CITY OF BLOOMINGTON

PLAN COMMISSION

October 10, 2022 5:30 p.m.
Council Chambers, Room #115
Hybrid Zoom Link:

https://bloomington.zoom.us/j/86964380257?pwd=bzQ0R3BDVWVSamRCQkJJZWFNY1FQdz09

Meeting ID: 869 6438 0257 **Passcode:** 293274

CITY OF BLOOMINGTON
PLAN COMMISSION (Hybrid Meeting) **❖City Council Chambers – Room #115**
October 10, 2022 at 5:30 p.m.

❖Virtual Link:
https://bloomington.zoom.us/j/86964380257?pwd=bzQ0R3BDVWVSamRCQkJJZWFNY1FQdz09

Meeting ID: 869 6438 0257 **Passcode: 293274**
Petition Map: https://arcg.is/1yKSam1

ROLL CALL

MINUTES TO BE APPROVED: March 14, 2022 (re-approve) and September 12, 2022

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITIONS CONTINUED TO: November 14, 2022

PUD/DP-24-21 **Robert V Shaw**
N Prow Road: 3500 block of N Hackberry Street
Request: Petitioner requests Final Plan and Preliminary Plat amendment for Ridgefield PUD and Subdivision Section V.
Case Manager: Jackie Scanlan

SP-24-22 **Cutters Kirkwood 123 LLC**
115 E Kirkwood Ave
Request: Major site plan approval to construct a 4-story building with 3 floors of residential units over a ground floor parking garage and retail space in the MD-CS zoning district. The upper floors will consist of 15 dwelling units for a total of 38 beds.
Case Manager: Karina Pazos

PETITIONS:

SP-27-21 **Michael Cordaro (Johnson Creamery)**
335 W 8th Street
Request: Petitioner is requesting an extension of the site plan approval granted under case #SP-27-21 on October 18, 2021.
Case Manager: Eric Greulich

SP-06-22 **Strauser Construction Co., Inc.**
3000 & 3070 S Walnut St.
Request: Major site plan approval to construct a 9 building self service Storage facility with 10 new vehicle parking spaces.
Case Manager: Karina Pazos

ZO-40-22 **Monroe County Government**
Northeast Corner of I-69 and Fullerton Pike
Request: Map amendment (rezone) of one roughly 87.12 acre parcel from Mixed-Use Employment (ME) to Mixed-Use Institutional (MI).
Case Manager: Jackie Scanlan

BLOOMINGTON PLAN COMMISSION **CASE #: SP-27-21**
STAFF REPORT **DATE: October 10, 2022**
Location: 335 W. 8th Street

PETITIONER: Michael Cordaro (Johnson Creamery)
400 W. 7th Street, Bloomington

CONSULTANTS: Ratio Architects, LLC.
101 S. Pennsylvania St., Indianapolis

Smith Design Group
2755 E Canada Drive, Bloomington

REQUEST: The petitioner is requesting an extension of the site plan approval granted under case #SP-27-21 on October 18, 2021.

BACKGROUND:

Area:	1.3 acres
Current Zoning:	Mixed Use Downtown (MD) – Downtown Core Overlay
Comp Plan Designation:	Downtown
Existing Land Use:	Surface parking
Proposed Land Use:	Multi-family Residential Building
Surrounding Uses:	North – Office
	West – Office
	East – Showers Building/B-Line Trail
	South – Office

REPORT: The property is located on the north side of 7th Street and extends north to 8th Street and is within the Downtown Core Downtown Character Overlay of the Mixed-Use Downtown (MD) zoning district. Surrounding land uses include offices to the north, west, and south with the Showers office building and B-Line Trail to the east. The property currently contains a surface parking area that is used by tenants of the Johnson Creamery office building that fronts on 7th Street.

The Plan Commission approved a site plan (SP-27-21) for this site on October 18, 2021, to allow for the construction of a new residential building with 60 dwelling units, 74 bedrooms, and an interior parking area with 18 spaces. One of the conditions of approval with that approval involved the vacation of an alley that runs through a portion of the site. The petitioner has petitioned the Common Council for the alley vacation and is still working through the alley vacation process. Since that process has taken longer than anticipated, it has delayed initiating the permitting process for the project.

The UDO states that the approval of a major site plan shall be effective for a maximum period of one year unless, upon petition by the developer, the Plan Commission grants an extension pursuant to Section 20.06.040(h)(1). That section allow for the decision making body to grant an extension of up to one year, following a written request that explains reasonable cause for such

extension, prior to the expiration date. The final approval authority shall determine whether or not there is reasonable cause for the requested extension.

CONCLUSION: The petitioner is continuing to work through the alley vacation request and this has delayed the initiation of the project and permit approval process. The Department believes this is a reasonable cause for the extension of the approval.

RECOMMENDATION: The Department recommends the Plan Commission approve the request for extension of the site plan approval with the following condition:

1. The approval granted on October 18, 2021 shall be effective through October 18, 2023.

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September 2, 2022

Joseph Patrick
Director of Development
Peerless Development

Petitioner's Statement – Request for Extension to the Plan Commission Site Plan Approval for 335 West 8th Street, Bloomington, Indiana

The intent of this Petitioners Statement is to provide a brief summary of the circumstances surrounding this proposed development after the Plan Commission approval which unavoidably created a delay in the start of construction. Based on these events, we are requesting a 1-year extension to the Plan Commission approval, allowing us to begin construction before October 18, 2023.

The proposed development at 335 W Eighth Street previously approved by the Plan Commission on October 18, 2021. As part of the Recommendation for approval of this project, a Condition was noted that we provide "Verification of the east/west alley vacation must be submitted prior to issuance of a grading permit".

Subsequent to this meeting, and after significant research at the City and County level by multiple parties involved, we were unable to find evidence of the formal vacation of the east/west alley. At that point, we were informed by the Plan Commission that in order for the project to proceed as approved, we would be required to submit a new request for the vacation of the east/west alley in question. This new alley vacation request would need to be reviewed by the Department of Public Works first and then formally approved by the City Council.

In parallel to this approval process with the DPW and City Council, we were also in negotiations with the City of Bloomington Historic Preservation Commission (HPC) and the Housing and Neighborhood Development Department (HAND) regarding the repair and refurbishment of the Johnson Creamery Smokestack, which was partially located within the east/west alley in question. While the smokestack refurbishment work was not formally part of the proposed development at 335 W. 8th St., it was inevitably linked to the property and on the minds of all parties involved at the City. We were informed by the City Council that a decision on the requested alley vacation could not be made until the discussions regarding the final scope of refurbishment work on the smokestack were agreed upon by the HPC, HAND, and the Developer. This process required the commissioning of a new Engineering Study to evaluate the condition of the smokestack and its compliance with current

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building codes. This also initiated the process of the HPC requesting to designate the existing Johnson Creamery Building and Smokestack as a local Historic District. The approved scope of refurbishment work was finally resolved on April 1, 2022 with the issuance of a COA for the smokestack partial demolition and refurbishment.

Once the COA was received, we began the alley vacation process in earnest, starting with the DPW and City Council. Initially, there was a quite a bit of confusion about the extent of the east/west alley in question by all parties (considering that it no longer continues eastward beyond the B-Line trail and terminated at the formerly vacated Madison St.), which required a number of revisions to the legal description provided in the application. Once the application was finalized, we were scheduled for initial reading on the City County agenda in May. It was at this point that a request from the City Staff for concessions / donations from the Developer in exchange for the vacation of the alley was introduced. Negotiations on this topic took a considerable amount of time and ultimately delayed the review and consideration of the alley vacation request by the DPW and the City Council. As part of these negotiations, in mid-July, it was suggested that the Developer dedicate ROW to the City in exchange for the vacation of the existing east/west alley; effectively shifting the alley ROW south approximately 16'. This ROW dedication/vacation exchange request is still in progress at this time, with the hope of getting back in front of the City Council yet in the fall of 2022. At this time, this would appear to be the last major entitlement hurdle required before the proposed development can continue the review and approval process, in anticipation of beginning construction in late 2022 or early 2023.

Based on the overall duration of the surrounding circumstances summarized in the statement above, we believe it is apparent that this is a unique development, requiring unique solutions to the hurdles encountered along the way. With this understanding, we are requesting what might be noted as a unique consideration from the Plan Commission, in the form of a 1-year extension to the Plan Commission approval, allowing us to begin construction before October 18, 2023.

We appreciate the opportunity to work in the Bloomington community and would like to thank the Commission for its consideration in this matter.

Sincerely,

Joseph Patrick
Director of Development
Peerless Development

BLOOMINGTON PLAN COMMISSION **CASE #: SP-27-21**
STAFF REPORT **DATE: October 18, 2021**
Location: 335 W. 8th Street

PETITIONER: Michael Cordaro (Johnson Creamery)
400 W. 7th Street, Bloomington

CONSULTANTS: Ratio Architects, LLC.
101 S. Pennsylvania St., Indianapolis

Smith Design Group
2755 E Canada Drive, Bloomington

REQUEST: The petitioner is requesting major site plan approval to allow for the construction of a 5-story building with 51 dwelling units in the Mixed-Use Downtown (MD) zoning district.

BACKGROUND:

Area:	1.3 acres
Current Zoning:	Mixed Use Downtown (MD) – Downtown Core Overlay
Comp Plan Designation:	Downtown
Existing Land Use:	Surface parking
Proposed Land Use:	Multi-family Residential Building
Surrounding Uses:	North – Office
	West – Office
	East – Showers Building/B-Line Trail
	South – Office

REPORT: The property is located on the north side of 7th Street and extends north to 8th Street and is within the Downtown Core Downtown Character Overlay of the Mixed-Use Downtown (MD) zoning district. Surrounding land uses include offices to the north, west, and south with the Showers office building and B-Line Trail to the east. The property currently contains a surface parking area that is used by tenants of the Johnson Creamery office building that fronts on 7th Street. There is a 12' wide platted alley along the west side of this property that runs north/south and connects 7th Street to 8th Street. There is an underground culvert and 15' wide easement that runs through the northeast corner of this property that contains a 48" storm water pipe that serves the overall storm water drainage system for the portions of the City upstream of this area.

The Plan Commission recently approved a site plan (SP-11-20) for this site in 2020, however due to difficulties encountered regarding the relocation of the existing box culvert and concerns about the stability of the historic smokestack, the petitioner has had to redesign the proposed project.

The petitioner is requesting major site plan approval to allow for the construction of a new residential building with 60 dwelling units, 74 bedrooms, and an interior parking area with 18 spaces. There will be 44 studio units, 6 one-bedroom units, 6 two-bedroom units, and 4 3-bedroom units. The interior parking garage would be accessed from a drive cut on the alley on the west side and by an entrance on the south side of the building. The petitioner is proposing a 1,000 square foot fitness area along the ground floor of the 8th Street frontage and a large outdoor

plaza area, two dwelling units, and lobby along the ground floor facing the B-Line.

This petition is proposing to utilize two sections of the UDO. The first is Section 20.04.110 (d)(2)(A) Sustainable Development Incentives that allows for an additional floor of building height, not to exceed 12'. The second is to utilize Section 20.04.060(g) Adjustments to Minimum Parking Requirements to allow for a reduced on-site parking requirement. More information is discussed on those two aspects later in the report.

This petition is considered a Major Site Plan since it contains more than 50 dwelling units and is required to be reviewed by the Plan Commission.

SITE PLAN REVIEW:

Non-Residential Uses on the First Floor: This site is not required to have ground floor non-residential uses. They have proposed a 1,000 square foot fitness area along the ground floor of the 8th Street frontage and a large outdoor plaza area, two dwelling units, and lobby along the ground floor facing the B-Line.

Dimensional Standards: The build-to-range is 0 to 5 feet and a minimum of 70% of the building must be at the build-to-range. As a result of the underground culvert and easement which prohibits any portion of the building to be constructed in that area and difficulties encountered with relocating the culvert, the petitioner has requested a variance (V-16-21) from the minimum 70% of the building required to be at the build-to-line. There is a 10' minimum building setback required along the B-Line Trail and the building meets that requirement with the approximately 40' setback shown.

The maximum height in the DCO is 4 stories, not to exceed 50 feet. The proposed building is 5 stories and 60 feet tall. The petitioner is proposing to utilize the Sustainable Development Incentives in Section 20.04.110(d) that allow for an additional story, but not to exceed 12'. The UDO states that projects seeking to utilize the incentives shall demonstrate compliance with at least four of the six qualifying criteria. The petitioner has stated that they intend to meet sections (ii) Light Colored Hardscaping, (iii) Covered Parking, (iv) Cool or Vegetated Roof, and (v) Solar Energy. More information on the specific details related to compliance with each of those requirements is contained in their petitioner statement and supporting exhibits. The Department finds that this petition has demonstrated compliance with the four sections of the Sustainable Development Incentives listed and is eligible for the additional height as outlined.

Parking: Based on the bedroom and unit count, the site is required to have 45 on-site parking spaces. The site plan shows 26 parking spaces, 18 spaces will be created under this building and there will be 8 surface parking spaces. The petitioner is proposing to utilize Section 20.04.060(g) of the UDO that allows for adjustments to the minimum number of parking spaces required based on five different factors. The petitioner is proposing to utilize Section #2 (Proximity to Transit) and Section #5 (Modification of Minimum Parking Requirement Based on Parking Study) of that provision to allow for a reduction of required on-site parking spaces.

Section #2 allows for a 15% reduction if there is a fixed transit station within ¼ mile. There is a fixed transit stop at 7th and Morton which is within a ¼ mile of this site. This 15% reduction allows for a reduction of 7 parking spaces from the 45 required spaces, which would reduce the

number of required spaces to 38.

Section #5 allows for a further modification to the minimum number of spaces based on the submittal of a parking demand study. The petitioner has prepared a parking demand study and that is included in the packet. The study discusses the use of shared cars within units as well as an expected decrease in cars for residents of the studio and one-bedroom units, and the use of specific car sharing programs. It should also be noted that the City recently finished construction of a new public parking garage immediately adjacent to this project at the Trades District Garage. The Public Works Department has indicated that there are spaces available for long term lease and the petitioner has initiated communication with the City to secure long term leases for residents. Given the information presented in the Parking Demand Study and the location and availability of on-street parking spaces, and spaces available within a public parking garage immediately adjacent to this property, the Department finds a further reduction of 12 parking spaces appropriate and that the proposed 26 parking spaces should be approved at this location for this project.

Since the petitioner is partially relying on a car sharing program to justify the request for a reduction in the minimum number of on-site parking spaces required, the Department recommends that a minimum number of parking spaces within the on-site garage be set aside for vehicles in the ride sharing program. The petitioner has agreed to set aside 3 spaces within the garage for vehicles in the program and a condition of approval has been proposed to that effect.

Access: There are two proposed vehicular accesses to the parking garage, one off of the alley on the west and one on the south side of the garage. There will not be any drive cuts on 8th Street for this project. There are no setback standards for driveways along an alley and each driveway width does not exceed the maximum 24’ in width that is allowed.

The property is required to have one pedestrian entrance for any primary building façade along a public street and one pedestrian entrance per 100 feet of building frontage along the B-Line Trail. There will be pedestrian access to the building from an entrance on the north side of the building from 8th Street and a large plaza area and additional entrance from the east side of the building along the B-Line trail. The site has approximately 150’ of frontage along the Trail and is required 2 pedestrian entrances. There are two pedestrian entrances shown along the B-Line Trail façade and this requirement has been met. The UDO outlines specific design features for the pedestrian entrances and compliance with this section has been fulfilled with the proposed entrances.

Bicycle Parking: The UDO requires bicycle parking be provided at a minimum of 20% per number of vehicular spaces provided or one space per 5 bedrooms, whichever is more. Based on the 74 bedrooms, there would be 15 bicycle parking spaces required. Since there are more than 25 dwelling units, a minimum of one-half of the bicycle parking spaces must be covered and one-quarter of the spaces must be long-term Class I facilities. The petitioner has shown several areas for bicycle parking around the north side of the building. Bicycle parking should also be provided along the B-Line trail façade as well. Compliance with this section will be reviewed prior to issuance of a grading permit. A condition of approval has been proposed to that effect.

Architecture/Materials: The building will be finished in primarily brick with masonry accents and cast stone or stone elements. These are all permitted materials in the DCO. The overall building features a base element that is separated from the upper floors by a masonry accent

band. There is also a masonry cap along the top of the building to define that area as well. Additional architectural review comments are provided in a memo from Schmidt & Associates that is included in the packet. This petition meets the Architectural standards outlined in the UDO.

Façade Articulation: The UDO requires that building facades shall incorporate exterior horizontal belt course design elements for the building base, middle, and cap. In addition, exterior vertical banding is required to visually define walls and modules. The proposed building meets these requirements with varied design elements and differences in building materials to define the base, middle, and cap of the building. Vertical modules have been shown along the building and include the use of different materials for the recessed modules. The maximum allowed length of the façade modules is 65' and a minimum 20'. The 8th Street side is only 55' wide and therefore meets the maximum façade modulation length standards.

Upper Floor Façade Stepback: BMC 20.02.060(a)(5) requires that the first three stories of building façade in the DCO character area must comply with the build-to-range and that the portions of the building façade facing the street above three stories shall step back from the lower story vertical façade/wall plane a minimum of 15 feet. The submitted elevations and site plan show compliance with this requirement.

Void-to-Solid Percentage: The DCO sets a minimum first floor void-to-solid requirement of 60%, consisting of transparent glass or façade openings, for facades facing a street or the B-Line. The proposed building facades along both of these frontages meet this requirement with 85% void-to-solid shown along the 8th Street frontage and 60% shown along the B-Line Trail frontage.

Streetscape: Street trees and pedestrian-scaled lighting are required along the 8th Street frontage. One street light is required along the 8th Street frontage and has been included as a condition of approval.

Pedestrian Facilities/Alternative Transportation: A new sidewalk and tree plot will be installed along the 8th Street frontage and has been shown to be designed to meet the light hardscaping requirements discussed previously. The retail space on the ground floor features an open plaza area that merges with the B-Line trail to create a seamless interaction area. Any work to the B-Line trail area must be coordinated with the Parks Department and City prior to construction.

COMPREHENSIVE PLAN: The Comprehensive Plan designates this property as Downtown. The Downtown designation "is a mixed use, high intensity activity center serving regional, community-wide, and neighborhood markets. Bloomington must strive to improve downtown as a compact, walkable, and architecturally distinctive area in the traditional block pattern that serves as the heart of Bloomington while providing land use choices to accommodate visitors, business, shoppers and residents.' Land use policies for this area state that:

> *Goal 4.1 Maintain Historic Character. Encourage redevelopment that complements and does not detract from the Downtown's historic, main street character*. The building has been designed to complement and mirror the design of the historic Showers Building and Johnson Creamery Building.

Goal 2.3 Resilent Public Spaces: Ensure public spaces are of high quality, engaging, and active. The design of this building and plaza space along the B-Line Trail actively engages with the trail and creates a quasi-public space. The design of the building also complements the B-Line Trail with the stepbacks and extended awning along the Trail.

Goal 3.2 Built Environment and Green Space: Drive increased efficiency and reduced environmental impacts in the built environment. The incorporation of the four elements of the Sustainable Development Incentives will reduce the heat island effect of the petition as well as provide solar energy to reduce the building's energy demands. These items directly further some of the stated goals of the Comprehensive Plan to improve the site design of buildings in the built environment.

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

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

i. Compliance with this UDO
ii. Compliance with Other Applicable Regulations
iii. Compliance with Utility, Service, and Improvement Standards
iv. Compliance with Prior Approvals
v. Consistency with Comprehensive Plans and Other Applicable Plans
vi. Consistent with Intergovernmental Agreements
vii. Minimization or Mitigation of Adverse Impacts
viii. Adequacy of Road Systems
ix. Provides Adequate Public Services and Facilities
x. Rational Phasing Plan

PROPOSED FINDING: The petition meets all of the UDO requirements with the exception of the percentage of the building required to be at the build-to-line. If a variance from that standard is not approved, then the proposed elevations and site plans must be revised and approved. No problems have been identified with meeting all stormwater and utility connections. No adverse impacts on adjacent properties has been identified. The site is adjacent to existing public roads and alleys and will be easily accessed, with Bloomington Transit service immediately nearby also. The petition is consistent with the Comprehensive Plan which encourages infill development and reuse of underutilized properties. No phasing is planned.

CONCLUSION: This petition meets all of the UDO requirements for the Downtown Core Downtown Character Overlay. This project provides a high quality building along the B-Line Trail and the placement of the plaza space along the B-Line Trail facade allows for the visitors to the building to actively engage between the Trail and building. The development provides housing immediately adjacent to the developing Trades District employment area. The incorporation of the Sustainable Development Incentives provides several environmentally friendly design features for this project as well.

RECOMMENDATION: The Department recommends approval of SP-27-21 with the following conditions of approval:

1. A total of 15 bicycle parking spaces are required and will need to be shown on the site plan before issuance of a grading permit.
2. One street light and street trees not more than 40' from center are required along the 8th Street frontage and will need to be shown on the site plan before issuance of a grading permit.

City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: October 18, 2021

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: SP-27-21: Johnson Creamery Apartments
335 W. 8th Street

The purpose of this memo is to convey the environmental concerns and subsequent recommendations for conditions of approval for this development petition. The Environmental Commission's (EC) objective is that the results of our review and suggestions will lead to enhancement of the ecosystem services provided, and the climate-change mitigation attributes of the site.

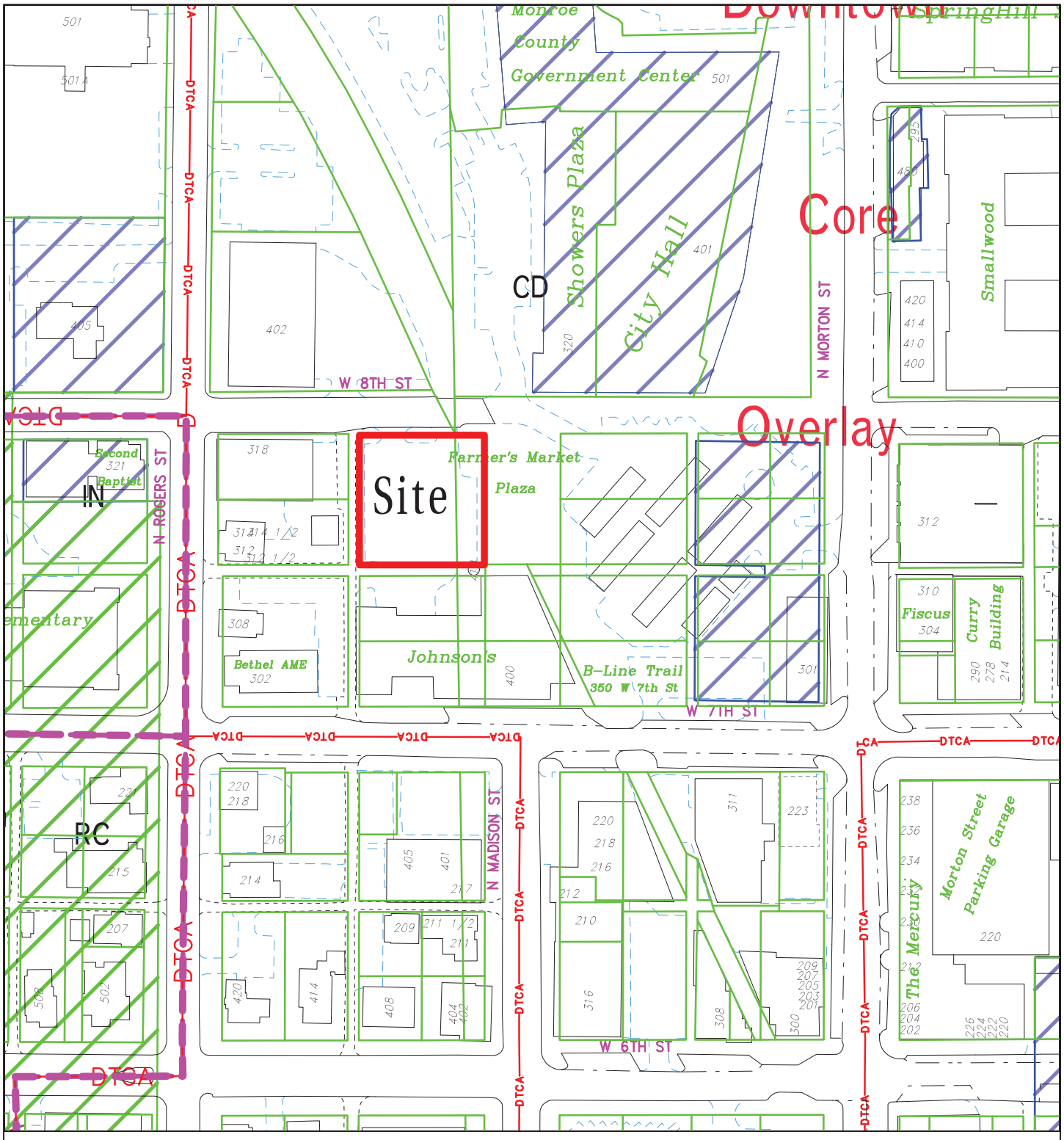
The EC commends the Petitioner for incorporating green building features in the structure and for eliminating the parking lot adjacent to 8th St and the B-Line Trail. To become a greener and more walkable community, these sorts of actions ought to be applauded for their positive impact on our environment. We hope to see future projects follow the example set.

Comments

1.) LANDSCAPE PLAN
The Landscape Plan needs to be finalized with the grading permit. Some plant species will need to be changed (example is Ulmus x 'Frontier'), and the amount of pervious surface needs to be calculated to determine the quantity of interior plants.

Recommended Conditions of Approval

1.) Revise the Landscape Plan prior to the Grading Permit issuance.



Johnson Creamery

City of Bloomington
Planning & Transportation

By: greulice
27 Mar 20

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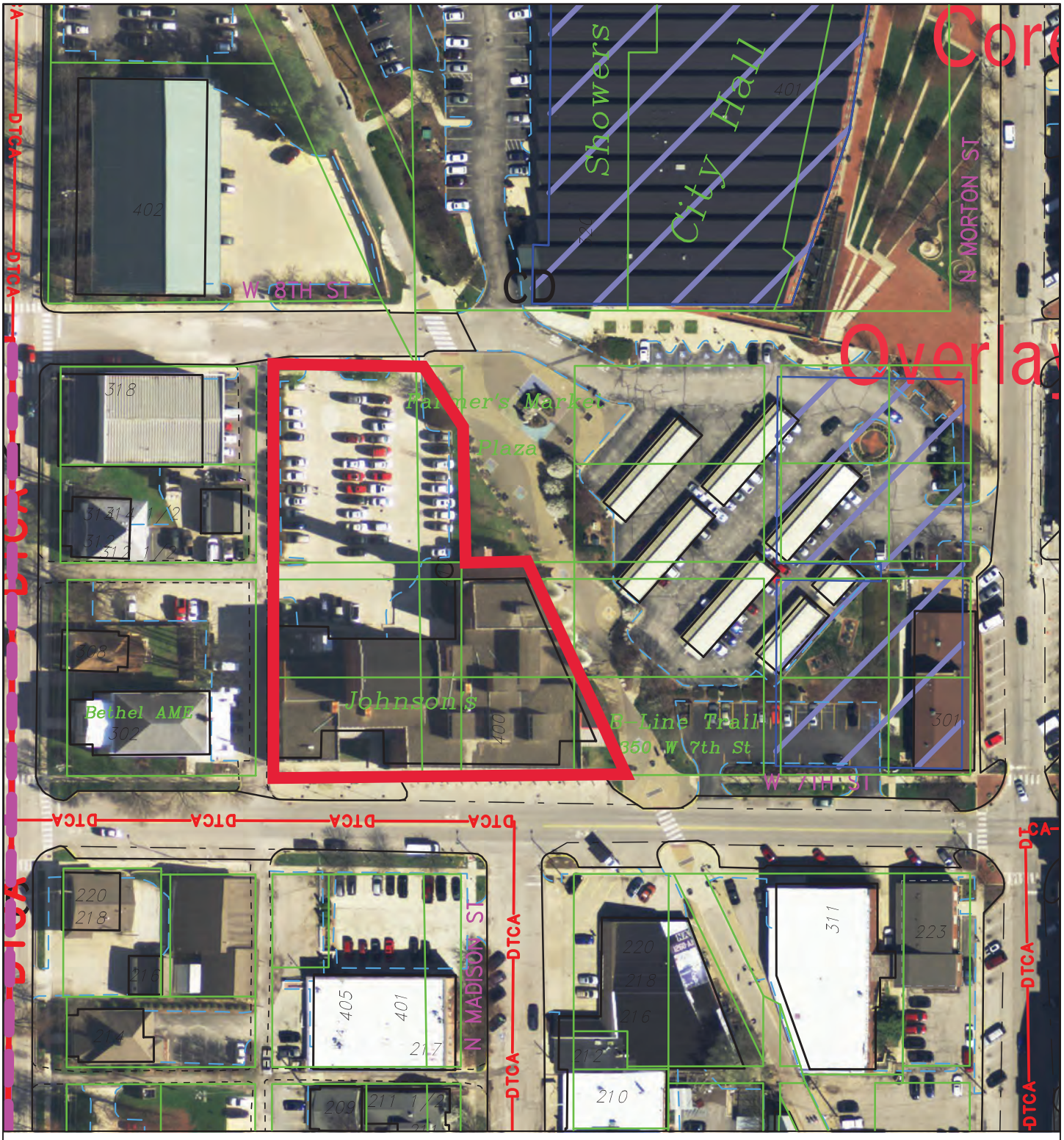
Scale: 1" = 150'

For reference only; map information NOT warranted.



