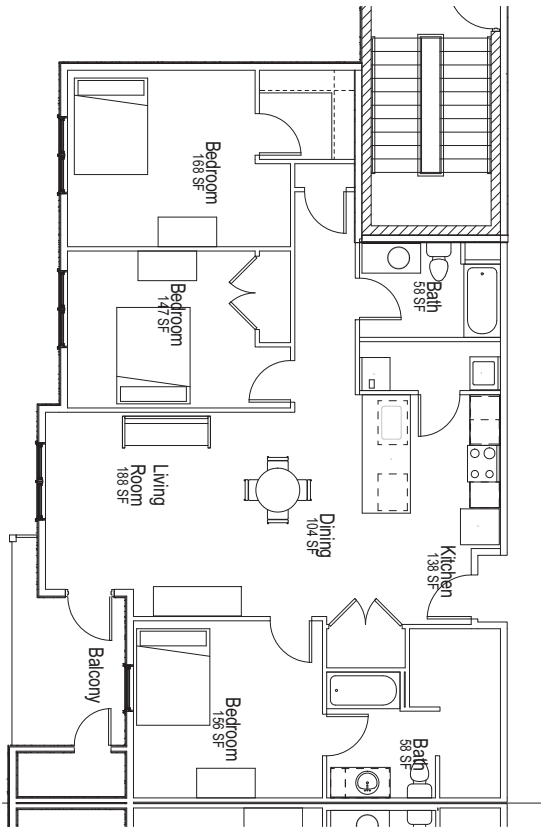


MOVING FORWARD

Bloomington, Indiana
3 October 2016 16034



CSO Architects
ARCHITECTURE • INTERIOR DESIGN
8811 Ivywood Crossing, Indianapolis, IN 46238
Phone: 317.940.0267 Fax: 317.940.0268



Unit C1 Floor Plan
SCALE: 3/4" = 1'-0"