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Planning & Transportation

By: greulice
27 Mar 20

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Scale: 1" = 100'

For reference only; map information NOT warranted.

Peerless Development
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Peerless

October 4, 2021

Petitioner's Statement – 335 West 8th Street, Bloomington, Indiana

The proposed development at 335 W Eighth Street is approximately 45,000 square feet, five story apartment building. The site is part of the larger Johnson Creamery property and will be located on the northern end of the site where a parking lot currently exists. It is bound by 8th street to the north, the B-Line to the east and an alley to the west. The existing Johnson Creamery building, and associated smokestack will not be altered as part of this project. The first level of the building will consist of approximately (18) covered parking spaces for residents along with the main entrance lobby for residents and service / mechanical areas, an amenity space and 2 residential units. Floors 2-5 will consist of all residential units. The total unit count is approximately 60 units – 44 studios, 6 one-bedroom units, 6 two-bedroom units, and 4 three-bedroom units.

The architecture of the building is meant to reference the character of the surrounding area and the properties' industrial historical character. The exterior will contain masonry accents, and other façade materials that appear industrial in nature, color, and design. Due to an existing city-owned box culvert that begins on the Northwest part of the site and continues to run diagonally South and East, the property façade facing 8th street will mirror the movement of the culvert to avoid it altogether. Our previous design of this property anticipated relocation of this box culvert, however, the complex logistics, its proximity to the existing smokestack, and the final costs associated with this relocation work proved to be practically unfeasible. The exterior of the building will be a mix of masonry with stone accents, metal siding and fiber cement panels. The north 8th street façade features the main building entry and will present to the street a primarily elevation of storefront glazing at the ground floor level with fiber cement and metal panel accents above. Starting at the fourth level, the building façade steps back to scale down the building along the street that is within 15' of the 8th street property line. For the upper two levels, the exterior materials switch to a fiber cement panel system to further scale the building back. The east façade faces the B-Line and is slightly stepped in response to the angle of the B-Line fronting the site. The façade closest to the historical smokestack is clad in masonry to create a visual connection with the existing building and a harmonious backdrop for the smokestack. The stepping of the façade, along with variation in material and residential balconies create depth and interest along this primary façade to architecturally engage B-Line. Here, the façade is a combination metal siding and a wood grained panel that to provide a mix of industrial and natural materials. The south and west facades front the rest of Johnson Creamery property and the alley, respectively. These elevations are a bit quieter, but with the same mix of materials to create a cohesive property.

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Standard Variances

Dimensional Standards: The standard Build-to-Range in the MD-DC is that a minimum of 70% of the Building Façade should fall at a maximum distance of 0-5' from the lot line. Peerless is asking for a variance to allow the building to be set back diagonally from 8th Street on account of trying to avoid the box culvert. This wouldn't conform to the standard in the MD-DC code. This variance is being requested on account of a development hardship.

The maximum height in the DCO is 4 stories, not to exceed 50 feet. The proposed building is 5 stories and approximately 60 feet tall. We are proposing to utilize the Sustainable Development Incentives in Section 20.04.110(d) in order to allow for a taller structure.

To meet the requirements of the sustainable development incentives and allow for increased height, the project will include the following sustainable elements into the design:

1. Light Colored Hardscaping – through the use of concrete work and pavers, more than 80% of the horizontal hardscaping will have an SRI of greater than 29.

2. Covered Parking – On site parking will provide at least 75% under roof cover with a combination of photovoltaic solar panels, vegetation, and membrane surfaces with an SRI higher than 32.

3. Cool or Vegetated Roof – The roof of the proposed project will be a combination of photovoltaic solar panels, vegetation, and low slope roofing materials with an initial SRI of greater than 82. This will constitute more than 70% of the total roof area of the project.

4. Solar Energy – A solar photovoltaic system will cover more than 35% of the roof area of the proposed project.

Parking: The residential units we are proposing would require approximately 45 on-site parking spaces. We are proposing to utilize Section 20.04.060(g) of the UDO that allows for adjustments to the minimum number of parking spaces required based on five different factors. We are proposing to utilize Section #2 (Proximity to Transit) and Section #5 (Modification of Minimum Parking Requirement Based on Parking Study) of that provision to allow for a reduction of required on-site parking.

Section #5 allows for Modification of Minimum Parking Requirements based on a Parking Study. To understand the parking needs for the building, we contracted the firm Desman to perform a parking analysis. In the study, it was recommended based on the projected auto ownership for rental unit analysis they performed to utilize the following ratios of parking spaces per Dwelling Unit Type (the difference being the number of bedrooms) found on page 3. Desman recommended utilizing the following ratios: studio use .5, 1 BR use .90, 2-BR use 1.35, 3-BR

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use 1.35. Based on this, the recommended number of required parking spaces is reduced by 4.10 parking spaces to 40.90 on-site parking spaces.
Section #2 allows for a 15% reduction if there is a fixed transit station within ¼ mile. There is a fixed transit stop at 7th and Morton which is within a ¼ mile of this site. This 15% reduction allows for a reduction of 6 parking spaces from the reduced amount of 40.90 spaces to 35 (34.77) on-site parking spaces.

The second part of the study Desman provided allowed for a further modification to the minimum number of spaces (Section #5). In their study, they have provided evidence on ways to reduce the required parking amount by implementing a car sharing program. The program requires a partnership with a car sharing company like Zip Car, and by implementing such program, the evidence suggests that we can eliminate between 16 to 20 spaces. Peerless would like to utilize a car sharing program for one space in our garage and thereby eliminate 16-20 spaces based on the research by Desman. This reduction would reduce the number of required on-site spaces to 15-19 spaces.

We look forward to partnering with the City of Bloomington on this project.

Sincerely,

Michael Cordaro
Founder + Principal

DESMAN
Design Management

MEMORANDUM

DATE: September 23, 2021

TO: Joseph Patrick
Peerless Development

FROM: Gerald Salzman

RE: Parking Study - 335 W. 8th Street Development - Bloomington, IN

The purpose of this memorandum is to summarize the findings of a parking study conducted by DESMAN for the multi-family residential development known as the 335 W. 8th Street in downtown Bloomington. The project site is adjacent to the City Hall and less than 1000 feet from the County Courthouse Square. There is a public parking garage within easy walking distance and a transit stop adjacent to the site. The project will consist of approximately, 60 apartment units and 18 on-site parking spaces which are designed to appeal to University students.

A parking analysis was conducted to determine the potential parking demand for the development based on the Bloomington Indiana Unified Development Ordinance. The site is located within the MD Zoning District.

Assumptions

The projected land use for the development is shown in **Table 1**.

Table 1 – Land Use

Land Use	Number	Units
Studio	44	Dwelling Units
1 Bedroom	6	Dwelling Units
2 Bedrooms	6	Dwelling Units
3 Bedrooms	4	Dwelling Units
Total	60	

Source: Peerless

The minimum parking requirements for the given land uses shown in **Table 1** were derived from the City of Bloomington's Unified Zoning Ordinance, Chapter 20.10, Table 04-9 which specifies the minimum number of permitted parking spaces by land use. An allowance for proximity to transit per Chapter 20.04.060 (B) was applied. The summary of minimum parking requirements for the uses listed in **Table 1** can be found in **Table 2.**

Table 2 – Minimum Number of Permitted Parking Spaces by Land Use According to UDO

Land Use	Number	Units	Parking Ratio	Parking Spaces
Studio	44	Dwelling Units	0.50	22
1 Bedroom	6	Dwelling Units	1.00	6
2 Bedrooms	6	Dwelling Units	1.50	9
3 Bedrooms	4	Dwelling Units	2.00	8
Subtotal	60			45
Transit Proximity Reduction			0.15	-9
Total	60			36

Source: Bloomington, Indiana - Code of Ordinances- Title 20 - UNIFIED DEVELOPMENT ORDINANCE- Chapter 20.04.110.

Conclusion

Based on the above analysis and the City's Unified Development Ordinance, the 335 W. 8th Street Development would require 36 spaces. Based on discussions with the development team, we believe that the location of the site in downtown and the specific orientation of the project within the market, it is likely that the actual demand will be substantially lower. Given the location of the site in proximity to the available public parking garage we believe that the actual demand will be substantially lower. Any demand from tenants exceeding the 18 spaces provided as well as any visitor demand can be accommodated in the City garage. Given the low auto ownership anticipated, we recommend that at least one car share space be provided in the City garage. If auto use by tenants remains low, additional car share spaces may be desirable. Auto use characteristics should be reviewed after move in to determine the number of spaces needed for similar projects going forward.

335 W 8th STREET
PLANNING COMMISSION APPLICATION

RATIO

RATIO

CONCEPTUAL RENDERING

RATIO

CONCEPTUAL RENDERING

RATIO

CONCEPTUAL RENDERING

RATIO

CONCEPTUAL RENDERING

RATIO

CONCEPTUAL RENDERING


Google Earth
400 ft

RATIO

SITE PLAN

LEGEND

1. RESIDENT ENTRY + BIKE PARKING
2. FENCED RESIDENT AMENITY PATIO
3. PARKING
4. NEW 8TH STREET SIDEWALK AND VEGETATED BUFFER
5. ORNAMENTAL AND TREE PLANTINGS
6. OUTDOOR FITNESS

RATIO

335 W 8th Unit Matrix

Floor	Amenity	SF***	Studios	SF/unit*	1 bd	SF/unit	2 bd	SF/unit	3 bd	SF/unit	Support	SF/unit**	Corridor	SF/unit
1	1	1615	0	0	0	0	2	812	0	0	1	1080	1	535
2	0	0	11	512	2	720.5	1	810	1	1320	1	546	1	780
3	0	0	11	512	2	720.5	1	810	1	1320	1	546	1	780
4	0	0	11	512	1	752	1	810	1	1320	1	546	1	780
5	0	0	11	512	1	752	1	810	1	1320	1	546	1	780
TOTAL	1	1615	44	22608	6	4386	6	4864	4	5280	5	3264	5	3655
BEDS			44		6		12		12					

TOTAL UNITS	**60**
TOTAL BEDS	**74**

NRSF	**37,138**
GSF	**45,672**

*Studio Total SF accounts for one studio that is a non-standard size (532 SF)
**Includes stairs and elevators
***Includes fitness and lobby space

BUILDING PROGRAM

PARKING SPACES	18
RES. LOBBY	600 SF
RES. FITNESS	1000 SF
STUDIO UNITS	44 @ 512 SF
1 BR UNITS	6 @ 752 SF
2 BR UNITS	6 @ 810 SF
3 BR UNITS	4 @ 1320 SF
TOTAL UNITS	60

RATIO

CONCEPT PLAN - LEVEL 1

BUILDING PROGRAM

PARKING SPACES	18
RES. LOBBY	600 SF
RES. FITNESS	1000 SF
STUDIO UNITS	44 @ 512 SF
1 BR UNITS	6 @ 752 SF
2 BR UNITS	6 @ 810 SF
3 BR UNITS	4 @ 1320 SF
TOTAL UNITS	60

RATIO

CONCEPT PLAN - LEVELS 2 & 3

BUILDING PROGRAM

PARKING SPACES	18
RES. LOBBY	600 SF
RES. FITNESS	1000 SF
STUDIO UNITS	44 @ 512 SF
1 BR UNITS	6 @ 752 SF
2 BR UNITS	6 @ 810 SF
3 BR UNITS	4 @ 1320 SF
TOTAL UNITS	60

RATIO

RATIO

EAST ELEVATION

RATIO

NORTH ELEVATION

RATIO

WEST ELEVATION

RATIO

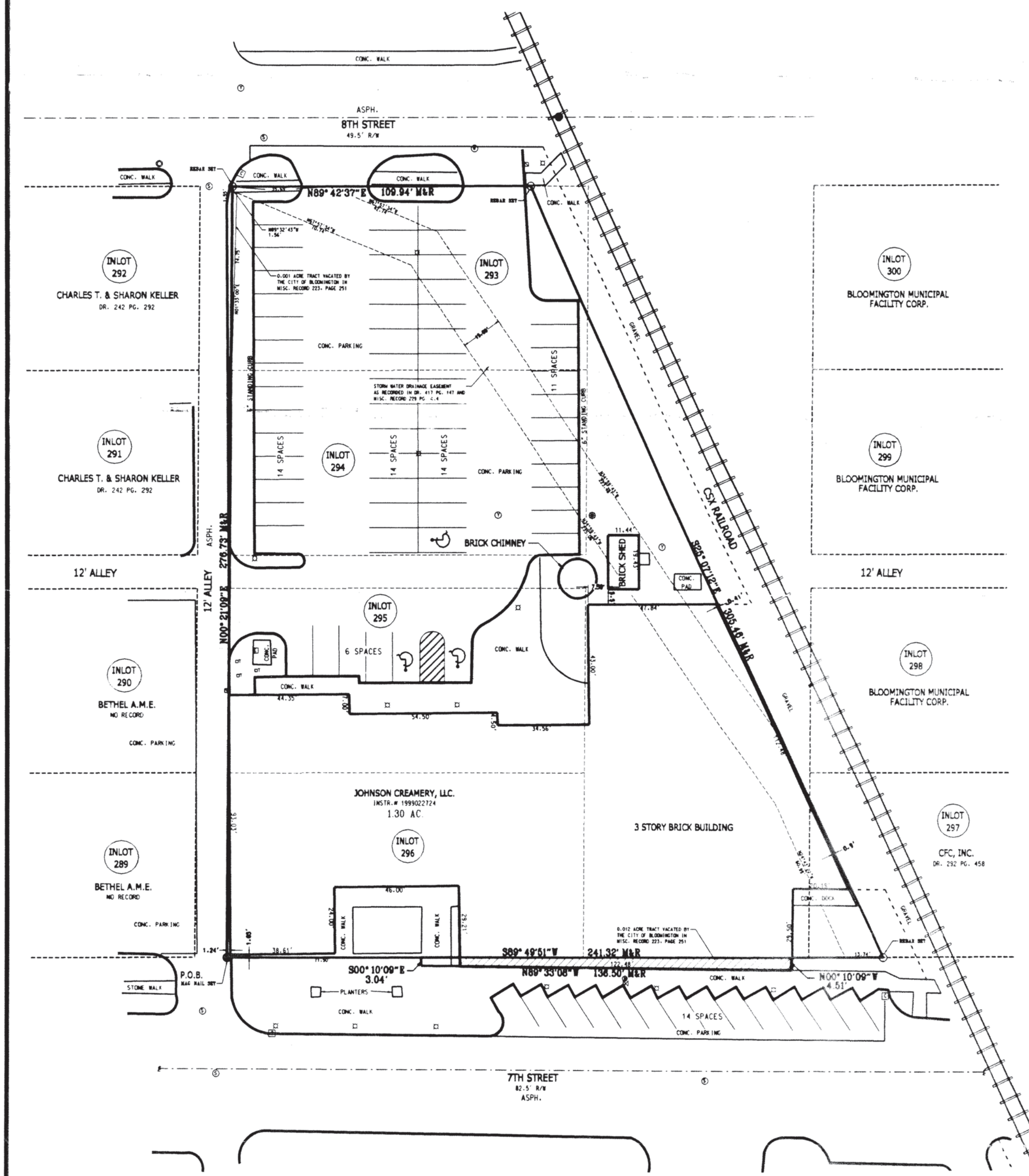
SOUTH ELEVATION

RATIO

CONCEPTUAL RENDERING

Pat Haley
Monroe County Recorder IN
IN 2003033112 SURVEY
11/17/2003 09:40:54 1 PGS
Filing Fee: $18.00

Survey CAB S
Envelope 205/206



JOHNSON CREAMERY RECORD DESCRIPTION

The following represents a legal description of Inlots 293, 294, 295, 296, 297 and 298 to the City of Bloomington, Indiana and being more particularly bounded and described as follows:

Being a part of Inlots 293, 294, 295, 296, 297, and 298 to the City of Bloomington, Indiana as found in Plat Book A, page 5 in the office of the Recorder of Monroe County, Indiana, and BEGINNING at the Southwest corner of Inlot 296 to said city; thence running NORTH 00 degrees 21 minutes 09 seconds EAST (assumed bearing) 276.73 feet to a point set on the south right-of-way line of Eighth Street and to the northwest corner of Inlot 293; thence on and along said right-of-way and along the north line of Inlot 293, NORTH 89 degrees 42 minutes 37 seconds EAST 109.94 feet and to the west right-of-way of the CSX Railroad; thence running on and along the west right-of-way of the CSX Railroad South 25 degrees 07 minutes 12 seconds East 305.46 feet to a point set on the north right-of-way of Seventh Street; thence SOUTH 89 degrees 49 minutes 51 seconds West on and along the north right-of-way of Seventh Street and across what was formerly known as Madison Street, 241.32 feet and to the point of beginning, containing 1.12 acres more or less.

ALSO, a tract of real estate, formerly part of a public street, vacated by City of Bloomington Ordinance 93-51 dated November 18, 1993, and recorded in the office of the Recorder of Monroe County, Indiana, on November 22, 1993, in Miscellaneous Rec[illegible] 223, at page 251; Being a part of the 7th Street right-of-way to the City of Bloomington, Indiana, as found in Plat Book A, page 5, in the office of the Recorder of Monroe County, Indiana. COMMENCING at the southwest corner of Inlot 296 to said City; thence NORTH 89 degrees 49 minutes 51 seconds East 71.50 feet along the north right-of-way of 7th Street to the Point of Beginning; thence leaving said right-of-way SOUTH 00 degrees 10 minutes 09 seconds East 3.04 feet; thence SOUTH 89 degrees 33 minutes 08 seconds East 136. 50 feet; thence NORTH 00 degrees 10 minutes 09 seconds West 4.51 feet to the north right-of-way of 7th Street; thence along said right-of-way SOUTH 89 degrees 49 minutes 51 seconds West 136.50 feet to the Point of Beginning, containing .012 acre, more or less.

ALSO, a tract of real estate formerly part of a public alley, vacated by City of Bloomington Ordinance 93-51 dated November 18, 1993, and recorded in the office of the Recorder of Monroe County, Indiana, on November 22, 1993, in Miscellaneous Record 223 at page 251: Being a part of a public alley in the City of Bloomington, Indiana, as found in Plat Book A, page 5, in the office of the Recorder of Monroe County, Indiana. COMMENCING at the northwest corner of Inlot 293 to said City; thence SOUTH 00 degrees 21 minutes 09 seconds West 2.00 feet to the Point of Beginning; thence SOUTH 00 degrees 21 minutes 09 seconds West 74.74 feet; thence NORTH 01 degree 33 minutes 00 seconds West 74.75 feet; thence NORTH 89 degrees 32 minutes 41 seconds West 1.56 feet to the Point of Beginning, containing .001 acre, more or less.

CERTIFIED TO: Johnson Creamery, LLC, Irwin Union Bank, and Title Plus.
Easements have been located as per Chicago Title Insurance Company, title commitment number 15 0127 106 00001247.

The subject real estate does Not lie within the 100 year flood plain according to the F.E.M.A. flood map Community Panel Number 180169 0025 C, dated June 17, 1991.

This is to certify that this map or plat and the survey which it is based were made in accordance with the "Minimum Standard Detail Requirements for Land Title Surveys" jointly established and adopted by ALTA, ACSM and NSPS in 1999, including Table A Items 1-4, 6, 8, 10, 11(a) and 14-16 and (ii) pursuant to the Accuracy Standards (as adopted by ALTA, ACSM and NSPS and in effect on the date of this certification and the survey measurements were made in accordance with the Minimum Angle, Distance and Closure Requirements for Survey Measurements which Control Land Boundaries for ALTA/ACSM Land Title Surveys.

Certified this 23 day of [signature], 2003.

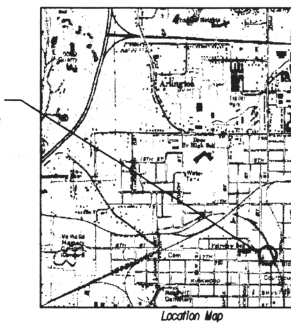
Eric L. Deckard
Registered Land Surveyor No. LS29900012
State of Indiana

ERIC LEE DECKARD REGISTERED No. LS29900012 STATE OF INDIANA LAND SURVEYOR

N
SCALE: 1"=20'
0 10 20 40

Reduced call Smith Neubecker for Original

Project Location



NOTES:

1) Fieldwork for this survey was completed September 2003.
2) Bearings and Distances with (R) are from record Description, those with (M) were measured this survey.
3) Basis of Bearings is based a ALTA survey by Smith Neubecker Dated July 11, 1995, Job # 2073
4) Reference is made to Johnson Creamery ALTA/ACSM Land Title Survey by Smith Neubecker Dated July 11, 1995
5) The call NORTH 01 DEGREES 33 MINUTES 00 SECONDS West 74.75 feet found in the Record description for a 0.001 acre alley vacation should read NORTH 01 DEGREES 33 MINUTES 00 SECONDS East 74.75 feet.

TOPOGRAPHIC LEGEND

1'CONTOUR INTERVAL	SANITARY SEWER LINE
5'CONTOUR INTERVAL	FORCE MAIN LINE
SPOT ELEVATION	SANITARY MANHOLE
DECIDUOUS TREE LINE	SANITARY CLEANOUT
DECIDUOUS TREE	SANITARY LIFT STATION
CONIFEROUS TREE	REINFORCED CONC. STORM
DEAD TREE	CORRUG. PLASTIC STORM
SINGLE DECID. SHRUB	CORRUG. METAL STORM
SINGLE CONIF. SHRUB	STORM MANHOLE
DECIDUOUS HEDGE	BEEHIVE INLET
CONIFEROUS HEDGE	YARD INLET
TREE STUMP	CURB INLET
PROPERTY LINE	END SECTION
ROAD CENTERLINE	HEADWALL
RAILROAD LINE	UNDERGROUND ELECTRIC
GUARD RAIL	OVERHEAD ELECTRIC
HANDICAPPED RAMP	POWER POLE
MAILBOX	ELECTRIC MANHOLE
SIGN	ELECTRIC PAD
BOLLARD	ELECTRIC HAND HOLE
FLAGPOLE	ELECTRIC RISER
SOIL BORING	LIGHT POLE
MASONRY WALL	UNDERGROUND TELEPHONE
STONE WALL	OVERHEAD TELEPHONE
WOOD TIE WALL	TELEPHONE MANHOLE
CONCRETE WALL	TELEPHONE RISER
CHAIN LINK FENCE	TELEPHONE POLE
WOOD SLAT FENCE	UNDERGROUND CABLE TV
POST & RAIL FENCE	OVERHEAD CABLE TV
SMOOTH WIRE FENCE	CABLE TV RISER
BARBED WIRE FENCE	GAS LINE
WATER MAIN	GAS MARKER
WATER MANHOLE	TRAFFIC MANHOLE
WATER METER	STEAM MANHOLE
WATER VALVE	UTILITY POLE
FIRE HYDRANT	GUY WIRE
CHILLED WATER LINE	UNDERGRND FIBER OPTIC
PANEL POINT	UNDERGRND EMS LINE

LEGEND

- STONE MONUMENT
- STONE WITH X
- CONCRETE MONUMENT
- 5/8"REBAR W/PLASTIC CAP SET
- REBAR FOUND
- RON PIPE FOUND
- FENCE POST FOUND
- RAILROAD SPIKE FOUND
- PK NAIL
- GPS MONUMENT
- SECTION CORNER

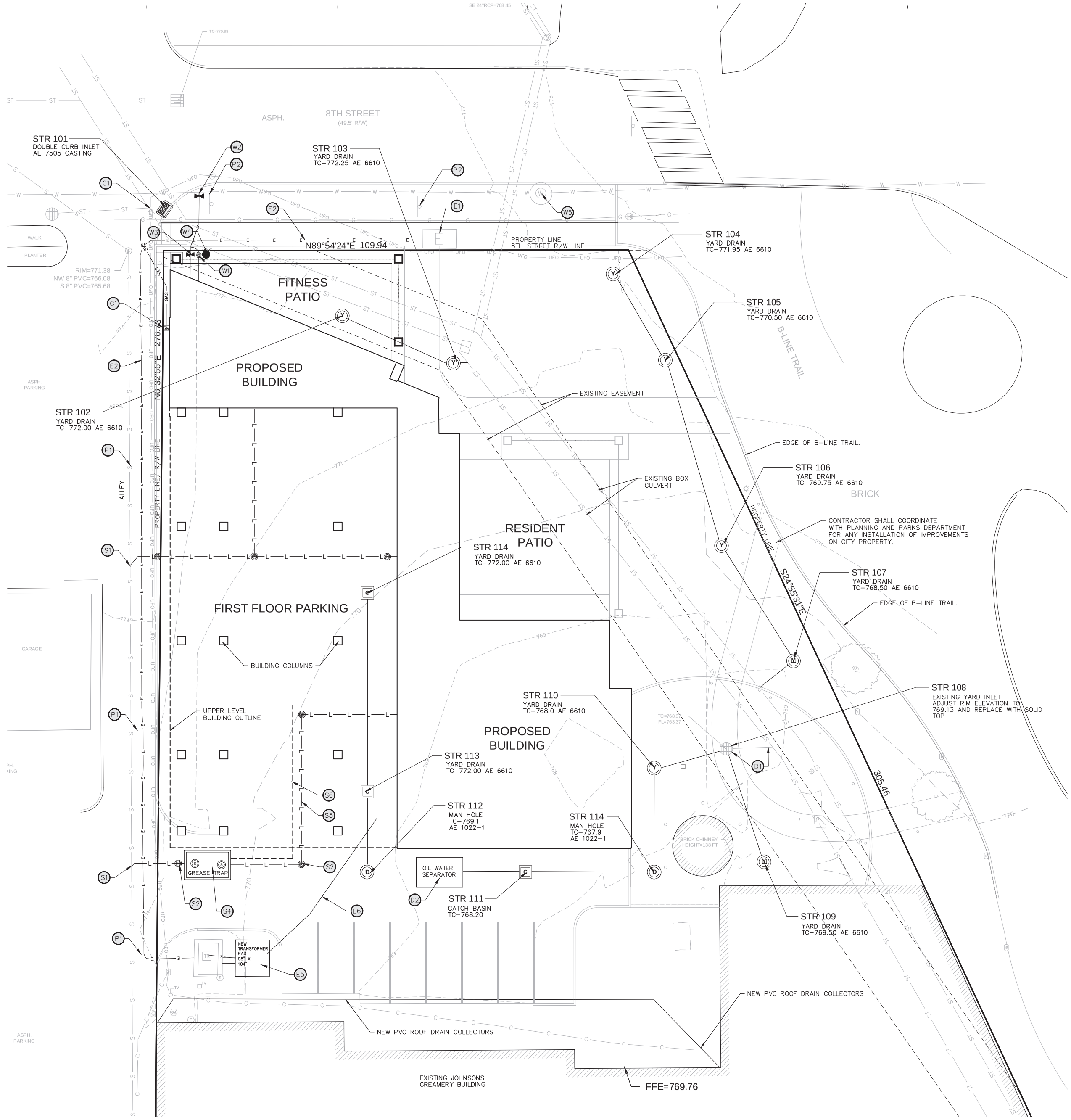
Smith Neubecker & Associates, Inc.
453 S. Clarizz Boulevard
Bloomington, Indiana, 47401-5356
Telephone (812) 336-6536
FAX (812) 336-0513
www.snainc.com

JOB TITLE
ALTA/ACSM LAND TITLE SURVEY FOR JOHNSON CREAMERY

REVISIONS | BY | DATE

SURVEYED ED&JH
DRAWN ELD
CHECKED ELD
DATE 9/17/03

JOB NUMBER 3628
SHEET 1 OF 1
DATE 9/17/03
LTS.SHT



UTILITY NOTES

1) ALL PROJECTS WILL REQUIRE A PRE−CONSTRUCTION MEETING WITH THE CITY OF BLOOMINGTON UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR AND/OR DEVELOPER MUST CONTACT THE UTILITIES TECHNICIAN AT (812) 349−3633 TO SCHEDULE THE MEETING.
2) CONTRACTOR SHALL NOTIFY THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT ONE (1) WORKING DAY PRIOR TO CONSTRUCTION OF ANY WATER OR SANITARY SEWER UTILITY WORK. A CBU INSPECTOR MUST HAVE NOTICE SO WORK CAN BE INSPECTED, DOCUMENTED, AND A PROPER AS−BUILT MADE. WHEN A CONTRACTOR WORKS ON WEEKENDS, A CBU DESIGNATED HOLIDAY, OR BEYOND NORMAL CBU WORK HOURS, THE CONTRACTOR WILL PAY FOR THE INSPECTOR'S OVERTIME. FOR CBU WORK HOURS AND HOLIDAY INFORMATION, PLEASE CONTACT THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (812)349−3660.
3) SEE SPECIFICATIONS FOR SIZES OF WATER SERVICE LINES AND SEWER LATERALS NOT SPECIFICALLY NOTED ON THE PLANS.
4) MS.=; IF SHOWN ON THE PLANS, = MINIMUM SEWER ELEVATION. IT INDICATES THE LOWEST FLOOR ELEVATION THAT WILL ALLOW GRAVITY SEWER SERVICE WITHOUT A SPECIAL BACKWATER VALVE. ANY FLOOR ELEVATION THAT WILL BE SERVED BY GRAVITY SEWER MUST BE ABOVE THE RIM ELEVATION OF THE UPSTREAM SANITARY MANHOLE. IF NOT A BACKWATER VALVE MUST BE INSTALLED ACCORDING TO SEC. 409(A) OF THE UNIFORM PLUMBING CODE. SEE SPECIFICATIONS PACKET FOR MORE DETAIL.
5) ON ALL EXISTING SANITARY MAINS, WYES SHALL BE CUT AND SLEEVED IN PLACE BY CITY OF BLOOMINGTON UTILITIES PERSONNEL WITH CITY OF BLOOMINGTON UTILITIES FURNISHING ALL MATERIAL, EQUIPMENT, AND LABOR NECESSARY FOR INSTALLATION. DEVELOPER SHALL PROVIDE ALL NECESSARY EXCAVATION, SHORING, BACKFILL, AND SURFACE REPAIR. PLEASE CONTACT NANCY AXSOM AT (812) 349−3689 FOR MORE INFORMATION.
6) WHEN CONNECTING A NEW PIPE TO AN EXISTING MANHOLE, THE MANHOLE SHALL BE CORE−DRILLED. PIPE SHALL BE CONNECTED TO THE MANHOLE BY EITHER A FLEXIBLE BOOT KOR−N−SEAL 1 OR 2 FLEXIBLE CONNECTOR OR APPROVED EQUAL. TABLE AND TROUGH SHALL BE MODIFIED AS NECESSARY TO DIRECT THE FLOW FROM THE NEW PIPE. INVERT OF CONNECTION SHALL BE NO MORE THAN ONE FOOT HIGHER THAN THE INVERT OUT FOR THIS STRUCTURE.
7) IN ACCORDANCE WITH SECTION 4.5.2.1.5.1. OF THE CBU CONSTRUCTION SPECIFICATIONS ALL SEWER LATERALS SHALL HAVE A CLEAN−OUT AT LEAST EVERY 90 FEET. ALL CLEAN−OUTS, WHETHER IN GRASSY AREAS OR IN PAVEMENT, SHALL BE SUB−SURFACE AND PROTECTED BY A SUITABLE METAL CASTING SUCH AS EAST JORDAN CATALOGUE NO. 2975 OR NEENAH CATALOGUE NO. R−1974−A. IN GRASSY AREAS, THE CASTING SHALL BE PROVIDED WITH A CIRCULAR CONCRETE COLLAR FLUSH WITH THE TOP OF THE CASTING AND THE GROUND SURFACE. THE COLLAR SHALL BE MINIMUM 6" THICK AND SHALL EXTEND AT LEAST 8" BEYOND THE OUTSIDE OF THE CASTING ON ALL SIDES. IN PAVEMENT, THE TOP OF THE CASTING SHALL BE FLUSH WITH THE SURROUNDING PAVEMENT. TOP OF CLEAN−OUT SHALL BE NO MORE THAN 3" BELOW THE TOP OF THE CASTING. A #10 INSULATED SOLID COPPER LOCATOR WIRE SHALL BE WRAPPED AROUND ALL NON−METALLIC PIPES SO THAT ONE REVOLUTION IS MADE AT LEAST EVERY PIPE JOINT. SPLICES ARE TO BE MADE WITH AN APPROVED CONNECTOR, AND ARE TO BE SUITABLY PROTECTED AGAINST CORROSION. THE WIRE IS TO BE BROUGHT TO THE SURFACE WITH A CLEAN−OUT IN A CASTING. ALSO SEE THE CBU CONSTRUCTION SPECIFICATIONS FOR THE "STANDARD SANITARY LATERAL CLEAN−OUT DETAIL #19".
8) WHEREVER C900 PIPE IS USED FOR SEWER, ALL WYES SHALL BE HARCO, SIZED FOR C900 ON THE RUN AND SDR−35 ON THE BRANCH. TRANSITION FROM C900 TO SDR−35 PIPE SHALL BE MADE BY USE OF A HARCO C900 TO SDR−35 ADAPTER WYES.
9) ALL D.I.P. USED FOR SANITARY SEWER SHALL HAVE CERAMIC EPOXY LINING, MINIMUM THICKNESS 40 MILS, AND SHALL BE PROTECTO 401, AS MANUFACTURED BY INDURON PROTECTIVE COATINGS. WYES FOR D.I.P. SHALL BE HARCO D.I.P. TO SDR−35 ADAPTER WYES.

UTILITY KEY NOTES

WATER LINE NOTES (W)
1. DOMESTIC WATER METER
2. 12" x 6" TAPPING VALVE AND SADDLE
3. POST INDICATOR VALVE
4. FIRE DEPARTMENT CONNECTION
5. RESET EXISTING MAN HOLE CASTING

SANITARY SEWER NOTES (S)
1. CONNECT 6" PVC SDR 35 LATERAL TO 8" SANITARY MAIN.
2. PVC SDR 35 SANITARY CLEANOUT PER CBU STANDARD DETAIL 19 (SEE DETAIL ON DETAILS SHEET).
3. 6" SDR-35 PVC SANITARY WASTE LINE.
4. 1250 GALLON GREASE INTERCEPTOR
5. 6" PVC SDR 35 GREASE LINE
6. 2" PVC VENT LINE FROM GREASE TRAP SHALL CONNECT TO BUILDING PLUMBING SYSTEM.

STORM SEWER NOTES (D)
1. EXISTING STRUCTURE AND PVC PIPE SHALL REMAIN
2. OIL WATER SEPARATOR FROM GARAGE FLOOR DRAINS. SEE MECHANICAL PLANS. CONNECT OIL WATER SEPARATOR TO STORM SEWER SYSTEM.
3. ROOF DRAIN COLLECTOR. SEE PLUMBING PLAN FOR CONTINUATION.
4. NEW MANHOLE ON EXISTING 21" CONCRETE PIPE. SAWCUT EXISTING 21" PIPE AND SET MANHOLE ON EXISTING PIPE

ELECTRIC NOTES (E)
1. EXISTING ELECTRICAL SPLICE BOX SHALL REMAIN. RESET IN NEW SIDEWALK.
2. RELOCATED ELECTRICAL LINE BY DUKE ENERGY. COORDINATE RELOCATION WITH DUKE.
3. EXISTING ELECTRICAL LINE LOCATION
4. NEW LARGE DUKE PREFABRICATED PIT PAD BY CONTRACTOR. COORDINATE WITH DUKE
5. TEN (10) 4" PVC CONDUIT BY SITE CONTRACTOR FOR DUKE POWER LINE FEEDS

GAS NOTES (G)
1. NEW GAS METER AND SERVICE. CONTRACTOR SHALL COORDINATE WITH VECTREN GAS COMPANY.

COMMUNICATION NOTES (C)
1. RELOCATE EXISTING COMMUNICATION LINES (C)

PAVEMENT (P)
1. ASPHALT PATCH IN ALLEY AFTER UTILITY WORK IS COMPLETE
2. REINSTALL EXISTING SIGN AT COMPLETION OF PROJECT
3. 1.5" HMA SURFACE MIX OVER 4" HMA INTERMEDIATE MIX OVER 6" HMA BASE, OVER INDOT SUBGRADE TREATMENT TYPE 1B OR 1C

0 10' 20'

335 W. 8th Street
Bloomington, Indiana
47404

Owner
Peerless Development
501 North Clinton Street
Chicago, Illinois 60654

Architect
RATIO
101 South Pennsylvania Street
Indianapolis, Indiana 46204
317-633-4040

Civil Engineer
Smith Design Group
2755 East Canada Drive, Suite 101
Bloomington, Indiana 47401
812-336-6536

SEAL | DATE

SHEET ISSUE

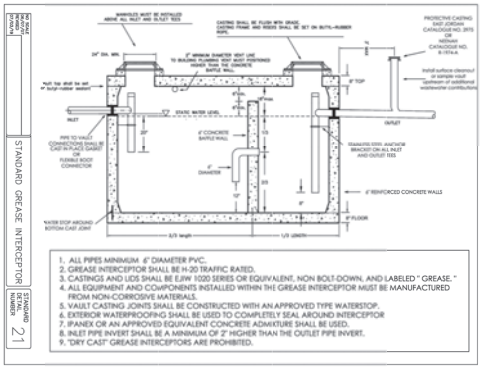
NO.	PLAN COMMISSION APPLICATION UPDATES	10/04/2021

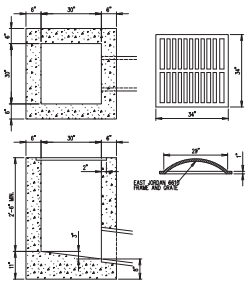
RATIO

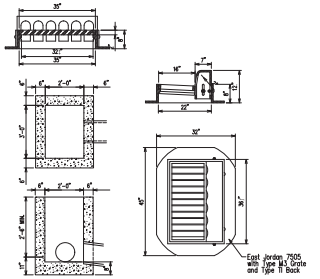
PROJECT NO. 21041.000

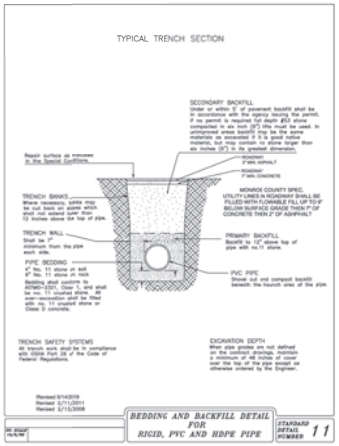
SHEET TITLE
UTILITY PLAN

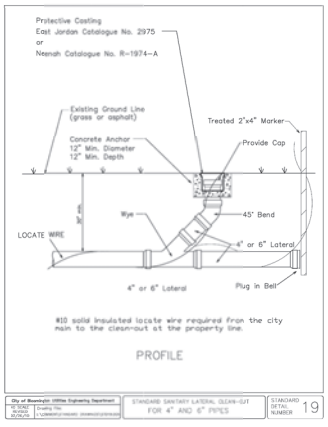
SHEET NUMBER
C101

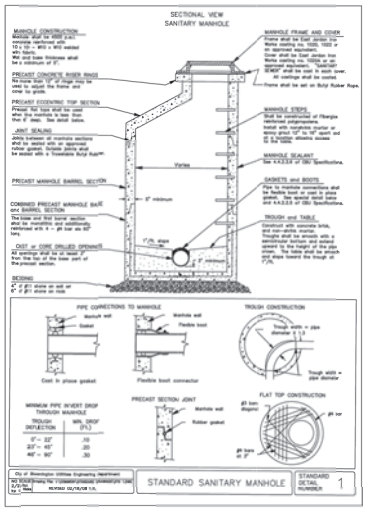


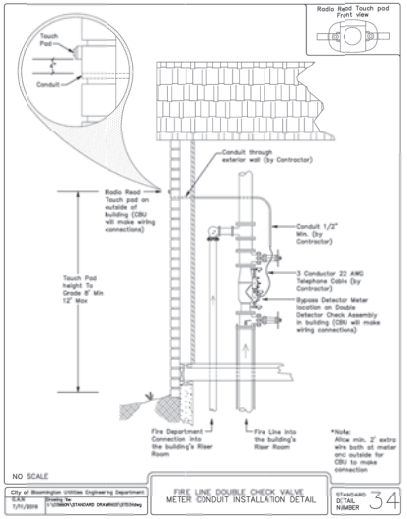


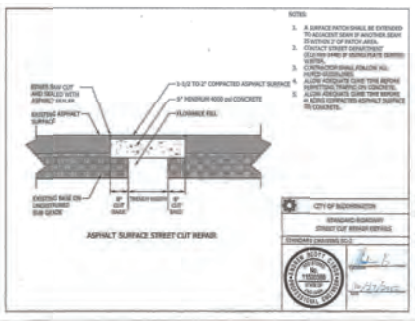


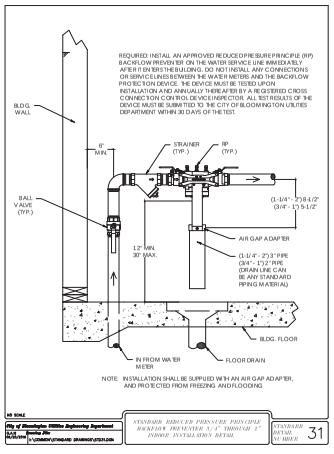


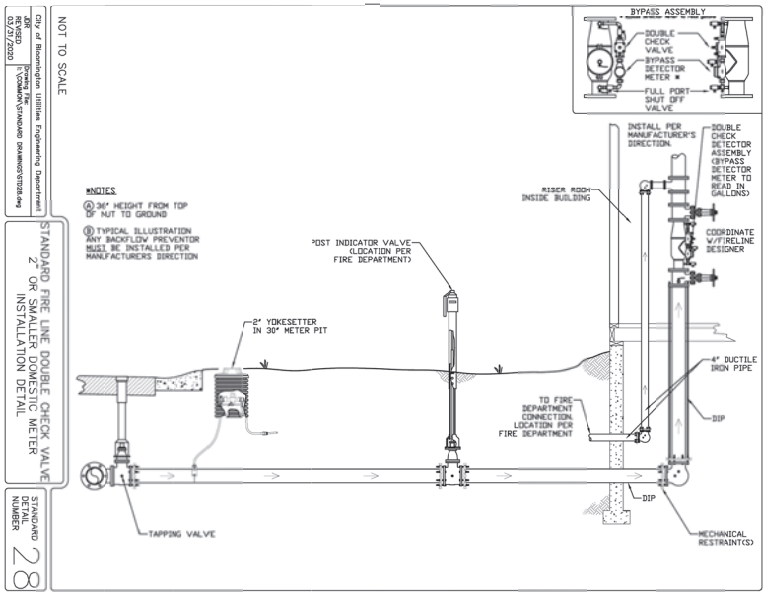












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SEAL | DATE

SHEET ISSUE

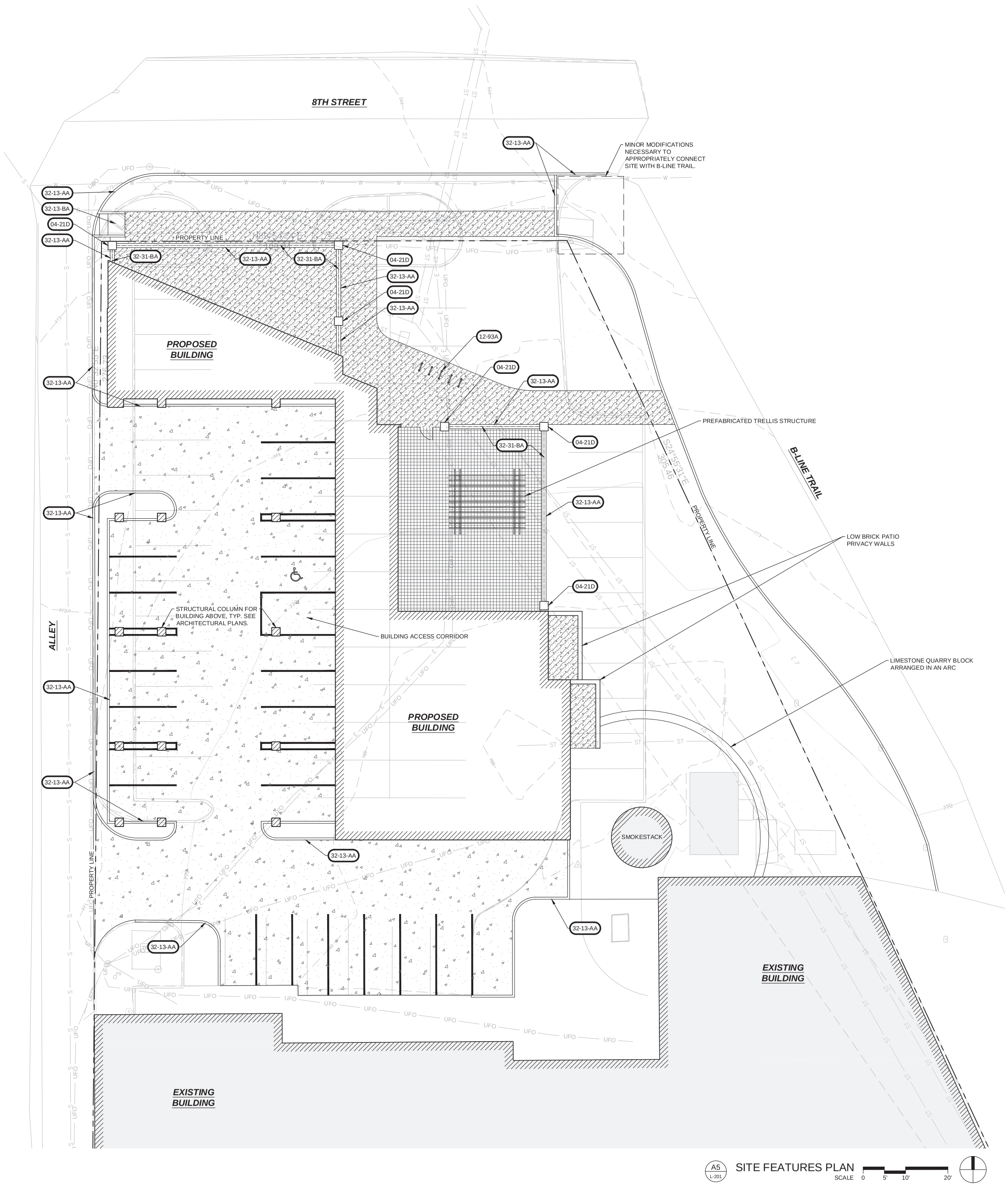
NO.	PLAN COMMISSION APPLICATION UPDATES	10/04/2021

RATIO

PROJECT NO. 21041.000

SHEET TITLE
UTILITY DETAILS 42

SHEET NUMBER
C102



A5 L-201 SITE FEATURES PLAN SCALE 0 5' 10' 20'

REFERENCE NOTES SCHEDULE		
	BRICK MASONRY	
CODE	DESCRIPTION	DETAIL
04-21D	BRICK MASONRY, COLUMN, 4' HEIGHT W/ LIMESTONE CAP	
	SITE FURNISHINGS	
CODE	DESCRIPTION	DETAIL
12-93A	SITE FURNISHING, BICYCLE RACK	
	RIGID PAVING	
CODE	DESCRIPTION	DETAIL
32-13-AA	CONCRETE CURB, VERTICAL	
32-13-BA	CONCRETE CURB RAMP, PERPENDICULAR, ONE-WAY DIRECTIONAL	
	FENCES AND GATES	
CODE	DESCRIPTION	DETAIL
32-31-BA	FENCES AND GATES, DECORATIVE METAL FENCING (4' HEIGHT).	
	RIGID PAVING	
SYMBOL	DESCRIPTION	DETAIL
	CONCRETE PAVING, STANDARD, HEAVY DUTY	
	CONCRETE PAVING, STANDARD, LIGHT DUTY	
	UNIT PAVING	
SYMBOL	DESCRIPTION	DETAIL
	UNIT PAVING	

STANDARD PARKING SPOTS: 25
ACCESSIBLE PARKING SPOTS: 1

335 W. 8th Street
Bloomington, Indiana
47404

Owner
Peerless Development
501 North Clinton Street
Chicago, Illinois 60654

Architect
RATIO
101 South Pennsylvania Street
Indianapolis, Indiana 46204
317-633-4040

Civil Engineer
Smith Design Group
2755 East Canada Drive, Suite 101
Bloomington, Indiana 47401
812-336-6536

SEAL | DATE

SHEET ISSUE

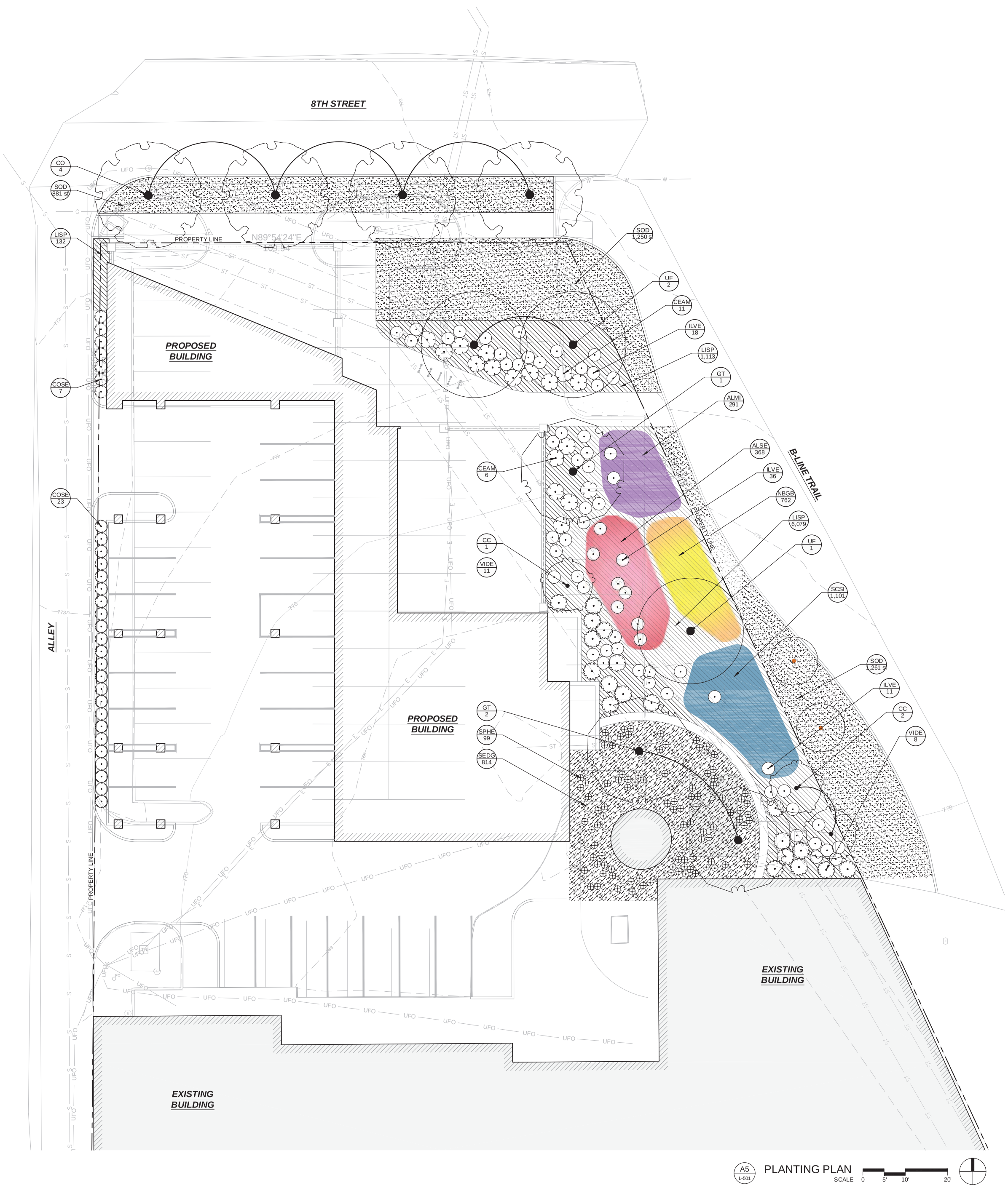
1	PLANNING COMMISSION APPLICATION	08/30/21

RATIO

PROJECT NO. 21041.000

SHEET TITLE
SITE FEATURES PLAN

SHEET NUMBER
L-201



A5 L-501 PLANTING PLAN
SCALE 0 5' 10' 20'

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	
	CO	4	Celtis occidentalis 'Chicagoland' / Chicagoland Common Hackberry	4" Cal.	
	CC	3	Cercis canadensis / Eastern Redbud Single Stem	2 1/2" Cal	
	GT	3	Gleditsia triacanthos inermis 'Harve' TM / Northern Acclaim Honey Locust	3 1/2" Cal.	
	UF	3	Ulmus x 'Frontier' / Frontier Elm	4" Cal.	
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	
	CEAM	17	Ceanothus americanus / New Jersey Tea	5 Gal.	
	COSE	30	Cornus sericea 'Kelseyi' / Kelsey's Dwarf Red Twig Dogwood	3 Gal.	
	ILVE	65	Ilex verticillata 'Nana' / Red Sprite Winterberry	3 Gal.	
	SPHE	99	Sporobolus heterolepis / Prairie Dropseed	1 Gal.	
	VIDE	19	Viburnum dentatum 'Christom' TM / Blue Muffin Arrowwood Viburnum	5 Gal.	
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
	LISP	7,324	Liriope spicata / Creeping Lilyturf	1 Gal.	8" o.c.
BULBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
	ALSE	368	Allium senescens `Cosmic Blue` / Cosmic Blue Ornamental Onion	Bulb	12" o.c.
	ALMI	291	Allium x `Millenium` / Millenium Ornamental Onion	Bulb	12" o.c.
	NBGB	762	Narcissus bulbocodium `Golden Bells` / Golden Bells Petticoat Daffodil	Bulb	8" o.c.
	SCSI	1,101	Scilla siberica / Siberian Squill	Bulb	8" o.c.
MIXES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
	SEDG	814	Sedge Mix 16.67% Carex blanda 16.67% Carex brevoir 16.67% Carex davisii 16.67% Carex gracilima 16.67% Carex muhlenbergiiand 16.67% Carex pensylvanica	1 Gal.	15" o.c.
TURF	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
	SOD	3,392 sf	Kentucky Bluegrass and Perennial Ryegrass Blend A minimum of one cultivar each of turf type perennial ryegrass and Kentucky Bluegrass, with each base cultivar comprising a minimum of 35% of the mix.	Sod	

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Bloomington, Indiana 47401
812-336-6536

SEAL | DATE

SHEET ISSUE

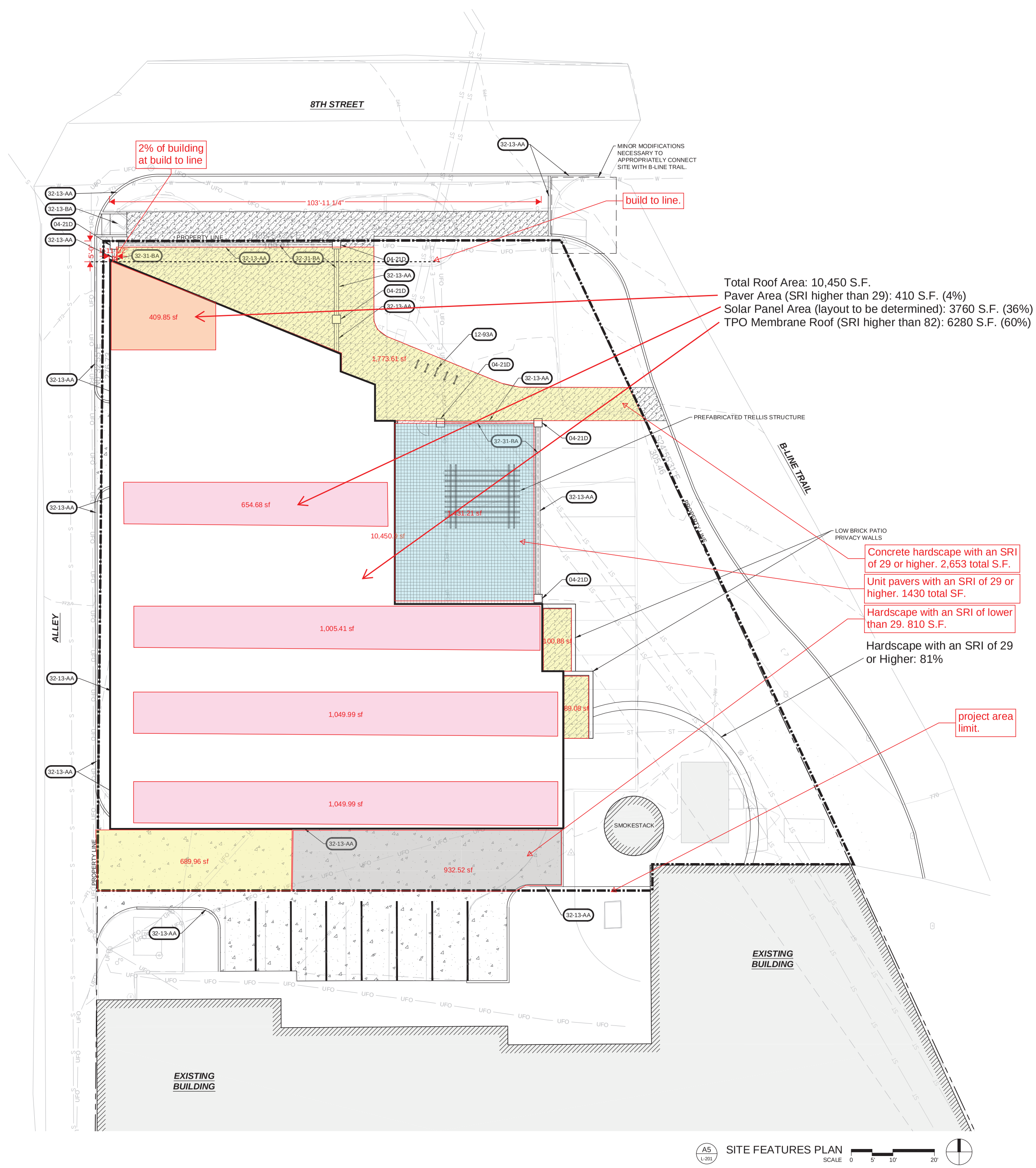
1	PLANNING COMMISSION PRE-APPLICATION	10/06/21

RATIO

PROJECT NO. 21441.000

SHEET TITLE
PLANTING PLAN

SHEET NUMBER
L-501



A5 L-201 SITE FEATURES PLAN
SCALE 0 5' 10' 20'