"C" Unit Types-Square Footage-Quantity	
Unit Type	Square Footage

C1	1389 SF
C1	1389 SF
C1	1389 SF
C1	1389 SF
C1	1389 SF
C1	1389 SF

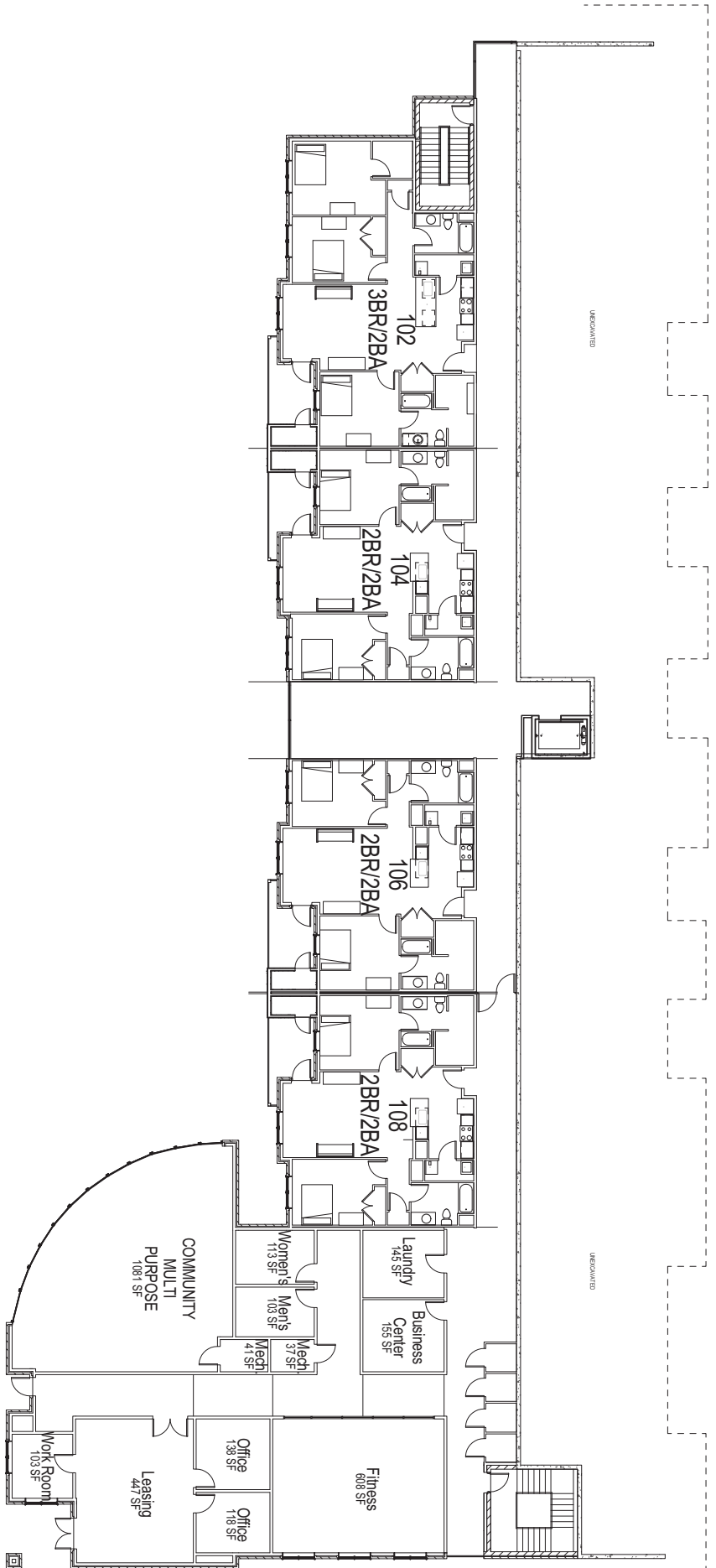


MOVING FORWARD

Bloomington, Indiana
3 October 2016 16034



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ARCHITECTURE • INTERIOR DESIGN
8811 Reynolds Crossing, Indianapolis, IN 46238
Phone: 317.940.5267 Fax: 317.257.0987 www.csoa.com



FIRST LEVEL

SCALE 1/8" = 1'-0"



MOVING FORWARD

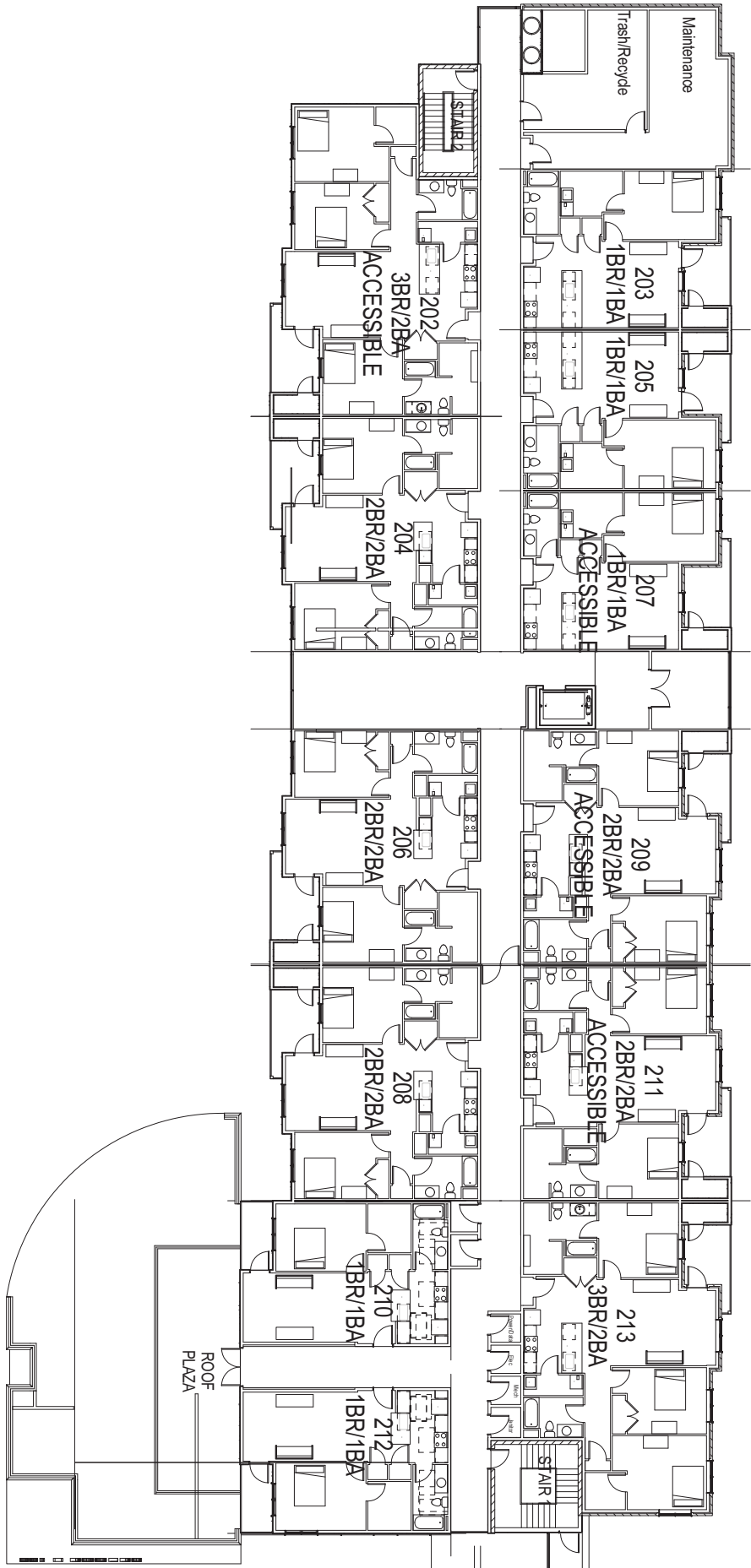
Bloomington, Indiana
3 October 2016 16034