REFERENCE NOTES SCHEDULE		
	BRICK MASONRY	
CODE	DESCRIPTION	DETAIL
04-21D	BRICK MASONRY, COLUMN, 4' HEIGHT W/ LIMESTONE CAP	
	SITE FURNISHINGS	
CODE	DESCRIPTION	DETAIL
12-93A	SITE FURNISHING, BICYCLE RACK	
	RIGID PAVING	
CODE	DESCRIPTION	DETAIL
32-13-AA	CONCRETE CURB, VERTICAL	
32-13-BA	CONCRETE CURB RAMP, PERPENDICULAR, ONE-WAY DIRECTIONAL	
	FENCES AND GATES	
CODE	DESCRIPTION	DETAIL
32-31-BA	FENCES AND GATES, DECORATIVE METAL FENCING (4' HEIGHT).	
	RIGID PAVING	
SYMBOL	DESCRIPTION	DETAIL
	CONCRETE PAVING, STANDARD, HEAVY DUTY	
	CONCRETE PAVING, STANDARD, LIGHT DUTY	
	UNIT PAVING	
SYMBOL	DESCRIPTION	DETAIL
	UNIT PAVING	

STANDARD PARKING SPOTS: 25
ACCESSIBLE PARKING SPOTS: 1

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Civil Engineer
Smith Design Group
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Bloomington, Indiana 47401
812-336-6536

SEAL | DATE

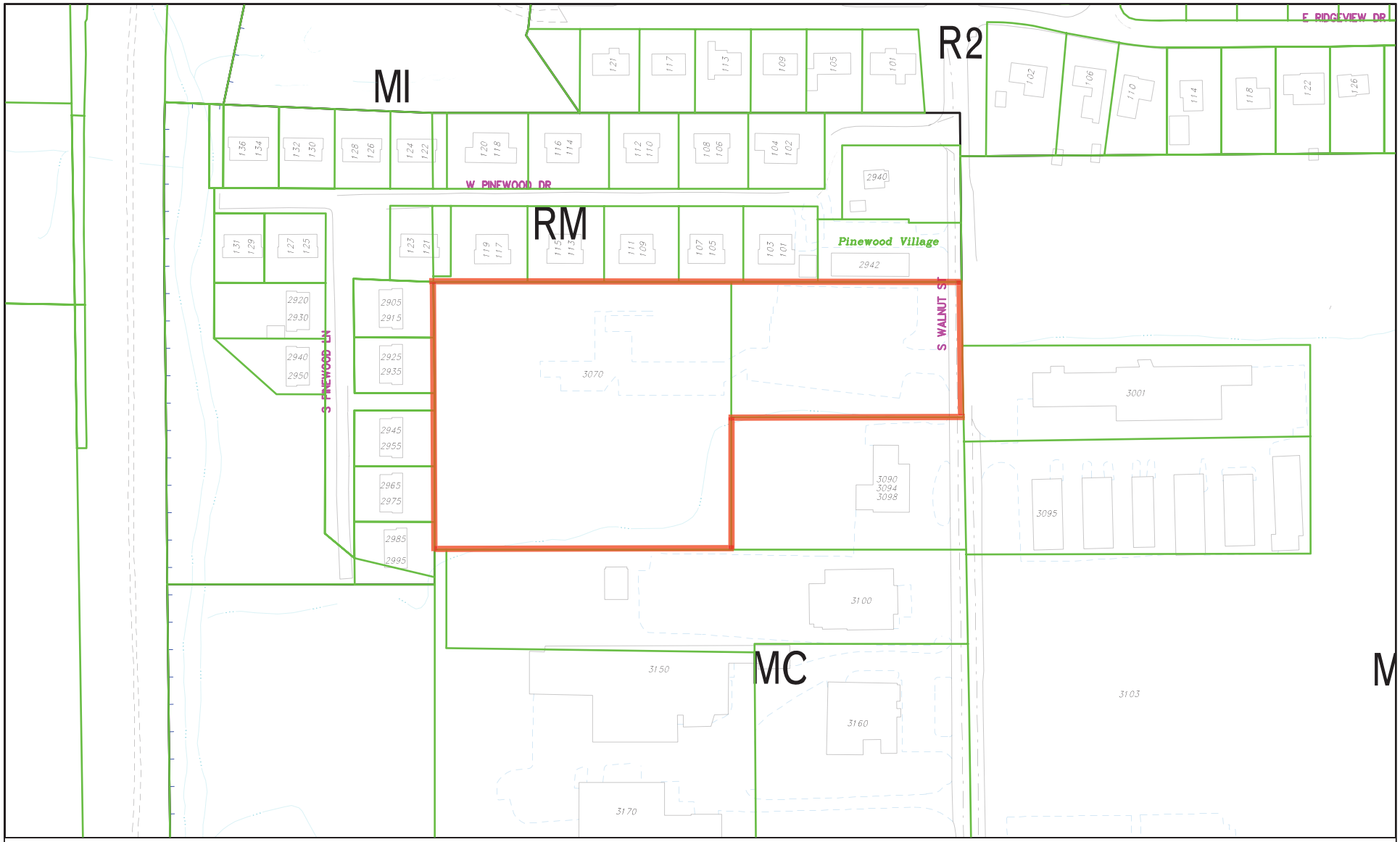
SHEET ISSUE

1	PLANNING COMMISSION APPLICATION	08/30/21

RATIO

PROJECT NO. 21041.000

SHEET TITLE
ROOF AND HARDSCAPE CALCULATIONS



By: karina.pazos
31 Jan 22

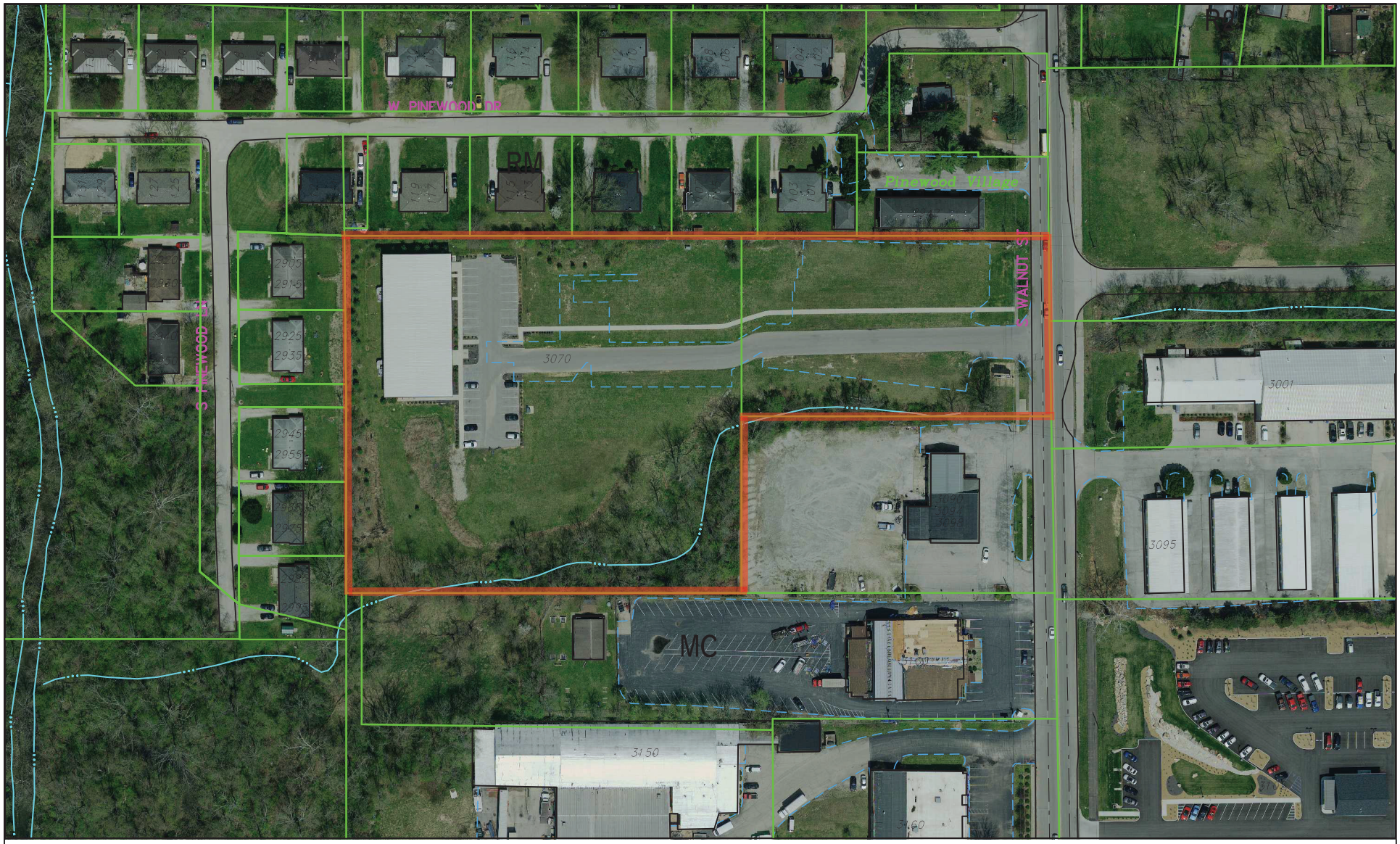
200 0 200 400 600 800

N

City of Bloomington
Planning

Scale: 1" = 200'

For reference only; map information NOT warranted.



City of Bloomington
Planning

By: karina.pazos
31 Jan 22

150 0 150 300 450 600

N

Scale: 1" = 150'

For reference only; map information NOT warranted.

BLOOMINGTON PLAN COMMISSION **CASE #: SP-06-22**
STAFF REPORT **DATE: October 10, 2022**
Location: 3000 & 3070 S Walnut St

PETITIONER:	Strauser Construction Co. 453 S. Clarizz Blvd. Bloomington, IN 47401
CONSULTANT:	Smith Design Group c/o Don Kocarek 2755 E. Canada Dr., Suite 101 Bloomington, IN 47401

REQUEST: The petitioner is requesting a major site plan approval to construct a 3-building self-service storage facility with six bicycle parking spaces and 15 new vehicle parking spaces.

BACKGROUND:

Area:	5.13 acres
Current Zoning:	MC (Mixed-Use Corridor)
Comprehensive Plan Designation:	Neighborhood Residential
Existing Land Use:	Vacant and Commercial – Fitness center, large
Proposed Land Use:	Storage, self-service
Surrounding Uses:	North – Dwelling, multifamily and single-family (attached) South – Contractor's yard and Club or Lodge East – Storage, self-service West – Dwelling, single-family (attached)

REPORT: The property is currently zoned Mixed-Use Corridor (MC), is located on the west side of South Walnut Street, and contains two parcels located at 3000 and 3070 South Walnut Street. The properties to the east and south are also zoned MC. The properties to the north and west are zoned Residential Multifamily (RM). Currently, the westernmost parcel, located at 3070 South Walnut Street, contains Force Fitness, a 10,000 square-foot fitness center. The other parcel contains a driveway and sidewalk that connects to the Force Fitness parking lot.

The petitioner is requesting major site plan approval for three new self-service storage buildings that will be located on both parcels in this property. All three buildings will contain storage units accessed from interior hallways and each building will provide a loading area for trucks to drive inside and load or unload storage items via garage doors facing the interior of the property.

In the MC zoning district, a Self-Service Storage use is permitted with use-specific standards. Under the use-specific standards, the UDO states that if a site is adjacent to a Residential zoning district, loading docks cannot be installed on the side of the facility facing the residentially zoned land, a permanent screen shall be required along all property boundaries and shall conform to landscaping and screening requirements in Section 20.04.080(m) (Screening), and public access shall only be permitted between 6:00 a.m. and 10:00 p.m. Furthermore, Section 20.04.080(m) (Screening) requires screening for sites if the loading areas are visible from a public street. The petitioner is proposing the three loading areas to be located where they are not visible from public open space, public trails, public streets, or from adjacent properties, to the maximum extent practicable.

MAJOR SITE PLAN REVIEW 20.06.050(a)(2)(C)(ii): Major site plan approval is required for developments that contain more than 15,000 square feet of gross floor area. This proposed site plan will create 38,107 square feet of gross floor area.

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

Dimensional Standards:

- **Setbacks:** The MC zoning district requires a minimum of 15 feet of front building setback, minimum of seven feet for side and rear building setbacks, and a front parking setback minimum of 20 feet behind the primary structure's front building wall. The proposed site plan demonstrates compliance with setbacks.
- **Height:** The maximum height in the MC zoning district is four stories not to exceed 50 feet. All the proposed buildings will be 1-story in height. Each proposed building complies with the maximum height requirement.
- **Impervious Surface Coverage:** The maximum impervious surface coverage in the MC zoning district is 60% and the minimum landscape area is 40%. The petitioner has stated the proposal to have 40% impervious surface coverage and 60% landscape area. The proposal meets the impervious surface coverage and landscape requirements.

Environmental: The parcel on the west side of the property has a 75' riparian buffer along the southern portion of the lot, and the parcel on the east side of the property has a 35' riparian buffer along the southern portion of the lot. The 35' riparian buffer was designed after variance SP-UV-40-12 was granted.

There is a floodplain that runs along the southwest corner of the site. An existing detention basin was designed east of the floodplain to accommodate stormwater drainage for the entire site.

Parking: The maximum vehicle parking requirement for a large fitness center use is 2.5 spaces per 1,000 square feet of gross floor area. The maximum vehicle parking requirement for a self-service storage use is 2.85 spaces per 1,000 square feet of gross floor area of indoor sales/leasing/office space. The fitness center has 10,000 square feet of gross floor area so the maximum vehicle parking requirement for that use is 25 spaces. The self-service storage facility is proposed to have 38,107 square feet of gross floor area but only has minimal hallway space for rental kiosks, so the maximum vehicle parking requirement for that use is 2.85 spaces. The cumulative maximum for the property is 27 vehicle parking spaces. The site currently has 35 parking spaces, including two ADA accessible parking spaces, and the petitioner is proposing 15 new parking spaces, for a total of 50 parking spaces on the site. Eight of those parking spaces are proposed to be added onto the southern end of the existing parking lot. The remaining 7 proposed parking spaces would be in a parking lot between the two proposed buildings north of the drive. The proposal does not meet the maximum vehicle parking requirement but the petitioner has received a variance, V-39-22, from the parking maximum for the proposed parking design.

Bicycle Parking/Alternative Transportation: Each development subject to Section 20.04.03(l) of the UDO shall provide a minimum of six bicycle parking spaces or the number of bicycle parking spaces required in Table 04-13: Minimum Bicycle Parking Requirements, whichever is more. In the MC zoning district, bicycle parking spaces are required at two percent of the provided vehicle parking for employment uses, and at five percent of the provided vehicle parking for

commercial uses. The self-service storage is an employment use and the existing fitness center is a commercial use. In this case, six bicycle spaces are required because calculations based on Table 04-13 only total three bicycle spaces for the entire site. The proposal includes six bicycle parking spaces.

This development will also improve the pedestrian facilities along South Walnut Street. Proposed right-of-way is 90 feet for South Walnut Street, which has a General Urban street typology. No new right-of-way will be dedicated with this project, but facilities will be improved. The Transportation Plan calls for a 10-foot wide sidewalk and 8-foot wide treeplot. The sidewalk and treeplot will need to be improved along the parcel that abuts South Walnut Street to meet those requirements. The proposal includes a 10-foot wide sidewalk and a treeplot ranging from nine feet to 12.31 feet. The petitioner is proposing to remove 1.25 feet of the existing asphalt south of the driveway to allow for the treeplot width to be nine feet. The proposal meets the treeplot and sidewalk requirements.

Landscaping:
Street Trees – A minimum of one canopy tree shall be planted per 40 feet of property that abuts a public right-of-way. The proposal consists of five canopy trees which meets the requirement. The City's Urban Forester will need to be consulted about the species of street trees from the UDO which can be utilized with this development.

Buffer Yards – Type 2 and Type 3 buffer yards are required along part of the north and west sides of the property because the adjacent uses are multifamily and single-family (attached). The proposal includes a buffer Type 3 along the west side and along part of the north side, and the eastern portion of the north side of the property that faces a multifamily apartment complex is shown to have a buffer Type 2. The proposal meets the buffer yard requirements.

Parking Lot Landscaping – The UDO requires parking lot perimeter areas to contain a minimum of one tree per four parking spaces, with at least 75 percent of the required trees to be large canopy trees from the permitted plant species list, and must be planted within 10 feet of the parking lot edge. The proposal meets the parking lot perimeter tree requirements.

The UDO requires parking lot perimeter areas to contain a minimum of three shrubs per one parking space with shrubs from the permitted plant species list that grow to a minimum height of 4 feet, and must be planted within 5 feet of the parking lot edge. The proposal meets the parking lot perimeter shrub requirements.

The UDO requires parking lots with 12 or more parking spaces to provide one landscape bumpout, island, or endcap per every 10 parking spaces, and the width and length of each must be equal to the width and length of the adjacent parking space. In addition, each landscape bumpout, island, or endcap must contain at least one large canopy tree, or two large canopy trees if the area is equal to the width and length of two parking spaces. These areas must be installed lower than the parking surface and any parking areas with curbing must incorporate gaps to allow stormwater run-off to enter for natural treatment and filtration. These areas must be installed to control vehicular circulation and define major drives, and shall be placed at intervals of no more than 10 consecutive spaces. The proposal meets the landscape bumpout requirements.

Mixed-Use and Nonresidential Landscaping – The minimum landscape area on site or areas not covered by impervious surfaces, excluding the buffer yard areas, shall be planted with the

following interior plantings:

1. A minimum of nine large canopy trees, three evergreen trees, and three medium or small canopy trees per acre. A minimum of 75 percent of the required trees shall be canopy trees;
2. A minimum of 27 shrubs per acre. One ornamental tree may be substituted for every four shrubs; however, substitution shall not exceed 50 percent of the required shrubs;
3. And, shrubs and ornamental trees along foundation walls of structures shall be planted no closer than two feet and eight feet respectively from the foundation wall.

The proposal meets the interior landscaping requirements.

Existing vegetation may be permitted and count towards required landscaping requirements based on the values listed in the UDO if the existing vegetation is in good health and can be found on the permitted species list. A compliant landscape plan has been included.

Access: This proposed development will derive access from the existing driveway access point along South Walnut Street. The driveway will be shared between the existing fitness center and the proposed self-service storage facility. South Walnut Street has a road classification of Primary Arterial, which requires that no entrance or drive is installed within 150 feet of any intersecting street nor within 100 feet of another driveway entrance. The existing driveway does not meet the required separation distance from the driveway south of this property and a variance was previously granted for the drive cut to remain. The petitioner is proposing to maintain the driveway and internal sidewalk as is. The petitioner is proposing to install a new internal sidewalk for the south self-service storage building.

There is an existing public transportation route in front of the parcel adjacent to South Walnut Street. The UDO requires that transit facilities include benches, shelters, or other similar transit stop amenities, and that such facilities be built to meet the requirements of the Bloomington Public Transportation Corporation. The petitioner is proposing to install a bench, and will work out desired details with Bloomington Transit. A condition has been added.

Architecture: The three new buildings will be finished with a mix of split-faced block, cement board siding with reveals, steel canopies, and metal awnings and trim to match the materials of the fitness center. Cementitious siding and split-faced block are permitted primary finish materials. The UDO requires that a primary exterior finish material cover at least 20 percent of a façade. Metal is a permitted secondary finish material and must cover up to 20 percent of a façade. All 12 facades meet these standards.

The UDO requires that all facades incorporate at least three design elements every 40 feet to break up monotony. The proposal includes metal awnings, change in building façade heights by at least five feet, and wall elevation projections by at least three percent of façade widths.

The UDO requires that all facades visible from any roadway shall consist of at least one primary and one secondary color, shall repeat either texture or color horizontally, and shall repeat variations in texture and color at least every 30 feet vertically. The proposal meets these design standards.

The UDO requires sloped roofs (those greater than 3:12 pitch) visible from any roadway to have overhanging eaves, extending no less than two feet past the supporting walls, or flat roofs (those less than 3:12 pitch) to include a parapet on supporting walls. The proposal includes parapets on supporting walls.

The UDO requires the sides of a building that are not visible from a street to incorporate similar material finishes and architectural detail to the facades that are visible. The proposal meets this design standard.

The UDO requires a primary pedestrian entrance for every façade facing a street. The pedestrian entry shall contain at least three architectural details. The intent for the primary pedestrian entry is that there is a prominent indication of where to enter the building. The proposal includes a primary pedestrian entrance for every façade facing a street. Building 1 incorporates pilasters, building address and name, and a variation of a buttress entryway through use of a metal canopy. Buildings 2 and 3 include the same design elements, however these elements are placed on different projecting walls. Moving the pedestrian entry for building 3 would require grading because the grade change on that building corner is significant, and grading along that corner could negatively impact the riparian buffer. Additionally, the proposed design for the location of the entryways are close to the accessible vehicle parking space and the internal sidewalk. Efforts to meet the intent of the standard have been made to the maximum extent possible.

The UDO requires all first-story windows on the primary façade of a primary structure to be transparent and not make use of dark tinting or reflective glass. The proposal meets this standard, and will be verified at the time of review for the issuance of a certificate of zoning compliance for the building permits.

The UDO requires street address displays to consist of Arabic numerals (e.g., 1, 2, 3...) no less than eight inches in height, shall be placed above all exterior entrances visible from a public street, private drive, or parking lot, and shall contrast with the color of the surface on which they are mounted, consisting of reflective materials to be clearly visible and identifiable from the street. The proposal meets this standard for building 1 but must incorporate the address display for buildings 2 and 3 as they have facades visible from a public street and/or private drive. A condition has been added.

Lighting: Mixed-use and nonresidential uses bordered by any R1, R2, R3, R4, or RHM zoning district shall be allowed a total light output of not more than 40,000 lumens per acre. Provided, regardless of parcel size, the allowance shall be sufficient to provide a maximum of 2,500 lumens per entryway with motion detector activated lighting counted as one-half lumens. The parking lot shall be designed to achieve no greater than the minimal illuminance levels for the given land use as recommended by the Illuminating Engineering Society of North America (IESNA RP-33: Lighting for Exterior Environments). However, a parking lot shall also be designed to achieve a minimum illuminance level of one lux. The proposal does not include exterior lighting on the proposed three new buildings or the parking lots. The self-service storage use allows for public access between 6:00 a.m. and 10:00 p.m. The petitioner may need to incorporate adequate lighting depending on the proposed hours of business and the current lighting on the site. A condition to include specs for lighting on the site has been added.

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

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

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

PROPOSED FINDINGS:

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

CONCLUSION: This petition meets all requirements of the UDO except those mentioned in the conditions and those that have received variances. The petition will add interior self-service storage units within three new buildings. Although, the City Comprehensive Plan designation of Neighborhood Residential does not align with this use, this development will be providing a storage facility with architectural variations to break up the monotony in the design, as well as improve the pedestrian facilities along South Walnut Street with an amenity near residential that is often used for residential storage. The scale of this development is appropriate for the neighborhood.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve SP-06-22 with the following conditions:

1. The petitioner must receive a grading permit before earth moving.
2. The petitioner must incorporate street address displays for buildings 2 and 3 before a building permit will be issued.
3. The petitioner must clarify what the hours of business will be and present lighting specs of existing and proposed lighting on the site that meet the standards before a grading permit will be issued.
4. The petitioner shall work with Bloomington Transit on BT's desired upgrades to the existing adjacent transit facility and an agreement must be met before a recommendation for final occupancy will be issued.
5. This site plan review does not approve signage. A sign permit will need to be applied for.

SMITH DESIGN GROUP
CIVIL ENGINEERING & LAND SURVEYING
Todd M. Borgman, P.L.S.
Katherine E. Stein, P.E.
Don J. Kocarek, R.L.A.
Stephen L. Smith, Founder

May 27, 2022

City of Bloomington Plan Commission
City of Bloomington Planning & Transportation Department
Showers Building Suite 130
401 N Morton St
Bloomington, Indiana 47404

Dear Karina and Members of the Plan Commission,

For your consideration Strauser Construction Co., Inc. is submitting to you this petition for Major Site Plan Approval for 2 parcels containing 5.13-acre property located at 3000 and 3070 S. Walnut Street. The site is zoned Mixed-Use Corridor (MC).

The surrounding properties consist of a mix of attached single-family houses, multi-family residential apartment to the north and west, and a contractor facility with an outdoor storage area to the south. The site includes the 10,000-sf building occupied by Force Fitness gym facility which will remain. The property has a 75' riparian buffer on the south side. The site is accessed from Walnut Street to the west.

The proposed project consists of 3 new self-storage buildings with access to the storage units from interior hallways. The buildings range in size from 8,500 sf to 16,500 sf. All 3 buildings have restroom facilities and are climate controlled.

Per the city's 2019 Transportation Plan guidance the street frontage along Walnut Street will have a new 10' wide sidewalk and a tree plot between the new sidewalk and existing road pavement edge. The project as designed has 60% landscape area and 40% impervious area. Total site is 5.11 AC and impervious area is 2.06 AC

Drainage from the site will flow via storm sewer system to the existing drainage basin on the west side of the property that was built in the previous project. The basin was designed to accommodate the entire property when developed.

There is an existing sanitary main on site that will remain in place, and another sanitary main that will be relocated as part of the project. The design will be coordinated with CBU. The existing watermain under the drive will remain in place.

2755 E Canada Dr Suite 101
Bloomington, Indiana 47401
812-336-6536
smithdginc.com

SMITH DESIGN GROUP
CIVIL ENGINEERING & LAND SURVEYING
Todd M. Borgman, P.L.S.
Katherine E. Stein, P.E.
Don J. Kocarek, R.L.A.
Stephen L. Smith, Founder

The architectural design on the project will be an aesthetic to match the existing fitness building on the west side of the site while utilizing primary façade materials allowed in the current UDO. The buildings will be a mix of split-face CMU masonry, cement board siding with reveals, steel canopies and metal awnings/trims. The building façade will utilize set-backs, differing parapet heights, steel canopies and metal awnings to bring depth to the façade and variation on each elevation.

Construction is anticipated to begin in September of 2022, and to be complete during the summer of 2023.

Thank you for your consideration of this petition. Please feel free to reach out to me with any questions.

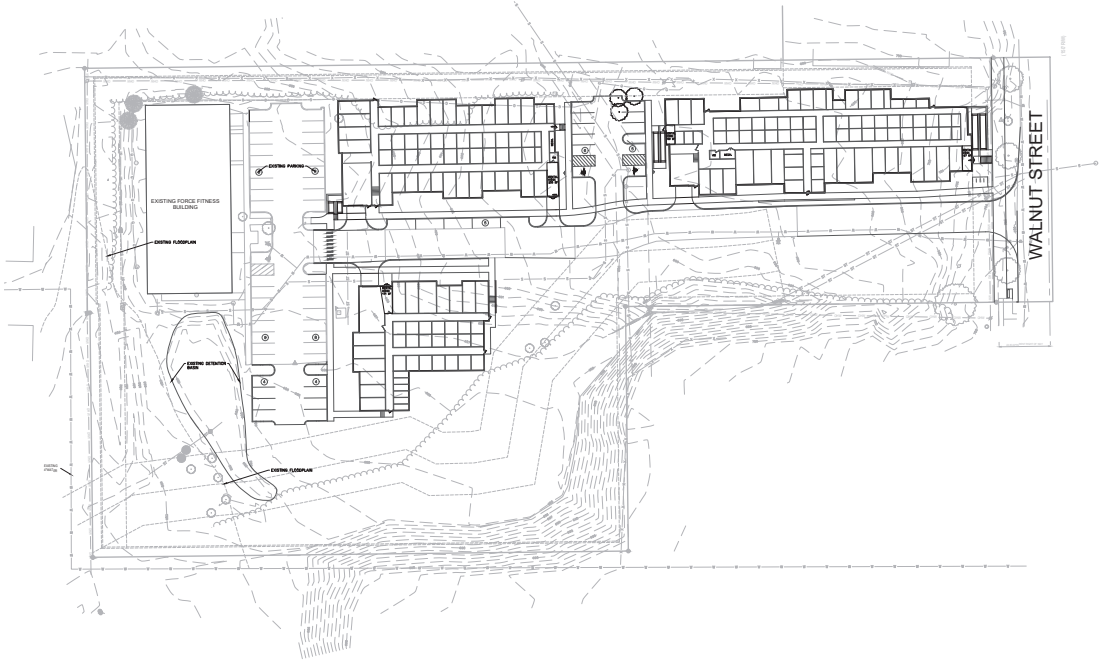
Thanks,

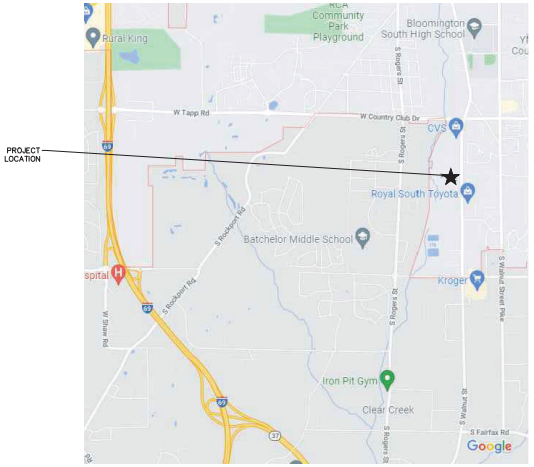
Don Kocarek
Smith Design Group, Inc.
812-336-6536 Ext. 7
dkocarek@smithdginc.com

WALNUT STREET SELF STORAGE

3000 SOUTH WALNUT STREET

BLOOMINGTON, INDIANA 47401





LOCATION MAP

Sheet List Table	
Sheet Number	Sheet Title
01	TITLE SHEET
02	EXISTING CONDITIONS
03	DEMOLITION PLAN
04	SITE PLAN
05	GRADING PLAN
06	UTILITY PLAN
07	LANDSCAPE PLAN
08	LANDSCAPE NOTES AND DETAILS
09	SWPP INDEX
10	SWPP PLAN
11	SWPP SPECS
12	MISCELLANEOUS DETAILS
13	MISCELLANEOUS DETAILS

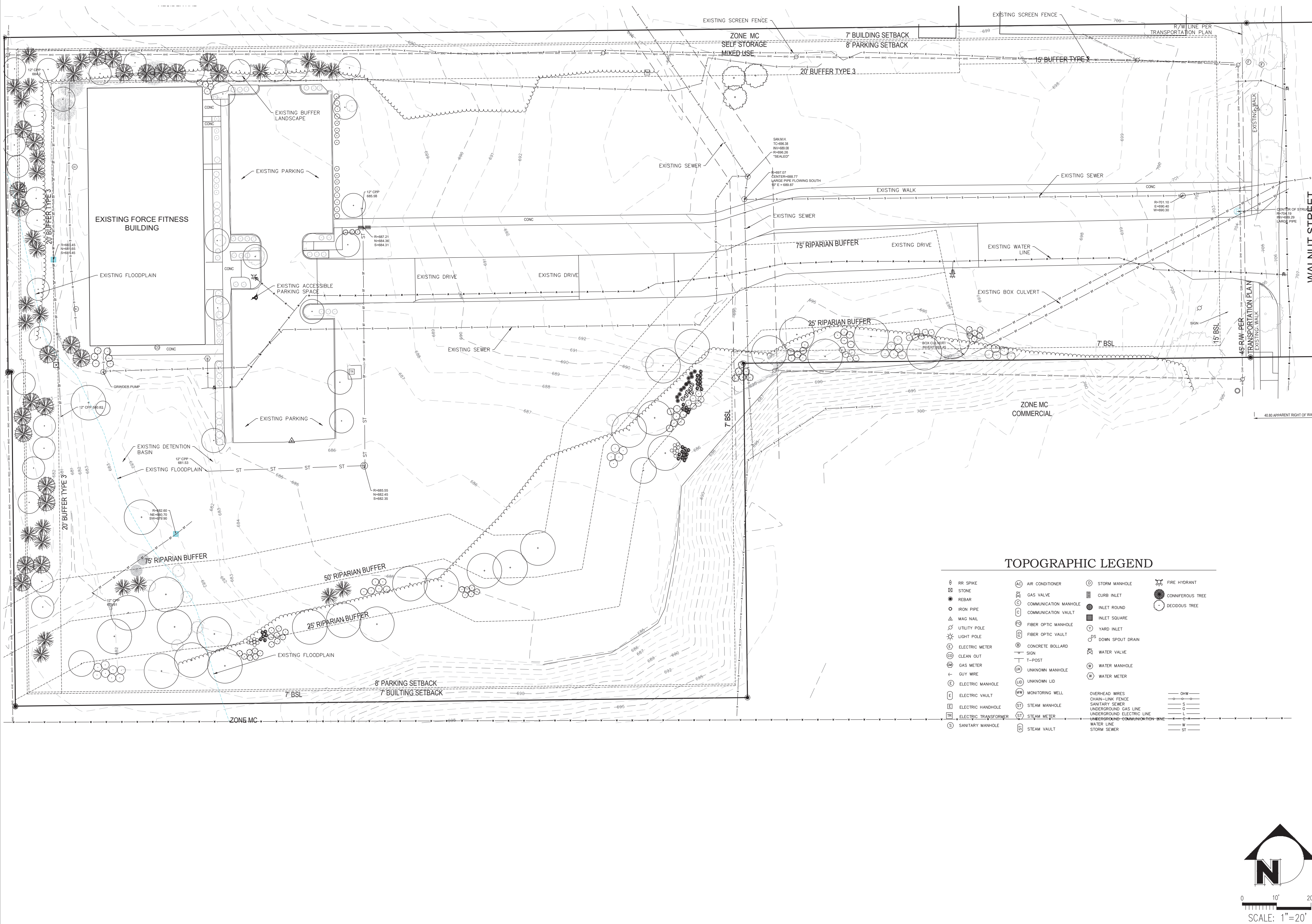
SHEET NO.	REVISIONS	BY	DATE

CERTIFICATION DATE

NOTE : WATER, AND SANITARY SEWER ITEMS SHALL BE IN ACCORDANCE WITH THE LATEST ISSUE OF THE CITY OF BLOOMINGTON UTILITIES CONSTRUCTION SPECIFICATIONS. ALL OTHER WORK SHALL BE IN ACCORDANCE WITH THE 2021 SMITH DESIGN GROUP, INCORPORATED STANDARD SPECIFICATIONS.

SMITH DESIGN GROUP
CIVIL ENGINEERING - LAND SURVEYING
2755 E Canada Dr Suite 101 Bloomington, IN 47401
(812) 336-6536 - smithdginc.com

JOB NUMBER: 6417



SMITH DESIGN GROUP
CIVIL ENGINEERING - LAND SURVEYING

NOT FOR CONSTRUCTION

XX/XX/20XX

WALNUT STREET SELF STORAGE
3000 S. WALNUT STREET
BLOOMINGTON, IN 47401

REVISIONS	BY	DATE

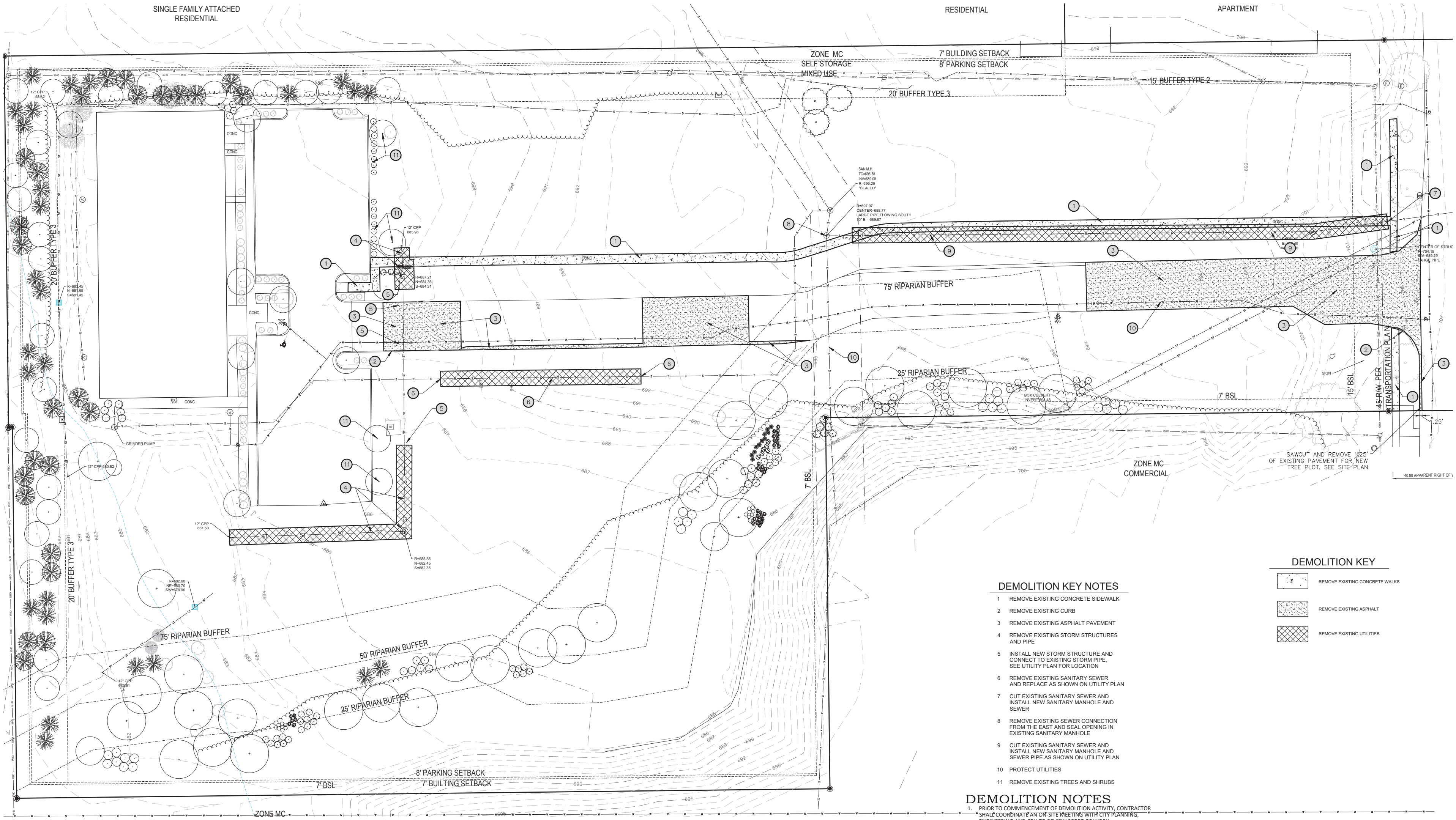
DESIGNED DK
DRAWN DK

JOB NUMBER 6417

SHEET 02 OF 13

DATE 06/24/2022

EXISTING CONDITIONS



DEMOLITION KEY NOTES

1 REMOVE EXISTING CONCRETE SIDEWALK

2 REMOVE EXISTING CURB

3 REMOVE EXISTING ASPHALT PAVEMENT

4 REMOVE EXISTING STORM STRUCTURES AND PIPE

5 INSTALL NEW STORM STRUCTURE AND CONNECT TO EXISTING STORM PIPE, SEE UTILITY PLAN FOR LOCATION

6 REMOVE EXISTING SANITARY SEWER AND REPLACE AS SHOWN ON UTILITY PLAN

7 CUT EXISTING SANITARY SEWER AND INSTALL NEW SANITARY MANHOLE AND SEWER

8 REMOVE EXISTING SEWER CONNECTION FROM THE EAST AND SEAL OPENING IN EXISTING SANITARY MANHOLE

9 CUT EXISTING SANITARY SEWER AND INSTALL NEW SANITARY MANHOLE AND SEWER PIPE AS SHOWN ON UTILITY PLAN

10 PROTECT UTILITIES

11 REMOVE EXISTING TREES AND SHRUBS

DEMOLITION KEY

- REMOVE EXISTING CONCRETE WALKS
- REMOVE EXISTING ASPHALT
- REMOVE EXISTING UTILITIES

DEMOLITION NOTES

1. PRIOR TO COMMENCEMENT OF DEMOLITION ACTIVITY, CONTRACTOR SHALL COORDINATE AN ON-SITE MEETING WITH CITY PLANNING, ENGINEERING AND CBU TO REVIEW SCOPE OF WORK.
2. CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF DISCONNECTION OF PRIVATE UTILITIES WITH RESPECTIVE UTILITY SERVICE PROVIDERS.
3. ANY SIGNS REQUIRING REMOVAL TO EXECUTE THE WORK SHALL BE REMOVED, STORED AND RE-SET UPON COMPLETION OF CONSTRUCTION.
4. USE OF THE PUBLIC R/W REQUIRES PRIOR APPROVAL FROM CITY BPW.
5. BUILDINGS, FOOTINGS, SLABS AND FOUNDATIONS SHALL BE REMOVED COMPLETELY AND THE RESULTING EXCAVATION BACKFILLED WITH COMPACTED GRANULAR MATERIAL IF LOCATED WITHIN AN AREA OF PROPOSED FILL PLACEMENT.
6. BURYING OF DEMOLITION MATERIALS ON SITE IS NOT PERMITTED.
7. THOUGH AN IDEM NPDES STORM WATER NOI IS NOT REQUIRED FOR THIS SITE, THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING, MAINTAINING AND MONITORING ON SITE EROSION CONTROL DEVICES DURING CONSTRUCTION.
8. IF TRACKING OF MATERIAL ONTO ADJACENT PUBLIC ROADWAYS IS INT PERMITTED
9. CLEAR EXISTING TREES AND UNDERBRUSH ON SITE.
10. PROTECT ALL UTILITIES NOT CALLED OUT TO BE REMOVED.
11. EXISTING SANITARY SEWER LATERALS BEYOND THOSE SHOWN ON THE TOPOGRAPHIC SURVEY MAY BE UNCOVERED DURING CONSTRUCTION. ANY SUCH LATERAL FOUND THAT WILL NOT BE RE-USED MUST BE CAPPED. COORDINATE WORK WITH CBU INSPECTOR.
12. ITEMS NOT SPECIFICALLY NOTED FOR REMOVAL SUCH AS EXISTING LANDSCAPING BUT NECESSARY TO BE REMOVED TO COMPLETE THE WORK SHALL BE REMOVED.
13. TOPOGRAPHIC SURVEY WAS COMPLETED IN 2019. ADDITIONAL IMPROVEMENTS OR DEMOLITION ON OR ADJACENT TO THE SITE MAY HAVE BEEN COMPLETED. CONTACT ENGINEER IF ADDITIONAL IMPROVEMENTS RESULTING IN A CHANGE OF PLAN ARE DISCOVERED.
14. ANY CITY SIGN THAT IS TO BE REUSED SHALL BE STORED DURING CONSTRUCTION AND REINSTALLED AT THE END OF CONSTRUCTION.

TOPOGRAPHIC LEGEND

- RR SPIKE
- STONE
- REBAR
- IRON PIPE
- MAG NAIL
- UTILITY POLE
- LIGHT POLE
- ELECTRIC METER
- CLEAN OUT
- GAS METER
- GUY WIRE
- ELECTRIC MANHOLE
- ELECTRIC VAULT
- ELECTRIC HANDHOLE
- ELECTRIC TRANSFORMER
- SANITARY MANHOLE
- AIR CONDITIONER
- GAS VALVE
- COMMUNICATION MANHOLE
- COMMUNICATION VAULT
- FIBER OPTIC MANHOLE
- FIBER OPTIC VAULT
- CONCRETE BOLLARD
- SIGN
- T-POST
- UNKNOWN MANHOLE
- UNKNOWN LID
- MONITORING WELL
- STEAM MANHOLE
- STEAM METER
- STEAM VAULT
- STORM MANHOLE
- CURB INLET
- INLET ROUND
- INLET SQUARE
- YARD INLET
- DOWN SPOUT DRAIN
- WATER VALVE
- WATER MANHOLE
- WATER METER
- FIRE HYDRANT
- CONNIFEROUS TREE
- DECIDOUS TREE

OVERHEAD WIRES	OHW
CHAIN-LINK FENCE	
SANITARY SEWER	S
UNDERGROUND GAS LINE	G
UNDERGROUND ELECTRIC LINE	L
UNDERGROUND COMMUNICATION LINE	C
WATER LINE	W
STORM SEWER	ST

0 10' 20'
SCALE: 1"=20'

SMITH DESIGN GROUP
CIVIL ENGINEERING · LAND SURVEYING

NOT FOR CONSTRUCTION

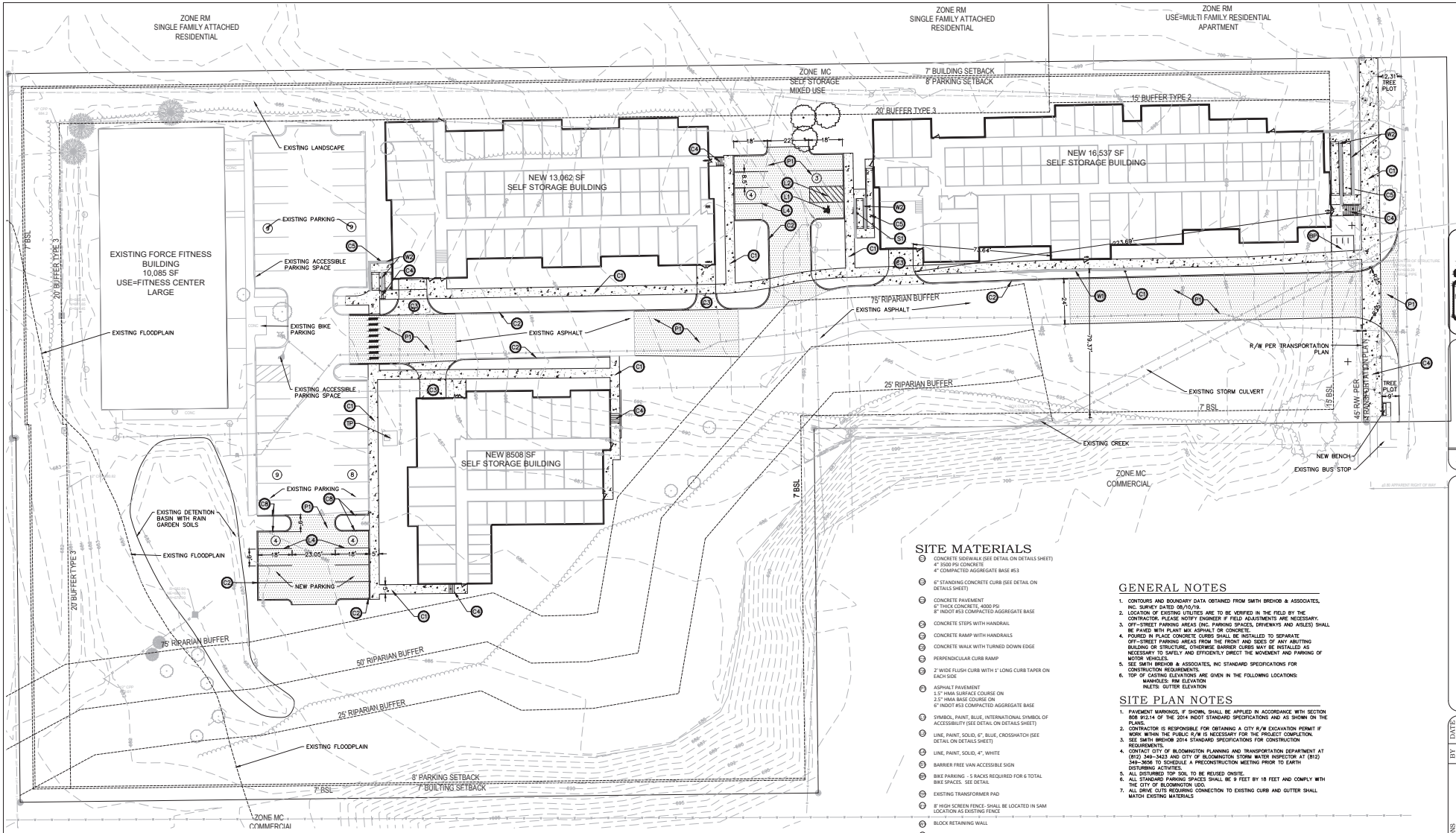
XX/XX/20XX

WALNUT STREET SELF STORAGE
3000 S. WALNUT STREET
BLOOMINGTON, IN 47401

REVISIONS | BY | DATE

DESIGNED DK
DRAWN DK

JOB NUMBER 6417
SHEET 03 OF 13
DATE 06/24/2022
DEMOLITION PLAN



SITE MATERIALS

1. CONCRETE SIDEWALK (SEE DETAIL ON DETAILS SHEET) 4" 3500 PSI CONCRETE 4" COMPACTED AGGREGATE BASE #53
2. 6" STANDING CONCRETE CURB (SEE DETAIL ON DETAILS SHEET)
3. CONCRETE PAVEMENT 6" THICK CONCRETE, 4000 PSI 8" INDOT #53 COMPACTED AGGREGATE BASE
4. CONCRETE STEPS WITH HANDRAIL
5. CONCRETE RAMP WITH HANDRAILS
6. CONCRETE WALK WITH TURNED DOWN EDGE
7. PERPENDICULAR CURB RAMP
8. 2' WIDE FLUSH CURB WITH 1' LONG CURB TAPER ON EACH SIDE
9. ASPHALT PAVEMENT 1.5" HMA SURFACE COURSE ON 2.5" HMA BASE COURSE ON 6" INDOT #53 COMPACTED AGGREGATE BASE
10. SYMBOL, PAINT, BLUE , INTERNATIONAL SYMBOL OF ACCESSIBILITY (SEE DETAIL ON DETAILS SHEET)
11. LINE, PAINT, SOLID, 6", BLUE, CROSSHATCH (SEE DETAIL ON DETAILS SHEET)
12. LINE, PAINT, SOLID, 4", WHITE
13. BARRIER FREE VAN ACCESSIBLE SIGN
14. BIKE PARKING - 5 RACKS REQUIRED FOR 6 TOTAL BIKE SPACES. SEE DETAIL
15. EXISTING TRANSFORMER PAD
16. 8' HIGH SCREEN FENCE- SHALL BE LOCATED IN SAM LOCATION AS EXISTING FENCE
17. BLOCK RETAINING WALL
18. CONCRETE RETAINING WALL DESIGNED BY OTHERS

GENERAL NOTES

1. CONTOURS AND BOUNDARY DATA OBTAINED FROM SMITH BREHOB & ASSOCIATES, INC. SURVEY DATED 08/10/19.
2. LOCATION OF EXISTING UTILITIES ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR. PLEASE NOTIFY ENGINEER IF FIELD ADJUSTMENTS ARE NECESSARY.
3. OFF-STREET PARKING AREAS (INC. PARKING SPACES, DRIVEWAYS AND AISLES) SHALL BE PAVED WITH PLANT MIX ASPHALT OR CONCRETE.
4. POURED IN PLACE CONCRETE CURBS SHALL BE INSTALLED TO SEPARATE OFF-STREET PARKING AREAS FROM THE FRONT AND SIDES OF ANY ABUTTING BUILDING OR STRUCTURE, OTHERWISE BARRIER CURBS MAY BE INSTALLED AS NECESSARY TO SAFELY AND EFFICIENTLY DIRECT THE MOVEMENT AND PARKING OF MOTOR VEHICLES.
5. SEE SMITH BREHOB & ASSOCIATES, INC STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.
6. TOP OF CASTING ELEVATIONS ARE GIVEN IN THE FOLLOWING LOCATIONS:
   MANHOLES: RIM ELEVATION
   INLETS: GUTTER ELEVATION

SITE PLAN NOTES

1. PAVEMENT MARKINGS, IF SHOWN, SHALL BE APPLIED IN ACCORDANCE WITH SECTION 808 812.14 OF THE 2014 INDOT STANDARD SPECIFICATIONS AND AS SHOWN ON THE PLANS.
2. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CITY R/W EXCAVATION PERMIT IF WORK WITHIN THE PUBLIC R/W IS NECESSARY FOR THE PROJECT COMPLETION.
3. SEE SMITH BREHOB 2014 STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.
4. CONTACT CITY OF BLOOMINGTON PLANNING AND TRANSPORTATION DEPARTMENT AT (812) 349-3423 AND CITY OF BLOOMINGTON STORM WATER INSPECTOR AT (812) 349-3656 TO SCHEDULE A PRECONSTRUCTION MEETING PRIOR TO EARTH DISTURBING ACTIVITIES.
5. ALL DISTURBED TOP SOIL TO BE REUSED ONSITE.
6. ALL STANDARD PARKING SPACES SHALL BE 9 FEET BY 18 FEET AND COMPLY WITH THE CITY OF BLOOMINGTON UDO.
7. ALL DRIVE CUTS REQUIRING CONNECTION TO EXISTING CURB AND GUTTER SHALL MATCH EXISTING MATERIALS

PARKING

TOTAL PARKING PROVIDED = 50 SPACES

TOPOGRAPHIC LEGEND

RR SPIKE
STONE
REBAR
IRON PIPE
MAG NAIL
UTILITY POLE
LIGHT POLE
ELECTRIC METER
CLEAN OUT
GAS METER
GUY WIRE
ELECTRIC MANHOLE
ELECTRIC VAULT
ELECTRIC HANDHOLE
ELECTRIC TRANSFORMER
SANITARY MANHOLE
AIR CONDITIONER
GAS VALVE
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MONITORING WELL
STEAM MANHOLE
STEAM METER
STEAM VAULT
STORM MANHOLE
CURB INLET
INLET ROUND
INLET SQUARE
YARD INLET
DOWN SPOUT DRAIN
WATER VALVE
WATER MANHOLE
WATER METER
FIRE HYDRANT
CONIFEROUS TREE
DECIDOUS TREE
OVERHEAD WIRES — OHW
CHAIN-LINK FENCE — X
SANITARY SEWER — S
UNDERGROUND GAS LINE — G
UNDERGROUND ELECTRIC LINE — E
UNDERGROUND COMMUNICATION LINE — C
WATER LINE — W
STORM SEWER — ST

SCALE: 1"=20'

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CIVIL ENGINEERING LAND SURVEYING
3904 E Canada Dr Suite 101 Bloomington, IN 47401
(812) 558-5454 smithbgroup.com