CSO Architects

ARCHITECTURE • INTERIOR DESIGN

8811 Skyward Center, Indianapolis, IN 46238
Phone: 317.960.2067 Fax: 317.960.2068



SECOND LEVEL

SCALE 3/8" = 1'-0"



MOVING FORWARD

Bloomington, Indiana
 3 October 2016 16034



CSO Architects
 ARCHITECTURE • INTERIOR DESIGN

8811 Skyward Center, Indianapolis, IN 46238
 317.276.0300 Fax 317.276.0301 www.cso.com

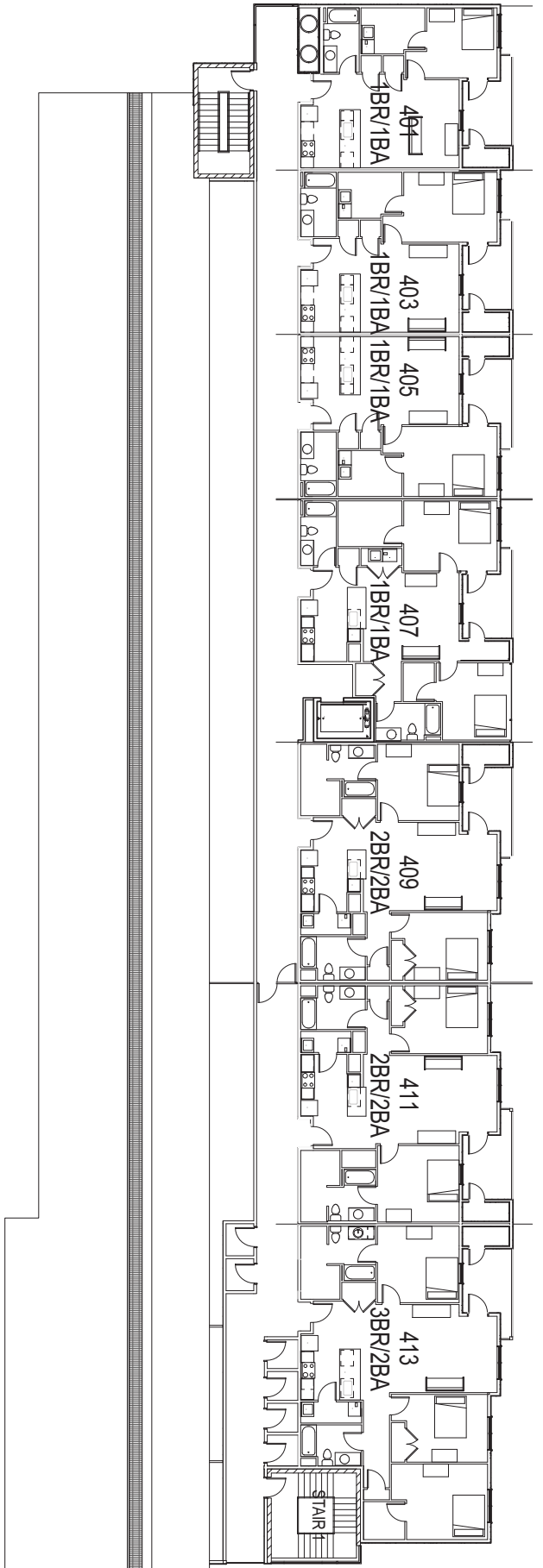


MOVING FORWARD

Bloomington, Indiana
3 October 2016 16034



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FOURTH LEVEL



MOVING FORWARD

Bloomington, Indiana
3 October 2016 16034



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