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BLOOMINGTON, IN 47401

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JOB NUMBER 6417
SHEET 04 OF 13
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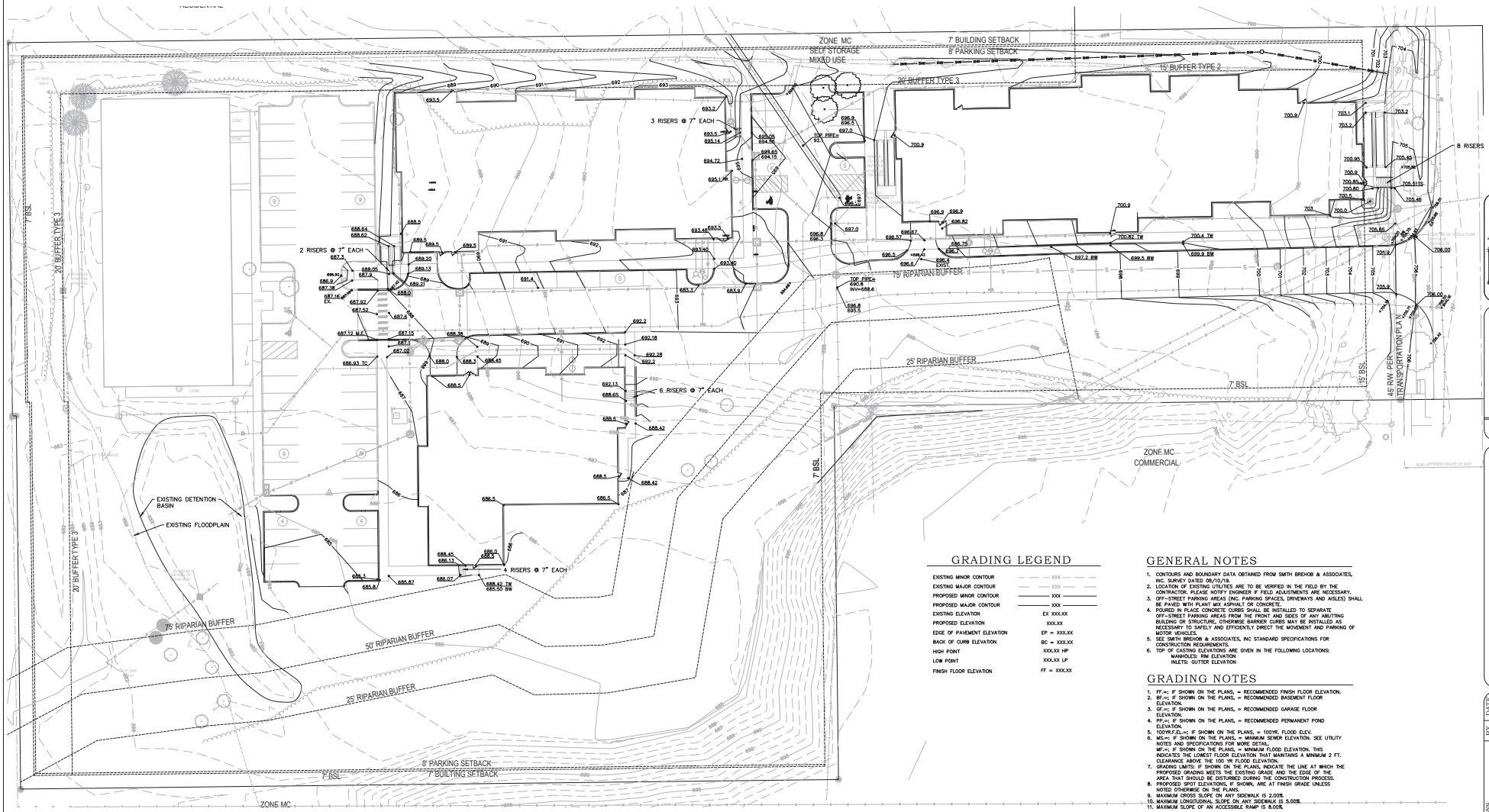
SITE PLAN



GRADING LEGEND

EXISTING MINOR CONTOUR	XXX
EXISTING MAJOR CONTOUR	XXX
PROPOSED MINOR CONTOUR	XXX
PROPOSED MAJOR CONTOUR	XXX
EXISTING ELEVATION	EX XXX.XX
PROPOSED ELEVATION	XXX.XX
EDGE OF PAVEMENT ELEVATION	EP = XXX.XX
BACK OF CURB ELEVATION	BC = XXX.XX
HIGH POINT	XXX.XX HP
LOW POINT	XXX.XX LP
FINISH FLOOR ELEVATION	FF = XXX.XX

GENERAL NOTES

1. CONTOURS AND BOUNDARY DATA OBTAINED FROM SMITH BREHOB & ASSOCIATES, INC. SURVEY DATED 08/10/19.
2. LOCATION OF EXISTING UTILITIES ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR. PLEASE NOTIFY ENGINEER IF FIELD ADJUSTMENTS ARE NECESSARY.
3. OFF-STREET PARKING AREAS (INC. PARKING SPACES, DRIVEWAYS AND AISLES) SHALL BE PAVED WITH PLANT MIX ASPHALT OR CONCRETE.
4. POURED IN PLACE CONCRETE CURBS SHALL BE INSTALLED TO SEPARATE OFF-STREET PARKING AREAS FROM THE FRONT AND SIDES OF ANY ABUTTING BUILDING OR STRUCTURE, OTHERWISE BARRIER CURBS MAY BE INSTALLED AS NECESSARY TO SAFELY AND EFFICIENTLY DIRECT THE MOVEMENT AND PARKING OF MOTOR VEHICLES.
5. SEE SMITH BREHOB & ASSOCIATES, INC STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.
6. TOP OF CASTING ELEVATIONS ARE GIVEN IN THE FOLLOWING LOCATIONS:
   MANHOLES: RIM ELEVATION
   INLETS: GUTTER ELEVATION

GRADING NOTES

1. FF.=: IF SHOWN ON THE PLANS, = RECOMMENDED FINISH FLOOR ELEVATION.
2. BF.=: IF SHOWN ON THE PLANS, = RECOMMENDED BASEMENT FLOOR ELEVATION.
3. GF.=: IF SHOWN ON THE PLANS, = RECOMMENDED GARAGE FLOOR ELEVATION.
4. PP.=: IF SHOWN ON THE PLANS, = RECOMMENDED PERMANENT POND ELEVATION.
5. 100YR.F.E.=: IF SHOWN ON THE PLANS, = 100YR. FLOOD ELEV.
6. MS.=: IF SHOWN ON THE PLANS, = MINIMUM SEWER ELEVATION. SEE UTILITY NOTES AND SPECIFICATIONS FOR MORE DETAIL.
   MF.=: IF SHOWN ON THE PLANS, = MINIMUM FLOOD ELEVATION. THIS INDICATES THE LOWEST FLOOR ELEVATION THAT MAINTAINS A MINIMUM 2 FT. CLEARANCE ABOVE THE 100 YR FLOOD ELEVATION.
7. GRADING LIMITS: IF SHOWN ON THE PLANS, INDICATE THE LINE AT WHICH THE PROPOSED GRADING MEETS THE EXISTING GRADE AND THE EDGE OF THE AREA THAT SHOULD BE DISTURBED DURING THE CONSTRUCTION PROCESS.
8. PROPOSED SPOT ELEVATIONS, IF SHOWN, ARE AT FINISH GRADE UNLESS NOTED OTHERWISE ON THE PLANS.
9. MAXIMUM CROSS SLOPE ON ANY SIDEWALK IS 2.00%
10. MAXIMUM LONGITUDINAL SLOPE ON ANY SIDEWALK IS 5.00%
11. MAXIMUM SLOPE OF AN ACCESSIBLE RAMP IS 8.00%

TOPOGRAPHIC LEGEND

- PK SPIKE
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- IRON PIPE
- MAG NAIL
- UTILITY POLE
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- CLEAN OUT
- GAS METER
- GUY WIRE
- ELECTRIC MANHOLE
- ELECTRIC VAULT
- ELECTRIC HANDHOLE
- ELECTRIC TRANSFORMER
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- WATER METER
- FIRE HYDRANT
- CONIFEROUS TREE
- DECIDOUS TREE

OVERHEAD WIRES — OHW
CHAIN-LINK FENCE — X X X
SANITARY SEWER — S S S
UNDERGROUND GAS LINE — G G G
UNDERGROUND ELECTRIC LINE — E E E
UNDERGROUND COMMUNICATION LINE — C C C
WATER LINE — W W W
STORM SEWER — ST ST ST

0 10' 20'
SCALE: 1"=20'

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3705 E Covenanter Dr Suite 101 Bloomington, IN 47401
(812) 336-6536 | smithdesigninc.com

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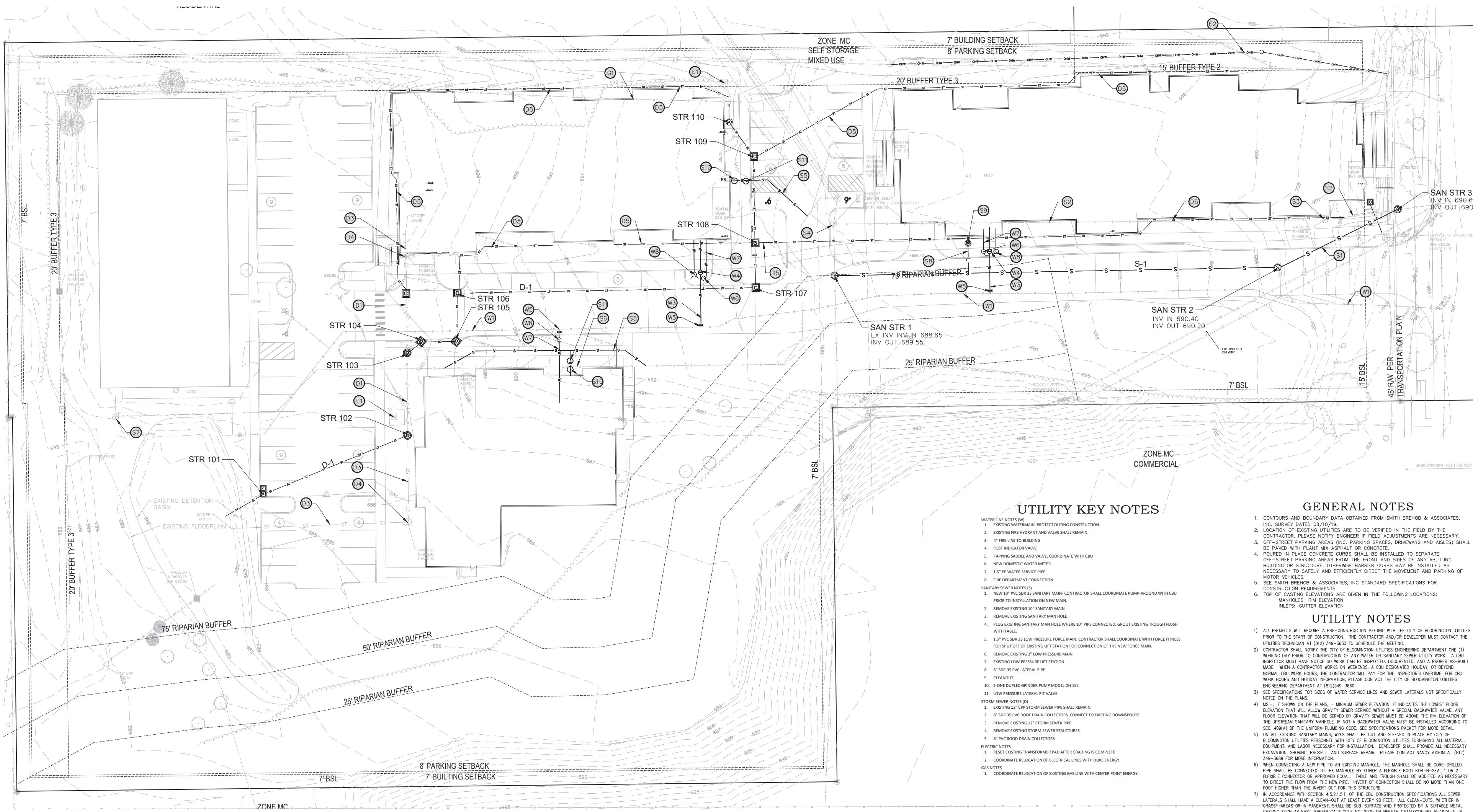
GRADING PLAN



UTILITY KEY NOTES

WATER LINE NOTES (W)
1. EXISTING WATERMAIN. PROTECT DUTING CONSTRUCTION.
2. EXISTING FIRE HYDRANT AND VALVE SHALL REMAIN.
3. 4" FIRE LINE TO BUILDING
4. POST INDICATOR VALVE
5. TAPPING SADDLE AND VALVE. COORDINATE WITH CBU
6. NEW DOMESTIC WATER METER
7. 1.5" PE WATER SERVICE PIPE
8. FIRE DEPARTMENT CONNECTION

SANITARY SEWER NOTES (S)
1. NEW 10" PVC SDR 35 SANITARY MAIN- CONTRACTOR SHALL COORDINATE PUMP-AROUND WITH CBU PRIOR TO INSTALLATION ON NEW MAIN.
2. REMOVE EXISTING 10" SANITARY MAIN
3. REMOVE EXISTING SANITARY MAN HOLE
4. PLUG EXISTING SANITARY MAN HOLE WHERE 10" PIPE CONNECTED. GROUT EXISTING TROUGH FLUSH WITH TABLE.
5. 1.5" PVC SDR 35 LOW PRESSURE FORCE MAIN. CONTRACTOR SHALL COORDINATE WITH FORCE FITNESS FOR SHUT OFF OF EXISTING LIFT STATION FOR CONNECTION OF THE NEW FORCE MAIN.
6. REMOVE EXISTING 2" LOW PRESSURE MAIN
7. EXISTING LOW PRESSURE LIFT STATION
8. 6" SDR 35 PVC LATERAL PIPE
9. CLEANOUT
10. E-ONE DUPLEX GRINDER PUMP MODEL DH 152
11. LOW PRESSURE LATERAL PIT VALVE

STORM SEWER NOTES (D)
1. EXISTING 12" CPP STORM SEWER PIPE SHALL REMAIN.
2. 8" SDR 35 PVC ROOF DRAIN COLLECTORS. CONNECT TO EXISTING DOWNSPOUTS
3. REMOVE EXISTING 12" STORM SEWER PIPE
4. REMOVE EXISTING STORM SEWER STRUCTURES
5. 8" PVC ROOD DRAIN COLLECTORS

ELECTRIC NOTES
1. RESET EXISTING TRANSFORMER PAD AFTER GRADING IS COMPLETE
2. COORDINATE RELOCATION OF ELECTRICAL LINES WITH DUKE ENERGY.

GAS NOTES
1. COORDINATE RELOCATION OF EXISTING GAS LINE WITH CENTER POINT ENERGY.

GENERAL NOTES

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5. SEE SMITH BREHOB & ASSOCIATES, INC STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.
6. TOP OF CASTING ELEVATIONS ARE GIVEN IN THE FOLLOWING LOCATIONS:
   MANHOLES: RIM ELEVATION
   INLETS: GUTTER ELEVATION

UTILITY NOTES

1) ALL PROJECTS WILL REQUIRE A PRE-CONSTRUCTION MEETING WITH THE CITY OF BLOOMINGTON UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR AND/OR DEVELOPER MUST CONTACT THE UTILITIES TECHNICIAN AT (812) 349-3633 TO SCHEDULE THE MEETING.
2) CONTRACTOR SHALL NOTIFY THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT ONE (1) WORKING DAY PRIOR TO CONSTRUCTION OF ANY WATER OR SANITARY SEWER UTILITY WORK. A CBU INSPECTOR MUST HAVE NOTICE SO WORK CAN BE INSPECTED, DOCUMENTED, AND A PROPER AS-BUILT MADE. WHEN A CONTRACTOR WORKS ON WEEKENDS, A CBU DESIGNATED HOLIDAY, OR BEYOND NORMAL CBU WORK HOURS, THE CONTRACTOR WILL PAY FOR THE INSPECTOR'S OVERTIME. FOR CBU WORK HOURS AND HOLIDAY INFORMATION, PLEASE CONTACT THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (812)349-3660.
3) SEE SPECIFICATIONS FOR SIZES OF WATER SERVICE LINES AND SEWER LATERALS NOT SPECIFICALLY NOTED ON THE PLANS.
4) MS.=; IF SHOWN ON THE PLANS, = MINIMUM SEWER ELEVATION. IT INDICATES THE LOWEST FLOOR ELEVATION THAT WILL ALLOW GRAVITY SEWER SERVICE WITHOUT A SPECIAL BACKWATER VALVE. ANY FLOOR ELEVATION THAT WILL BE SERVED BY GRAVITY SEWER MUST BE ABOVE THE RIM ELEVATION OF THE UPSTREAM SANITARY MANHOLE. IF NOT A BACKWATER VALVE MUST BE INSTALLED ACCORDING TO SEC. 409(A) OF THE UNIFORM PLUMBING CODE. SEE SPECIFICATIONS PACKET FOR MORE DETAIL.
5) ON ALL EXISTING SANITARY MAINS, WYES SHALL BE CUT AND SLEEVED IN PLACE BY CITY OF BLOOMINGTON UTILITIES PERSONNEL WITH CITY OF BLOOMINGTON UTILITIES FURNISHING ALL MATERIAL, EQUIPMENT, AND LABOR NECESSARY FOR INSTALLATION. DEVELOPER SHALL PROVIDE ALL NECESSARY EXCAVATION, SHORING, BACKFILL, AND SURFACE REPAIR. PLEASE CONTACT NANCY AXSOM AT (812) 349-3689 FOR MORE INFORMATION.
6) WHEN CONNECTING A NEW PIPE TO AN EXISTING MANHOLE, THE MANHOLE SHALL BE CORE-DRILLED. PIPE SHALL BE CONNECTED TO THE MANHOLE BY EITHER A FLEXIBLE BOOT KOR-N-SEAL 1 OR 2 FLEXIBLE CONNECTOR OR APPROVED EQUAL. TABLE AND TROUGH SHALL BE MODIFIED AS NECESSARY TO DIRECT THE FLOW FROM THE NEW PIPE. INVERT OF CONNECTION SHALL BE NO MORE THAN ONE FOOT HIGHER THAN THE INVERT OUT FOR THIS STRUCTURE.
7) IN ACCORDANCE WITH SECTION 4.5.2.1.5.1. OF THE CBU CONSTRUCTION SPECIFICATIONS ALL SEWER LATERALS SHALL HAVE A CLEAN-OUT AT LEAST EVERY 90 FEET. ALL CLEAN-OUTS, WHETHER IN GRASSY AREAS OR IN PAVEMENT, SHALL BE SUB-SURFACE AND PROTECTED BY A SUITABLE METAL CASTING SUCH AS EAST JORDAN CATALOGUE NO. 2975 OR NEENAH CATALOGUE NO. R-1974-A. IN GRASSY AREAS, THE CASTING SHALL BE PROVIDED WITH A CIRCULAR CONCRETE COLLAR FLUSH WITH THE TOP OF THE CASTING AND THE GROUND SURFACE. THE COLLAR SHALL BE MINIMUM 6" THICK AND SHALL EXTEND AT LEAST 8" BEYOND THE OUTSIDE OF THE CASTING ON ALL SIDES. IN PAVEMENT, THE TOP OF THE CASTING SHALL BE FLUSH WITH THE SURROUNDING PAVEMENT. TOP OF CLEAN-OUT SHALL BE NO MORE THAN 3" BELOW THE TOP OF THE CASTING. A #10 INSULATED SOLID COPPER LOCATOR WIRE SHALL BE WRAPPED AROUND ALL NON-METALLIC PIPES SO THAT ONE REVOLUTION IS MADE AT LEAST EVERY PIPE JOINT. SPLICES ARE TO BE MADE WITH AN APPROVED CONNECTOR, AND ARE TO BE SUITABLY PROTECTED AGAINST CORROSION. THE WIRE IS TO BE BROUGHT TO THE SURFACE WITH A CLEAN-OUT IN A CASTING. ALSO SEE THE CBU CONSTRUCTION SPECIFICATIONS FOR THE "STANDARD SANITARY LATERAL CLEAN-OUT DETAIL #19".
8) WHEREVER C900 PIPE IS USED FOR SEWER, ALL WYES SHALL BE HARCO, SIZED FOR C900 ON THE RUN AND SDR-35 ON THE BRANCH. TRANSITION FROM C900 TO SDR-35 PIPE SHALL BE MADE BY USE OF A HARCO C900 TO SDR-35 ADAPTER WYES.
9) ALL D.I.P. USED FOR SANITARY SEWER SHALL HAVE CERAMIC EPOXY LINING, MINIMUM THICKNESS 40 MILS, AND SHALL BE PROTECTO 401, AS MANUFACTURED BY INDURON PROTECTIVE COATINGS. WYES FOR D.I.P. SHALL BE HARCO D.I.P. TO SDR-35 ADAPTER WYES.

TOPOGRAPHIC LEGEND

RR SPIKE
STONE
REBAR
IRON PIPE
MAG NAIL
UTILITY POLE
LIGHT POLE
ELECTRIC METER
CLEAN OUT
GAS METER
GUY WIRE
ELECTRIC MANHOLE
ELECTRIC VAULT
ELECTRIC HANDHOLE
ELECTRIC TRANSFORMER
SANITARY MANHOLE
AIR CONDITIONER
GAS VALVE
COMMUNICATION MANHOLE
COMMUNICATION VAULT
FIBER OPTIC MANHOLE
FIBER OPTIC VAULT
CONCRETE BOLLARD
SIGN
T-POST
UNKNOWN MANHOLE
UNKNOWN LID
MONITORING WELL
STEAM MANHOLE
STEAM METER
STEAM VAULT
STORM MANHOLE
CURB INLET
INLET ROUND
INLET SQUARE
YARD INLET
DOWN SPOUT DRAIN
WATER VALVE
WATER MANHOLE
WATER METER
FIRE HYDRANT
CONNIFEROUS TREE
DECIDOUS TREE

OVERHEAD WIRES — OHW —
CHAIN-LINK FENCE
SANITARY SEWER — S —
UNDERGROUND GAS LINE — G —
UNDERGROUND ELECTRIC LINE — L —
UNDERGROUND COMMUNICATION LINE — C —
WATER LINE — W —
STORM SEWER — ST —

UTILITY CONTACTS

AT&T (Phone)
Brent McCabe - (812) 334-4521
4517 E. Indiana Bell Ct.
P.O. Box 56
Bloomington, Indiana 47408
bm1792@att.com

COMCAST (Cable)
Scott Cripe (812) 322-9612
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Bloomington, IN 47401
scott_cripe@cable.comcast.com

UDWI REMC
812-384-4446
1666 West State Road 54
Bloomfield, IN 47424

VECTREN (Gas)
Doug Anderson (812) 330-4031
205 S. Madison
Bloomington, IN 47404
danderson@vectren.com

CITY OF BLOOMINGTON
UTILITIES (Water/Sewer)
Nancy Axsom (812) 349-3689
600 E. Miller Dr.
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axsomn@bloomington.in.gov

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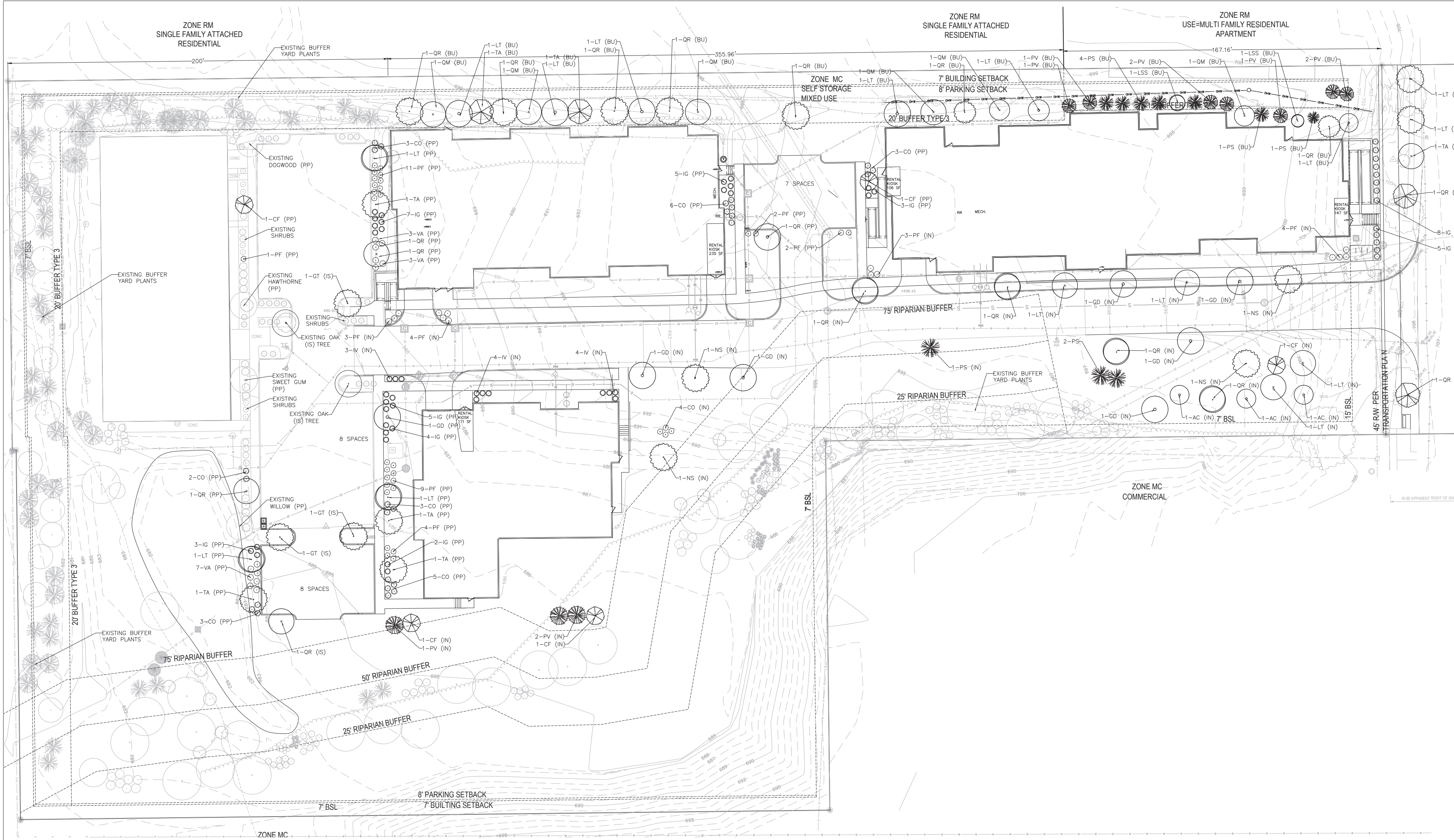
DATE 06/24/2022
UTILITY PLAN



TOPOGRAPHIC LEGEND

- RR SPIKE
- STONE
- REBAR
- IRON PIPE
- MAG NAIL
- UTILITY POLE
- LIGHT POLE
- ELECTRIC METER
- CLEAN OUT
- GAS METER
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- STEAM VAULT
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- INLET ROUND
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- WATER VALVE
- WATER MANHOLE
- WATER METER
- FIRE HYDRANT
- CONNIFEROUS TREE
- DECIDOUS TREE

OVERHEAD WIRES	OHW
CHAIN-LINK FENCE	
SANITARY SEWER	S
UNDERGROUND GAS LINE	G
UNDERGROUND ELECTRIC LINE	L
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UDO LANDSCAPE CATEGORIES

PARKING LOT PERIMETER PLANTING	PP
INTERIOR PLANTING PLANTING	IN
BUFFER YARD PLANTING	BU
ISLAND / ENDCAP PLANTING	IS
STREET TREE	ST

LANDSCAPE NOTES

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4.) SEE SHEET 8 FOR LANDSCAPE NOTES AND DETAILS.

SMITH DESIGN GROUP
CIVIL ENGINEERING - LAND SURVEYING
2755 E Canada Dr Suite 101 Bloomington, IN 47401
(812) 336-6536 - smithdginc.com

NOT FOR CONSTRUCTION

XX/XX/20XX

WALNUT STREET SELF STORAGE
3000 S. WALNUT STREET
BLOOMINGTON, IN 47401

REVISIONS	BY	DATE

DESIGNED DK DRAFTED DK CHECKED DATE

JOB NUMBER 6417

SHEET 07 OF 13

DATE 10/04/2022

LANDSCAPE PLAN

LANDSCAPE TABLES

STREET TREES PLANT TABLE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	
		TREES			
LT	2	LIRIODENDRON tulipfera	Tulip Tree	2" Caliper	
TA	1	TILIA americana	Basswood	2" Caliper	
QR	2	QUERCUS rubra	Northern Red Oak	2" Caliper	

LANDSCAPE PLANT TABLE FOR PARKING LOT PERIMETER (NEW PARKING LOTS)

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	D-VALUE
		TREES			
CF	1	CORNUS florida	Flowering Dogwood	2" Caliper	
LT	3	LIRIODENDRON tulipfera	Tulip Tree	2" Caliper	
TA	2	TILIA americana	Basswood	2" Caliper	
QR	3	QUERCUS rubra	Northern Red Oak	2" Caliper	
		SHRUBS			
CO	18	CEPHALANTHUS occidentalis	Buttonbush	3 Gallon	
IG	18	ILEX glabra	Inkberry	3 Gallon	
PF	19	POTENTILLA fruticosa	Shrubby Cinquefoil	3 Gallon	
VA	12	VIBURNUM acerifolium	Mapleleaf Viburnum	3 Gallon	

LANDSCAPE PLANT TABLE FOR PARKING LOT PERIMETER (EXISTING PARKING LOT)

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	D-VALUE
		TREES			
CF	1	CORNUS florida	Flowering Dogwood	2" Caliper	
LT	2	LIRIODENDRON tulipfera	Tulip Tree	2" Caliper	
TA	2	TILIA americana	Basswood	2" Caliper	
QR	2	QUERCUS rubra	Northern Red Oak	2" Caliper	
GD	1	GYMNOCLADUS dioica	Kentucky Coffee Tree	2" Caliper	
		SHRUBS			
CO	8	CEPHALANTHUS occidentalis	Buttonbush	3 Gallon	
IG	16	ILEX glabra	Inkberry	3 Gallon	
PF	21	POTENTILLA fruticosa	Shrubby Cinquefoil	3 Gallon	
VA	6	VIBURNUM acerifolium	Mapleleaf Viburnum	3 Gallon	

LANDSCAPE PLANT TABLE FOR BUMPOUTS ENDCAPS AND ISLANDS

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	D-VALUE
		TREES			
GT	4	GLEDITSIA Triacanthos	Honey Locust	2" Caliper	
QR	1	QUERCUS rubra	Northern Red Oak	2" Caliper	

INTERIOR LANDSCAPING PLANT TABLE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	
		TREES			
AC	3	AMELANCHIER canadensis	Shadblow Serviceberry	2" Caliper	
CF	3	CORNUS florida	Flowering Dogwood	2" Caliper	
GD	6	GYMNOCLADUS dioica	Kentucky Coffee Tree	2" Caliper	
LT	4	LIRIODENDRON tulipfera	Tulip Tree	2" Caliper	
NS	3	NYSSA sylvatica	Black Tupelo	2" Caliper	
QR	4	QUERCUS rubra	Northern Red Oak	2" Caliper	
PS	3	PINUS strobus	White Pine	6' Hgt.	
PV	3	PINUS virginiana	Virginia Pine	6' Hgt.	
		SHRUBS			
IG	13	ILEX glabra	Inkberry	3 Gallon	
PF	10	POTENTILLA fruticosa	Shrubby Cinquefoil	3 Gallon	
IV	11	ITEA virginica	Virginia Sweetspire	3 Gallon	
CO	4	CEPHALANTHUS occidentalis	Buttonbush	3 Gallon	

LANDSCAPE PLANT TABLE FOR BUFFER YARD

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	
		TREES			
LT	6	LIRIODENDRON tulipfera	Tulip Tree	2" Caliper	
LSS	2	LIQUIDAMBAR styraciflua Slender Silhouette	Columnar Sweet Gum	2" Caliper	
PS	7	PINUS strobus	White Pine	6' Hgt.	
PV	7	PINUS virginiana	Virginia Pine	6' Hgt.	
TA	2	TILIA americana	Basswood	2" Caliper	
QM	6	QUERCUS macrocarpa	Bur Oak	2" Caliper	
QR	7	QUERCUS rubra	Northern Red Oak		

Walnut Street Storage Landscape Requirements

Streetscape Landscape
Walnut Street R/W =195', 5 trees required

Parking lot Perimeter:
1 Tree per 4 parking spaces required, 75% large trees
3 shrubs per parking space required,
West Parking lot= 8 spaces; 24 shrubs required, and 2 trees required
Parallel Parking lot= 5 spaces; 10 shrubs required, and 2 trees required
North Parking lot= 12 spaces; 36 shrubs required, and 3 trees required
Existing Parking Lot=35 Spaces, 35 Spaces-105 Shrubs Required and 12 trees required
54 Shrubs and 4 trees were installed in previous project and are existing to be preserved. 8 new trees and 51 new shrubs are proposed.

Landscape Bumpout, Islands and Endcaps
59 Total Spaces, 6 Bumpout, Islands and Endcaps with 1 large canopy tree required in each island. 3 existing islands are from the previous project and 1 new tree added to 1 existing island. 3 new islands and 1 endcap added with 1 large canopy tree in each.

Buffer yards
West Buffer Yard West buffer yard was installed in previous project

North Buffer Yard
556 lf of buffer type 3 along single family residential. 200' of buffer yard was installed with the Force Fitness project
356' of Buffer yard type 3 required
1 deciduous Tree per every 20' and 6' opaque fence used. 6' fence is located where the existing dilapidated fence is located. **18 deciduous trees required.**
167' of Buffer yard type 2 required adjacent to Multifamily apartment
1 deciduous tree per every 25' and 2 evergreen trees per every 25'
7 deciduous trees required, and 14 evergreen trees required

Interior plantings
Total Site = 222,960 SF
Buffers = 84,212
Buildings, Walks and Pavement = 89,901
Area not covered by building and hardscape = 48,847 (1.12 AC)
14 large canopy trees, 5 evergreen trees, and 5 medium or small canopy trees per acre of pervious area
15 large canopy trees required, 6 evergreen trees required, 6 medium/small tree required
36 shrubs per acre, = 39 shrubs required

LANDSCAPE NOTES

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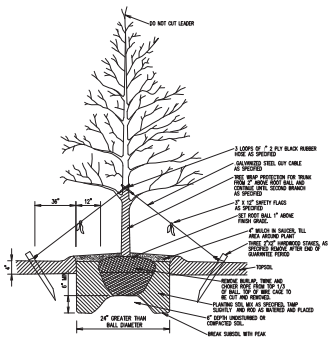
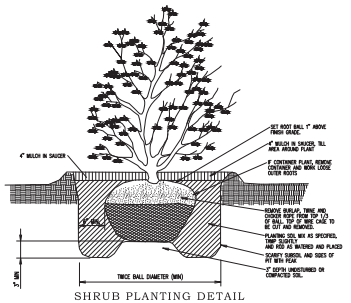
4.) SEE SHEET 7 FOR LANDSCAPE PLAN.



TREE PLANTING & GUYING DETAIL
NO SCALE



SHRUB PLANTING DETAIL
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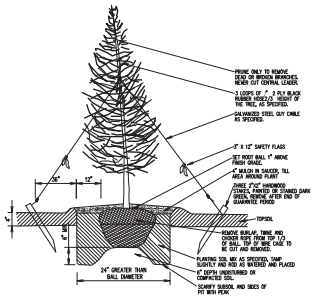

EVERGREEN PLANTING & GUYING DETAIL
NO SCALE

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BLOOMINGTON, IN 47401

REVISIONS	BY	DATE

DESIGNED	DRAWN	CHECKED
DK	DK	

JOB NUMBER 6417
SHEET 08 OF 13
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LANDSCAPE NOTES AND DETAILS

N

0 10' 20'
SCALE: 1"=20'

SEC. A – CONSTRUCTION PLAN ELEMENTS

A1 – Plan Index
Shown on Title Page.

A2 – 11x17 Plat
Included with submission.

A3 – Narrative describing nature and purpose of project
The purpose of this project is to construct a new office building and garage for the RCV Roofing. A parking lot and detention pond will also be constructed.

A4 – Vicinity Map
Shown on this page.

A5 – Legal Description
The record legal description for the property is shown on the title.

A6 – Site Improvements
Shown on Site Plan.

A7 – Hydrologic Unit Code
The HUC code is 051202020101 00 .

A8 – Notation of any State or Federal permits
None.

A9 – Specific points where storm water discharge leaves the site
The runoff from the site will connect to an existing storm inlet along Angelina Drive as depicted on the plans.

A10 – Location of Wetlands, lakes, and water courses
No known wetlands exist on site based on a review of the National Wetlands Inventory Map. No known lakes or water courses exist on site.

A11 – Identification of all receiving waters
Jacks Defeat Creek is the receiving water.

A12 – Groundwater discharge
There are no known sinkholes on site.

A13 – Floodplains, floodway fringes, floodways
None exist on site.

A14 – Peak Discharges
Pre-construction (10-year): 2.54 cfs
Post-construction (10-year) (detained): 0.01 cfs

A15 – Adjacent Properties
Residential use is the east and south, industrial to the west and vacant land to the north.

A16 – Disturbed Areas
Extents of disturbed areas are shown on the Grading Plan.

A17 – Vegetative Cover
Existing vegetation consists of woods and grass area

A18 – Soils Map
See map and legend this sheet.

A19 – Storm Water Drainage Systems
See utility plan for existing and proposed storm water drainage systems.

A20 Off site construction activities
None.

A21 – Proposed stockpile and/or borrow/disposal area locations
Temporary stockpile location is shown on the SWPPP.

A22 – Existing Topography
See grading plan.

A23 – Proposed Topography
See grading plan.

SECTION B STORMWATER POLLUTION PREVENTION PLAN – CONSTRUCTION COMPONENT

B1 – Description of potential pollutant sources assoc. w/constr.
Possible pollutants associated with construction include trucks used for delivery of fuel and maintenance of vehicles. Some pollutants associated with construction include grit and sediment due to grading and clearing, rust and brake dust from the construction vehicles and various fluids that may be used to lubricate or maintain construction equipment. Other pollutants may be possible, but are not foreseeable at this time. Specifications shown on the erosion control notes address recommendations used for spills and other groundwater contaminants due to construction.

B2 – Sequence describing storm water quality measures implementation relative to land disturbing activity
Indicated in the General Erosion Control Sequence.

B3 – Stable construction entrance location and specifications
Locations are shown on the erosion control plan and specifications are shown on the erosion control notes sheet.

B4– Sediment control measures for sheet flow
Silt fence will be utilized. Locations are shown on the erosion control plan and detailed on the details sheet.
Specifications are shown on erosion control notes sheet.

B5 – Sediment control measures for concentrated flow areas
Temporary sediment trap will be installed and rip rap will be used as shown on the erosion control plan. Specifications are shown on erosion control notes sheet.

B6 – Storm sewer inlet protection measure location & spec's.
Rock dams are shown on the erosion control plan and specifications are shown on the erosion control notes sheet.

B7 – Runoff control measures
A detention basin is utilized in the southwest corner of the site for runoff protection.

B8 – Storm water outlet protection specifications
Rip rap will be utilized as shown on the erosion control plan. The specifications are shown on the erosion control notes sheet.

B9 – Grade stabilization structure locations and specifications
None will be utilized for this project.

B10 –Location, dimensions, specifications, & constr. details of each storm water quality measure.
Typical storm water quality measures include bioretention basin is shown on the grading plan and detailed on the details sheet and the erosion control notes sheet. Specifications are shown on erosion control notes sheet.

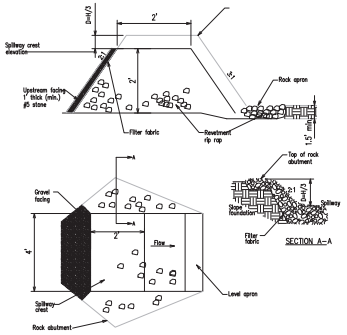
B11 – Temporary surface stabilization methods appropriate for each season
Season specific temporary surface stabilization methods and specifications are outlined on the erosion control notes sheet.

B12 – Permanent surface stabilization specifications
Permanent surface stabilization methods are shown on the erosion control notes sheet. Specifications are contained in the project manual.

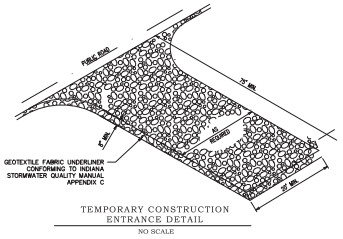
B13 – Material handling and spill prevention plan
Specifications for material handling and spill prevention are noted on erosion control notes sheet.

B14 – Monitoring and maintenance guidelines for each proposed storm water quality measure
Specifications for temporary erosion control devices is noted on erosion control notes sheet.

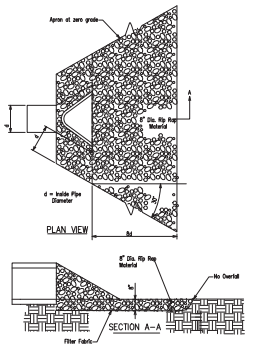
B15 – Erosion & sediment control specifications for individual building lots
Not applicable. There will be no subdivision of the property for individual building lots.



ROCK DAM DETAIL
NO SCALE



TEMPORARY CONSTRUCTION ENTRANCE DETAIL
NO SCALE



ROCK CHUTE DETAIL
NO SCALE

TOPOGRAPHIC LEGEND

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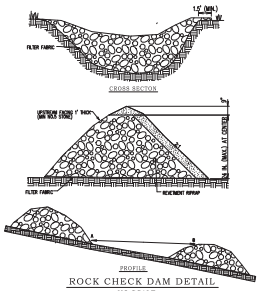

ROCK CHECK DAM DETAIL
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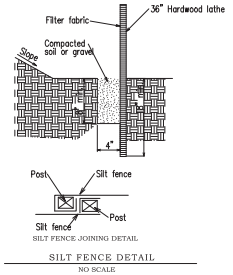

SILT FENCE JOINING DETAIL

SILT FENCE DETAIL
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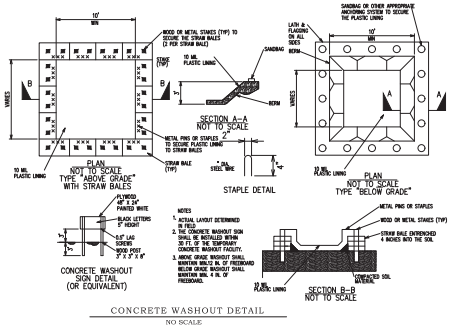

CONCRETE WASHOUT DETAIL
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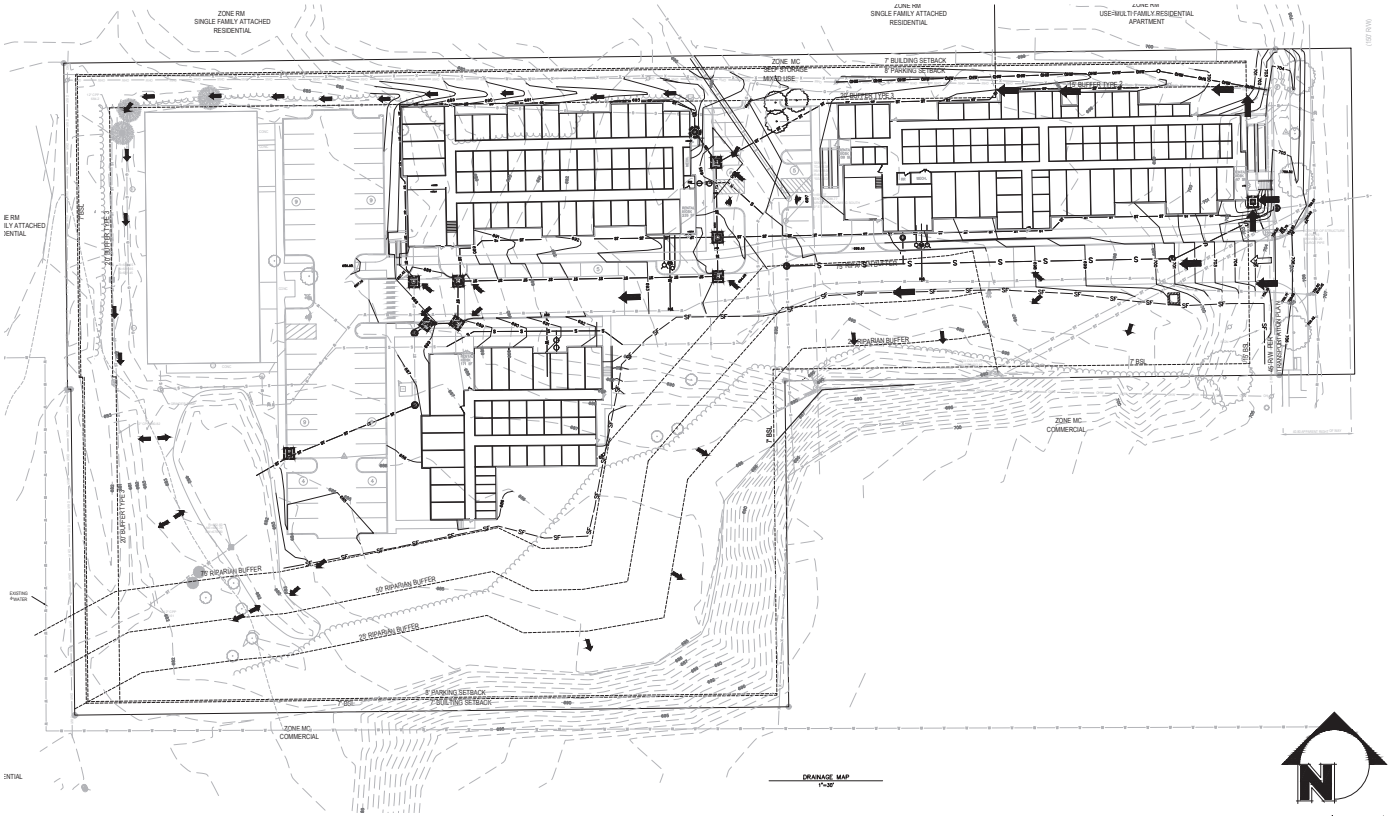

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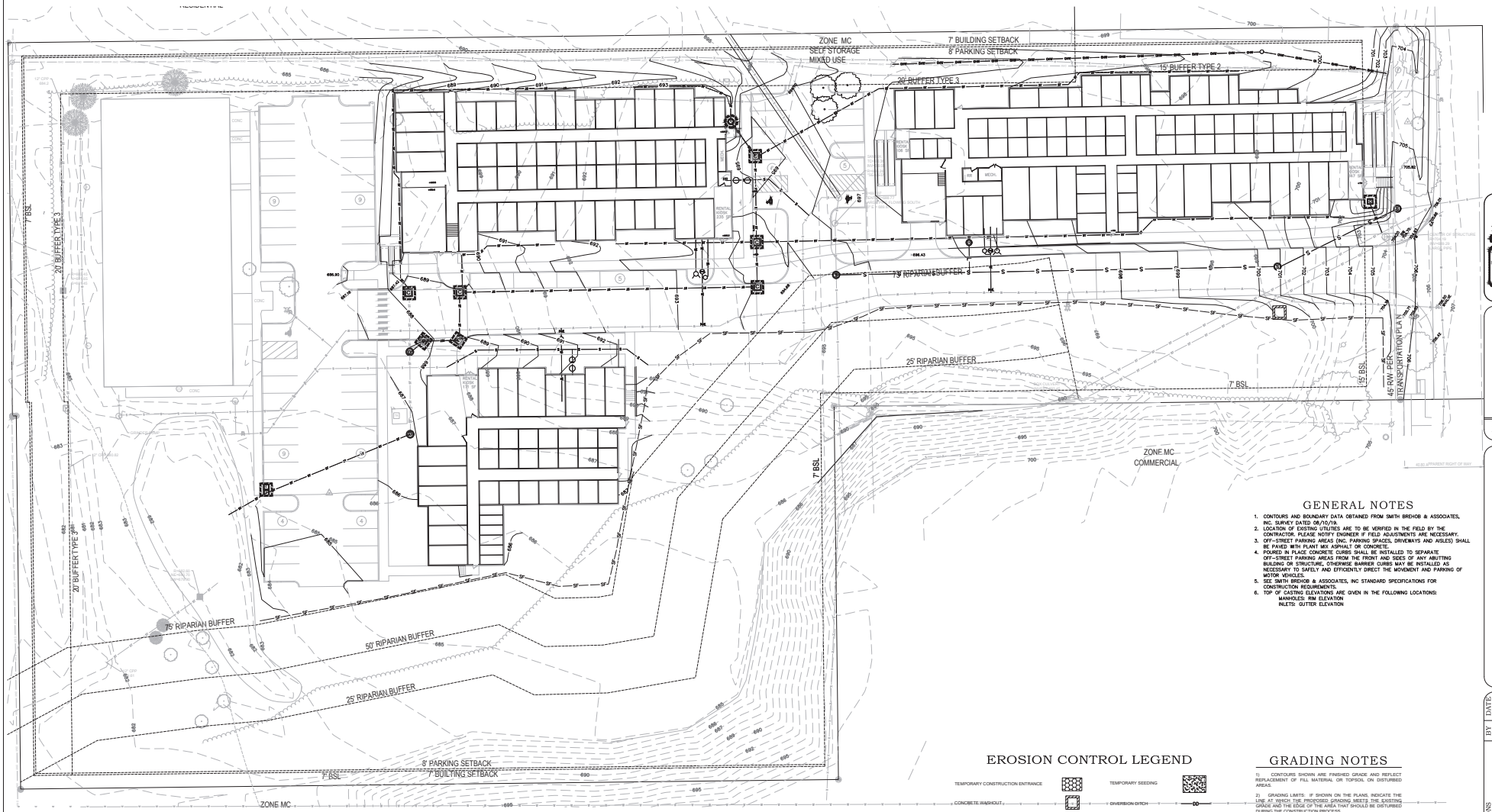

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   INLETS: GUTTER ELEVATION

EROSION CONTROL LEGEND

- TEMPORARY CONSTRUCTION ENTRANCE
- CONCRETE WASHOUT
- ROCK CHECK DAM
- BAG CURB INLET PROTECTION
- YARD INLET PROTECTION
- TEMPORARY SEDIMENT BASIN
- TEMPORARY SEEDING
- DIVERSION DITCH — DD
- SILT FENCE — SF —
- TREE PROTECTION FENCE — TPF —
- EROSION CONTROL BLANKET: NORTH AMERICAN GREEN # SC150BN OR EQUAL
- ROCK CHUTE

GRADING NOTES

1) CONTOURS SHOWN ARE FINISHED GRADE AND REFLECT REPLACEMENT OF FILL MATERIAL OR TOPSOIL ON DISTURBED AREAS.

2) GRADING LIMITS: IF SHOWN ON THE PLANS, INDICATE THE LINE AT WHICH THE PROPOSED GRADING MEETS THE EXISTING GRADE AND THE EDGE OF THE AREA THAT SHOULD BE DISTURBED DURING THE CONSTRUCTION PROCESS.

3) PROPOSED SPOT ELEVATIONS, IF SHOWN, ARE AT FINISH GRADE UNLESS NOTED OTHERWISE ON THE PLANS

TEMPORARY SEEDING RECOMMENDATIONS

SEED SPECIES	RATE/ACRE	PLANTING DEPTH	OPTIMUM DATES**
WHEAT OR RYE	150 LBS	1 TO 1 1/2 IN.	9/5 TO 10/30
SPRING OATS	100 LBS	1 IN.	3/1 TO 4/15
ANNUAL RYEGRASS	40 LBS	1/2 IN	3/1 TO 5/1 8/1 TO 9/1
GERMAN MILLET	40 LBS	1 TO 2 IN.	5/1 TO 6/1 TO 7/30

* PERENNIAL SPECIES MAY BE USED AS A TEMPORARY COVER, ESPECIALLY IF THE AREA TO BE SEEDED WILL REMAIN IDLE FOR MORE THAN A YEAR (PROVIDE 3.5X).
** MISSING ZONE OUTSIDE THE OPTIMUM DATES INDICATES THE CHANCES OF NEEDING FAILURE.

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STORM SEWER — ST — ST — ST —

UTILITY CONTACTS

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SCALE: 1"=20'

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XX/XX/20XX

WALNUT STREET SELF STORAGE
3000 S. WALNUT STREET
BLOOMINGTON, IN 47401

REVISIONS	BY	DATE

DESIGNED DK | DRAWN DK | CHECKED | DATE

JOB NUMBER 6417
SHEET 10 OF 13
DATE 06/24/2022
SWPP PLAN

SECTION 02420
STORMWATER POLLUTION PREVENTION & EROSION CONTROL

PART 1 – GENERAL

1.01 RELATED WORK
- A. Section 02310 – Rough Grading
- B. Section 02320 – Finish Grading
- C. Section 02930 – Sodding
- D. Section 02910 – Protection for Existing Trees

1.02 REFERENCES
- A. The latest issue of the following form a part of this section to the extent indicated hereinafter.
  1. Indiana Storm Water Quality Manual published by the Indiana Department of Environmental Management October 2007 edition. (ISWQM)
  2. Indiana Code 327 IAC 15–5–7 Section 7.
  3. 2014 Indiana Department of Transportation Standard Specifications (INDOTSS).
  4. City of Bloomington Municipal Code (BMC) Section 20.04.030 (d).

1.03 LOCAL JURISDICTION
- A. When the work is within the jurisdiction of a local municipality, MS4 district or Soil and Water Conservation District that will inspect, review, approve, reject or report on part or all of the work being completed, the specifications and requirements of that agency shall supercede this section of the standard specifications if said agencys specifications and requirements are more stringent.

PART 2 – PRODUCTS

2.01 MATERIALS
- A. Aggregates for use in conjunction with erosion control measures shall be in accordance with the section of the INDOTSS indicated as follows:
  1. Coarse aggregates size #2, #5, #8, and #53 shall be in accordance with Section 904.03 table (e).
  2. Rip rap for outlet protection materials shall be in accordance with Section 904.04 table (f) of the INDOTSS and Chapter 7 of the ISWQM.
- B. Pipe material for use in conjunction with erosion control measures shall be in accordance with the section of the INDOTSS indicated as follows:
  1. Corrugated Polyethylene Drainage Tubing and Smooth Wall Polyethylene Pipe shall be in accordance with Section 907.17 and 907.21 of the INDOTSS.
- C. Geotextile
  1. Geotextiles for use under rip rap shall be in accordance with Section 918.02 of the INDOTSS.
- D. Silt Fence shall conform to the minimum physical properties as shown on the table below.

Sediment Barriers and Filters: Silt Fence Table 2.
Geotextile Fabric Specifications for Silt Fence (Minimum)

Physical Property	Woven fabric	Non-woven fabric
Filtering efficiency	85%	85%
Tensile strength at 20% elongation:		
Standard strength	30 lbs./linear in.	50 lbs./linear in.
Extra strength	50 lbs./linear in.	70 lbs./linear in.
Slurry flow rate	0.3 gal./min./sq.ft.	4.5 gal./min./sq.ft.
Water flow rate	15 gal./min./sq.ft.	220 gal./min./sq.ft.
UV resistance	70%	85%
Post Spacing	7 feet	5 feet

- E. Temporary Gravel Construction Entrances
  1. Construction entrances shall be installed using materials specified in ISWQM Chapter 7.
- F. Erosion Control Blankets
  1. Erosion control blankets and turf reinforcement shall be the type indicated on the plans as manufactured by North American Green or equal approved by Owner's Representative. All erosion control blankets shall be made of biodegradable material.
- G. Temporary Seeding
  1. Grass species recommended for temporary seeding shall be as follows during these time periods:

Winter wheat or rye	9/15 to 10/30
Spring oats	3/1 to 4/15
Annual ryegrass	3/1 to 5/1, 8/1 to 9/1
German millet	5/1 to 6/1
Buckwheat	4/15 to 6/1
Corn (broadcast)	5/11 to 8/10

- H. Mulching Material
  1. Mulching material may be straw or hay, Excelsior blankets, paper mat, straw mat or aspen wood cellulose fiber mulch.

PART 3 – EXECUTION

3.01 SCHEDULING/SEQUENCING
- A. Existing Vegetation
  1. If existing vegetation must be cleared, it shall be retained and protected until the area must be disturbed.
  2. A buffer strip of existing vegetation must be maintained around the perimeter of the site to reduce off–site erosion and sedimentation.
- B. Duration
  1. The extent and duration that bare soil is exposed to erosion by wind and water should be minimized. Clearing and grading operation shall be scheduled to reduce the amount of disturbed area to the absolute minimum needed for immediate construction activity.
- C. Stabilization
  1. All disturbed ground left inactive for seven or more days shall be stabilized appropriately for the season. Steep slopes must be stabilized immediately.
  2. Soil storage or excavated material piles remaining more than seven days shall be stabilized by temporary or permanent seeding, sodding, traps, or other means. Erosion from piles that will be in existence for less than seven days shall be controlled by placing straw bales or silt fence barriers.

3.02 INSTALLATION AND MAINTENANCE

- A. All installation of erosion control devices and maintenance shall be in accordance with Section 205 on the INDOTSS and Section 7 of the ISWQM.
- B. Temporary gravel construction entrance
  1. Remove existing vegetation and topsoil from entrance area.
  2. Install a culvert pipe under the drive if necessary to maintain proper public road drainage.
  3. Compact subgrade soil prior to placing stone.
  4. Place #2 stone to the dimensions indicated on the plan and in the Temporary Gravel Construction Entrance Detail.
  5. Inspect entrance pad daily and after storm events or heavy use.
  6. Reshape pad as needed for drainage and runoff control.
  7. Top dress with clean stone as needed.
  8. Immediately remove mud and sediment tracked or washed onto public roads by brushing or sweeping. Flushing should only be used if the water is conveyed into a sediment trap or basin.
  9. Repair any broken road pavement immediately.
- C. Temporary Diversion Ditch
  1. Remove brush, trees, stumps, and debris from route of diversion.
  2. Set alignment and grades to fit site needs, maintaining a stable and positive grade towards the outlet.
  3. Construct diversion in accordance with the Temporary Diversion Ditch Detail and at the location indicated on the plans.
  4. Construct the diversion ridge in six to eight inch lifts.
  5. Compact each lift by driving wheels of construction equipment along the ridge.
  6. Overfill and compact ridge to design height plus 10 percent.
  7. Leave sufficient area along the diversion to permit clean–out and regrading.
  8. Vegetate the ridge immediately after construction, unless the diversion will be in place less than 15 days.
  9. Inspect weekly and within 24 hours following each storm event.
  10. Remove sediment from the channel and reinforce the ridge as needed.
  11. Check outlets and make necessary repairs immediately.
  12. When the work area has been stabilized, remove the ridge, fill the channel to blend with the natural ground, remove temporary slope drains, and stabilize all disturbed areas.
- D. Rock Check Dam
  1. Excavate a cut–off trench into the channel bottom and ditch banks at the locations shown on the plan, extending 18 inches beyond the top of ditch bank.
  2. Place uniform or revetment rip rap in the cut–off trench and channel in accordance with the Rock Check Dam Detail. The center of the dam must be at least nine inches lower than the uppermost points of contact between the rip rap dam and channel banks.
  3. Extend rip rap at least 18 inches beyond the channel banks to prevent overflow water from undercutting the dam as it re–enters the channel.
  4. Place filter medium on the up–slope side of the dam and over the entire face of the dam up to the base of the overflow weir notch.
  5. Inspect check dams and the channel within 24 hours after each storm event, and repair any damage immediately.
  6. If significant erosion occurs between dams, install a riprap liner in that portion of the channel.
  7. Remove sediment accumulated behind each dam when it reaches the height of the dam to maintain channel capacity, to allow drainage through the dam, and to prevent large flows from displacing sediment.
  8. Add rock to the dams as needed to maintain design height and cross section.
  9. When the dams are no longer needed, remove the rock and stabilize channel, using an erosion–resistant lining if necessary.
- E. Rock Lined Chute.
  1. Divert surface water runoff around the structure during construction so site can be properly dewatered.
  2. Excavate the apron area subgrade below the design elevation of finished grade to allow for thickness of rip rap at the locations shown on the plans.
  3. Compact the subgrade.
  4. Place the geotextile fabric on the compacted subgrade. If more than one piece is needed, the upstream piece should overlap the downstream piece by one–foot minimum.
  5. Install rip rap in accordance with the Rock Chute Detail and the rip rap quantity given in the structure data table on the plans.
  6. Top of the rip rap chute shall be level with or slightly below the receiving channel.
  7. Blend the rip rap chute smoothly to the surrounding grade.
  8. Construct a small plunge pool within the outlet apron.
  9. Rip rap aprons must be level with or lower than the channel grade and should not restrict flow.
  10. Construct a permanent diversion ridge on either side of the riprap lined chute to collect storm water runoff and direct its flow into the chute.
  11. Inspect rock chutes 24 hours after storm events and at least every 7 days for stone displacement and for erosion at the sides and ends of the apron.
  12. Make needed repairs immediately; use appropriate size stone, and do not place them above finished grade.
- F. Inlet Protection
  1. Stone
     a. Excavate the basin around the inlet one to two feet deep below the top of casting elevation in accordance with the Inlet Protection Detail.
     b. Stockpile or spread excavated material so that it will not block flow or wash back into the excavation.
     c. Install weep holes in the inlet so that the pool area drains slowly.
     d. Cover weep holes with filter fabric and one foot of #5 stone.
     e. If necessary, excavated material may be placed on the downstream side of the excavation to prevent by–pass flow.
     f. Inspect the inlet protection within 24 hours after each storm event; removing sediment and making needed repairs immediately.
     g. When the contributing drainage area has been stabilized, remove and properly dispose of all construction material and sediment, then stabilize.
     h. Remove sediment when pool area is approximately ½full of sediment.
     i. Remove and replace stone if sediment hinders drainage.
     j. Once permanent stabilization occurs, removed sediment basin, weep holes, fill basin with soil, compact and grade to finished elevation.
  2. Silt Fence.
     a. Dig an eight–inch deep, four–inch wide trench around the perimeter of the inlet.
     b. If using pre–assembled silt fence and posts, drive the posts into the soil, tightly stretching the silt fence and posts by placing a piece of lathe over the fabric and fastening it to the post.
     c. If assembling the silt fence and post on–site, drive the posts into the soil and then secure the silt fence to the posts by placing a piece of lathe over the fabric and fastening it to the post.
     d. Use the wrap join method when joining posts.
     e. Place the bottom 12 inches of silt fence into the eight–inch deep trench, laying the remaining four inches in the bottom of the trench and extending away from the inlet.
     f. Backfill the trench with soil material and compact it in place.
     g. Brace the posts by nailing braces into each corner posts or utilize rigid panels to support fabric.
     h. If storm water may bypass the structure, set the top of the silt fence at least six inches lower than the ground elevation on the down–slope side of the storm inlet, build a temporary dike compacted six inches higher than the silt fence on the down–slope side of the of storm inlet and use in conjunction with excavated drop inlet protection.
     i. Inspect daily and within 24 hours after each storm event and make needed repairs immediately.
     j. Remove sediment from the pool area to provide storage for the next storm. Avoid damaging or undercutting the fabric during sediment removal.
     k. When the contributing drainage area has been stabilized, remove and properly dispose of all construction material and sediment, grade the area to the elevation of the top of the inlet, then stabilize.
- G. Curb Inlet Protection.
  1. Fill UV stabilized geotextile fabric bags approximately ½full with washed gravel or aggregate.
  2. For inlets located on a slope gradient:
     a. At a position up slope of the inlet, lay bags tightly in a row curving up slope from the inlet and away from the curb.
     b. Overlap bags onto the curb and extend a minimum of three feet into the street, keeping bags tightly abutted together.
     c. For additional layers of bags, overlap the bags with the row beneath and leave a one–bag gap (at or below curb height) in the middle of the top row to serve as a spillway. If the spillway height is higher than the top of the curb, place additional bags along the curb to prevent bypass flow.
     d. For additional storage capacity, construct a series of stone bag barriers along the curb so each one traps small amounts of sediment.
  3. For inlets located in a sump position:
     a. Place bags in an arc around the curb inlet.
     b. Overlap bags onto the curb, keeping bags tightly abutted together.
     c. For additional layers of bags, overlap the bags with the row beneath and leave a one–bag gap (at or below curb height) in the middle of the top row to serve as a spillway. If the spillway height is higher than the top of the curb, place additional bags along the curb to prevent bypass flow.
  4. Place a traffic barricade at each installed measure for safety and to prevent measure integrity.
  5. Inspect daily and removed accumulated sediment from paved area (do not flush with water) within 24 hours after each storm event.
  6. Deposit sediment in area where it will not re–enter the paved area or storm drains.
  7. Inspect for damage by vehicular traffic and repair if needed.
  8. When the contributing drainage areas have been stabilized, remove inlet protection.
- H. Temporary Sediment Trap.
  1. Divert run–off from non–disturbed areas away from the trap.
  2. Clear all existing vegetation and topsoil from the embankment area.
  3. Using compactable material, construct the embankment at the location indicated on the plans and in accordance with the Temporary Sediment Trap Detail.
  4. Construct the embankment six inches above design elevation to allow for settling.
  5. Excavate a trapezoidal outlet section from the embankment.
  6. Install geotextile fabric in the trapezoidal outlet section, extending the fabric up the sides of the outlet section to the top of the embankment.
  7. Place INDOT retainment rip rap in accordance with the detail to create a dense mass. The spillway crest must be level with a minimum depth of 1 ½feet, measured from the highest stones in the spillway weir notch to the top of the dam.
  8. Cover the upstream face of the riprap outlet section with a 12–inch thick layer of INDOT CA No.5 aggregate.
  9. On the downstream side of the spillway, construct an outlet apron at the toe of the embankment. Construct the apron as indicated on the plans and in accordance with the Temporary Sediment Trap Detail.
  10. Place geotextile fabric or aggregate bedding material on the compacted and smoothed foundation and install riprap as indicated on the plans and in accordance with the Temporary Sediment Trap Detail.
  11. Construct a small plunge pool within the outlet apron. Riprap aprons must be level with or slightly lower than the receiving channel and should not produce an overfall or restrict flow of the water conveyance structure.
  12. Stabilize the embankment and other disturbed areas with and mulch (anchored in place) or another suitable erosion resistant cover.
  13. Inspect within 24 hours of a rain event and at least once every seven days.
  14. Remove sediment when it has accumulated to one–half the design depth.
  15. Check the embankment for erosion and piping holes and repair immediately.
  16. Check pool area side slopes for erosion and repair immediately.
  17. Replace spillway aggregate facing is the sediment pool does not dewater with 48–72 hours following a storm water runoff event.
  18. Inspect vegetation and re ¼f necessary.
  19. Check the spillway depth periodically to ensure a minimum of 1½feet. depth from the lowest point of the settled embankment to highest point of the spillway crest, and fill any low areas to maintain design elevation.
  20. Promptly replace any displaced riprap, being careful that no stones in the spillway are above design grade.
  21. After all disturbed areas have been stabilized, remove the structure and sediment, smooth the site to blend with adjoining areas, and stabilize.
- I. Silt Fence.
  1. Plan for the fence to be at least ten feet from the toe of the slope to provide a sediment storage area.
  2. Provide access to the area for maintenance.
  3. Locate silt fence outlet at location shown on the plans.
  4. Locate the outlet weir posts four feet apart and place a 2 X 4 horizontal brace between the posts.
  5. Excavate the foundation for the outlet one foot deep, five feet wide and a minimum of five feet in length.
  6. Install uniform rip rap in the outlet area.
  7. Along the entire intended fence line, dig an eight inch deep by four–inch wide trench.
  8. Install the silt fence with filter fabric located on the up–slope side of the excavated trench and the support posts on the down–slope side of the trench.
  9. Install support posts at least 18 inches into the ground, tightly stretching the fabric between the posts as each is driven into the soil. A minimum of 12 inches of the filter fabric should extend into the trench.
  10. Lay the lower four inches of filter fabric on the bottom of the trench and extend it toward the up–slope side of the trench.
  11. Backfill the trench with compacted earth or gravel.
  12. Inspect the silt fence at least every seven days and within 24 hours after each storm event.
  13. If fence fabric tears, starts to decompose, or in any way becomes ineffective, replace the affected portion immediately.
  14. Remove deposited sediment when it is causing the filter fabric to bulge or when it reaches half the height of the fence at its lowest point or is causing the fabric to bulge.
  15. Take care to avoid undermining the fence during clean out.
  16. After the contributing drainage area has been stabilized, remove the fence and sediment deposits, bring the disturbed area to grade, and stabilize.
- J. Temporary Seeding
  1. Determine the appropriate species based on the optimum dates for planting as shown in the table below.
  2. Apply uniformly with a drill or cultipacker – er or by broadcasting and cover to the depth as shown in the table below.
  3. Mulch ed areas in accordance with Section 621.05 (c), (d), (e), (f), and (g) of the INDOTSS.
  4. Inspect weekly after planting to see that vegetative stands are adequately established; re– if necessary.
  5. Check for erosion damage within 24 hours after storm events and repair; re and mulch if necessary.
  6. Topdress fall seeded wheat or rye seedings with 50 lbs/acre of nitrogen in February or March if nitrogen deficiency is apparent.

Exhibit 3.11-B. TEMPORARY SEEDING REQUIREMENTS

Seed Species*	Rate/acre	Planting Depth	Optimum dates**
Wheat or rye	150 lbs.	1 to 1½ in.	9/15 to 10/30
Spring oats	100 lbs	1 in.	3/1 to 4/15
Annual ryegrass	40 lbs.	¼ in.	3/1 to 5/1 8/1 to 9/1
German millet	40 lbs	1 to 2 in.	5/1 to 6/1
Buckwheat	60 lbs.	1 to 2 in.	4/15 to 6/1
Corn (broadcast)	300 lbs.	1 to 2 in.	5/11 to 8/10

*Perennial species may be used as a temporary cover, especially if the area to be seeded will remain idle for more than a year

**Seeding done outside the optimum dates increases the chances of seeding failure.

3.03 MAINTENANCE & INSPECTIONS
- A. The general contractor is responsible for inspection and determining that erosion control measures are installed as shown on the plans. Inspection of all storm water pollution prevention practice measures shall be made by a trained individual on a weekly basis and after every ½inch rainfall event. Records of inspections made and corrective measures taken shall be recorded and kept in a location where they may be made available to the Indiana Department of Environmental Management inspectors within a 48 hr time frame should they be requested.
- B. Additional erosion control measures may need to be installed based on the prosecution of the work.
- C. Removal of accumulated sediment from any erosion control device is required throughout construction. Failure to remove accumulated sediment can result in failure of the device. Failure of any erosion control device will result in the required re–installation of said device.

3.04 CLEAN UP
- A. When construction is completed and the area is stabilized, remove erosion control measures no longer necessary in a manner that minimizes site disturbance and ½mmediately.
- B. Silt, dust or debris shall not be permitted to leave the site per the City UDO. Any sediment that leaves the site will be in violation of the UDO and shall be cleaned up immediately.

PART 4 – MATERIAL HANDLING, SPILL PREVENTION & SPILL CLEAN UP

4.01 MATERIAL HANDLING & SPILL PREVENTION
- A. Throughout construction operators of equipment that carry potential pollutants shall take every available measure to prevent possible spills. Vehicle operators of all kinds shall not allow the seepage or dumping of potential contaminant fluids or other contaminant materials onto the ground. Vehicle washing and fluid changing shall take place offsite at areas set up to prevent the possibility of contaminants entering the ground water or at designated areas on site.
- B. Used oils, fuels, antifreeze and other materials may be considered hazardous and must be disposed of at approved sites. For disposal site information contact the IDEM at 888–233–7745.
- C. Place all drained lubricants, fuels, etc. in closed containers. Remove them from the site for disposal or recycling in accordance with all Federal, State and Local requirements.
- D. Drain oil filters when hot and dispose of used filters, oil cans and grease tubes properly. Drained metal cans and filters can be recycled as scrap metal.
- E. Maintain all equipment to avoid leaks.
- F. Concrete Waste Management –
  1. Concrete waste management procedures and practices are implemented on construction projects where:
     a. Concrete is used as a construction material or where concrete dust and debris result from demolition activities.
     b. Slurries containing Portland cement concrete or asphalt concrete are generated, such as from saw cutting, coring, grinding, grooving, and hydro–concrete demolition.
     c. Concrete trucks and other concrete–coated equipment are washed onsite.
     d. Mortar–mixing stations exist.
  2. Perform washout of concrete trucks offsite or in designated areas only. For onsite washout, a sign should be installed adjacent to the washout facility to inform concrete equipment operators to utilize the proper facilities. One of the following methods may be used: 1.) Use of a delayed set additive. Washout occurs offsite in an area where washout water is treated before coming into contact with environment. 2.) Recycle washout water back into the cement truck 3.) KIC system (www.kicsystems.com) – driver washes out into a barrel that is then removed from site 4.) Concrete Washout Inc. (www.concretewashout.com) trucks wash out into a dumpster like system and then dry concrete is removed. Use of other methods may be used if approved by the local MS4 or Soil and Water Conservation District.
  3. Installation of Concrete Washout Facilities
     a. Prefabricated or Design and Installed Systems are acceptable.
     b. For prefabricated systems, install and locate according to manufacture's recommendations
     c. For Designed and Installed systems, either excavate a pit or install the containment system.
     d. Install the polyethylene lining. For excavated systems, the lining should extend over the entire excavation. The lining for bermed systems should be installed over the pooling area with enough material to extend the lining over the berm or containment system. The lining should be secured with pins, staples or other fasteners.
     e. Place flags, safety fencing or equivalent to provide a barrier to construction equipment and other traffic.
     f. Install signage that identifies concrete washout areas.
     g. Post signs directing contractors and suppliers to designated locations.
  4. Maintenance of concrete washout facilities
     a. For prefabricated systems follow the manufacturer's recommendations for maintenance.
     b. Inspect daily and after each concrete pour.
     c. Inspect the integrity of the overall structure including, where applicable, the containment system.
     d. Inspect the system for leaks, spills and tracking of soil by equipment.
     e. Inspect the polyethylene lining for failure, including tears and punctures.
     f. Once concrete wastes harden, remove and dispose of the material.
     g. Excess concrete should be removed when the washout system reaches 50 percent of the design capacity. Use of the system should be discontinued until appropriate measures can be initiated to clean the structure.
     h. Repair the structure as needed or construct a new system upon removal of the solids.
     i. Dispose of all concrete in a legal manner. Reuse the material on site, recycle or haul the material to an approved construction/demolition landfill site.
     j. The plastic liner should be replaced after every cleaning.
     k. The concrete washout system should be repaired or enlarged as necessary.
     l. When concrete washout systems are no longer required, the concrete washout systems shall be closed. Dispose of all hardened concrete and other materials used to construct the system.
  5. Washout Procedures
     a. Do not leave excessive mud in the chutes or hopper after the pour.
     b. At washout location, scrape as much material from the chutes as possible before washing them.
     c. Remove as much mud as possible when washing out
     d. Do not back flush the equipment at the project site.
     e. Do not use additives with wash water. Do not use solvents or acids that may be used at the target plant.

4.02 SPILL CLEAN UP
- A. Expected construction materials on site may include vehicle lubricants, oils, vehicular fuels, concrete wash–outs, acids, curing compounds, paints, solvents, pesticides, herbicides, fertilizers.
- B. Small spills and leaks of these materials onto paved areas shall be shoveled into containers and disposed of in accordance with all Federal, State and Local regulations. Provide receptacles, a spill kit and instructions for use in breakdown situations. At a minimum, the spill kit should include shovels, plastic sheeting for containment, plastic container to hold spill contaminated material, 2 bags of absorbent (dry sand, oil–dry, kitty litter, peat moss, ground corncobs, sawdust and new straw are suitable absorbing materials).
- C. Spills may be temporarily handled by 1.) placing contaminated materials on heavy plastics and covering to protect from rainfall; 2.) using absorbents to soak up spilled materials or easy removal; 3.) constructing a dike to prevent off site movement of material. If possible, vehicle maintenance shall be completed offsite at a facility designed to handle any spillage, this shall include fueling of vehicles when possible. The local fire department, Indiana Department of Environmental Management Emergency, Office of Emergency Response 1–888 233–7745 shall be notified immediately for larger spills or leaks. The National Response Center (800) 424–8802 shall be notified and provided with the following information: Time of Spill, Location of Spill, Material, Source of Spill, Approximate Volume and Length of Spillage, Weather Conditions at the Time of the Spill, Personnel Present at Time of the Spill and All Action Taken for Post Spill Clean–up.
- D. Contractor shall contact a waste recovery agency immediately following the spill for removal of contaminates and coordination of monitoring the site during clean–up operations until all hazardous material has been removed. Contractor shall coordinate with the Indiana Department of Environmental Management during and after the spill to insure all required clean–up and filing of reports are properly submitted. Responsibility for reporting spills is outlined in IAC 327 2–6.1–7 (4).
- E. The Contractor shall maintain a list of qualified contractors for spill remediation on site. All site personnel, including maintenance employees, shall be made aware of proper spill prevention and remediation techniques.

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NO.	REVISIONS	BY	DATE

DESIGNED DK
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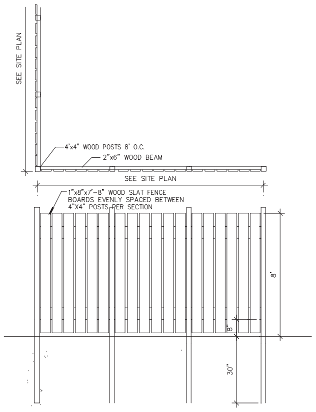
JOB NUMBER 6417
SHEET 11 OF 13
DATE 06/24/2022
SWPP SPECS



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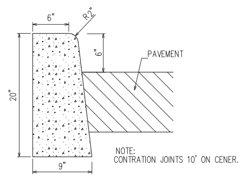

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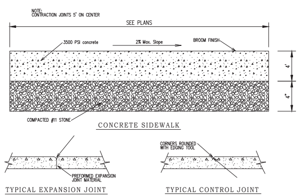

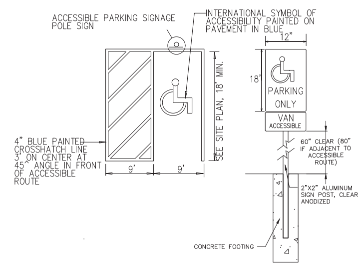

ACCESSIBLE PARKING
STALL FOR VANS
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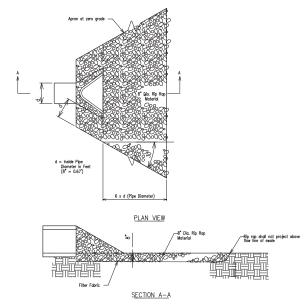

ROCK CHUTE DETAIL
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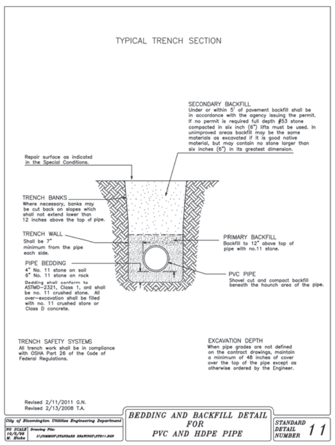
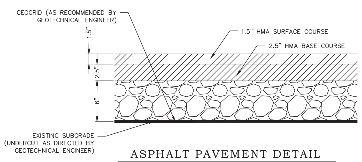
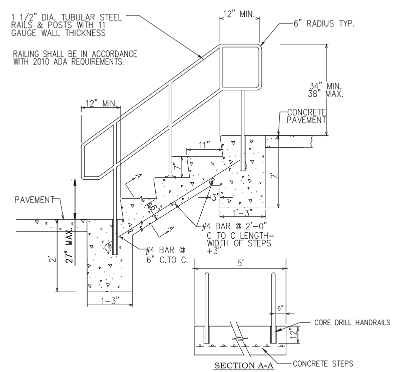




ASPHALT PAVEMENT DETAIL
NO SCALE



CONCRETE STAIR DETAIL
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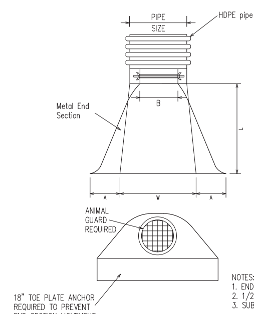
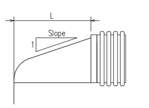


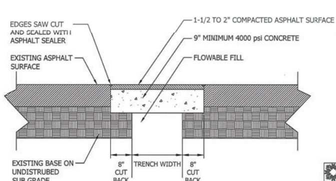
	APPROX. DIMENSIONS					
PIPE SIZE	12"	15"	18"	24"	30"	36"
GAGE	16	16	16	16	14	14
A	5"	6"	7"	9"	11"	13"
B	7"	8"	10"	13"	16"	19"
L	21"	26"	31"	41"	51"	60"
W	22"	28"	34"	46"	55"	70"



NOTES:
1. END SECTIONS ARE TO BE GALVANIZED STEEL OR ALUMINUM.
2. 1/2" THREADED ROD TO BE USED FOR CONNECTION TO PIPE.
3. SUBSTITUTIONS TO BE SUBMITTED TO ENGINEER FOR APPROVAL.

END SECTION DETAIL
NO SCALE

NOTES:
1. A SURFACE PATCH SHALL BE EXTENDED TO ADJACENT SEAM IF ANOTHER SEAM IS WITHIN 2' OF PATCH AREA.
2. CONTACT STREET DEPARTMENT (812-349-3448) IF USING PLATE DURING WINTER.
3. CONTRACTOR SHALL FOLLOW ALL MUTCD GUIDELINES.
4. ALLOW ADEQUATE CURE TIME BEFORE PERMITTING TRAFFIC ON CONCRETE.
5. ALLOW ADEQUATE CURE TIME BEFORE PLACING COMPACTED ASPHALT SURFACE ON CONCRETE.



ASPHALT SURFACE STREET CUT REPAIR

CITY OF BLOOMINGTON
STANDARD ROADWAY
STREET CUT REPAIR DETAILS
STANDARD DRAWING SC-2

ANDREW SCOTT CIBOR
REGISTERED No. 11500388 STATE OF INDIANA PROFESSIONAL ENGINEER
10/27/2017

SMITH DESIGN GROUP
CIVIL ENGINEERING • LAND SURVEYING

NOT FOR CONSTRUCTION

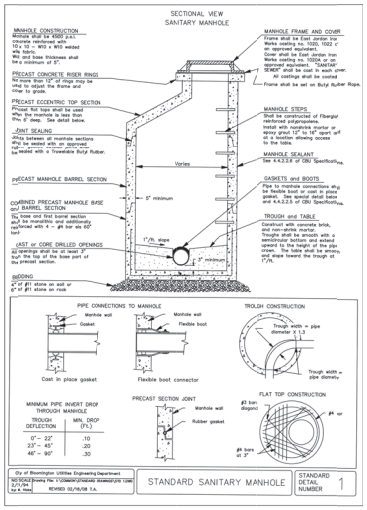
XX/XX/20XX

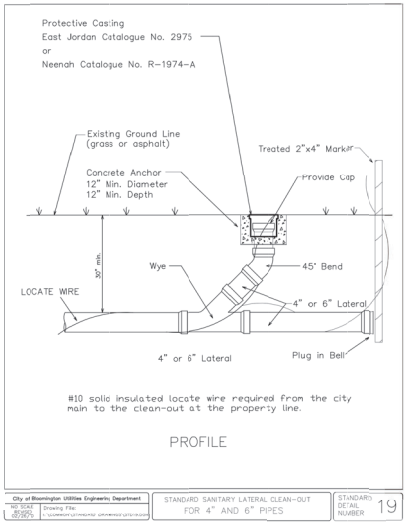
WALNUT STREET SELF STORAGE
3000 S. WALNUT STREET
BLOOMINGTON, IN 47401

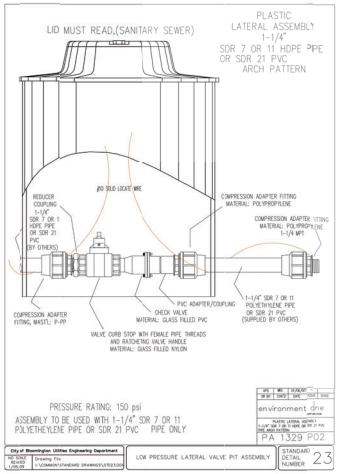
REVISIONS	BY	DATE

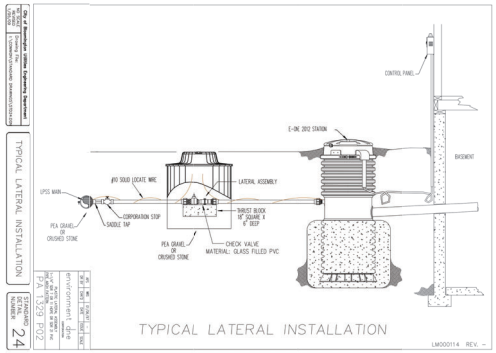
DESIGNED DK
DRAWN DK
CHECKED
DATE

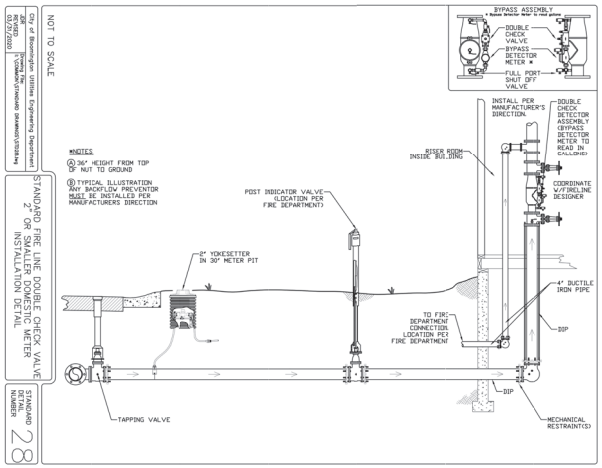
JOB NUMBER 6417
SHEET 12 OF 13
DATE 06/24/2022
MISCELLANEOUS DETAILS











WALNUT STREET SELF STORAGE
3000 S. WALNUT STREET
BLOOMINGTON, IN 47401

REVISIONS | BY | DATE

DESIGNED DK
DRAWN DK
CHECKED
DATE

JOB NUMBER 6417
SHEET 13 OF 13
DATE 06/24/2022
MISCELLANEOUS DETAILS

May 27, 2022

VIEW OF BUILDING #2 & BUILDING #3 LOOKING WEST

STRAUSER
DESIGN + BUILD, LLC

SOUTH WALNUT STORAGE

3000 S. WALNUT STREET

May 27, 2022

VIEW OF BUILDING #1 FROM WALNUT STREET

STRAUSER
DESIGN + BUILD, LLC

SOUTH WALNUT STORAGE

3000 S. WALNUT STREET

May 27, 2022

VIEW OF BUILDING #3 LOOKING SOUTHEAST

STRAUSER
DESIGN + BUILD, LLC

SOUTH WALNUT STORAGE

3000 S. WALNUT STREET

1 A100 BUILDING LAYOUT MASTERPLAN
SCALE: NOT TO SCALE

STRAUSER DESIGN + BUILD, LLC

STRAUSER DESIGN + BUILD, LLC.
453 S. CLARIZZ BLVD.
BLOOMINGTON, INDIANA 47401
T: (812) 360-1503

SOUTH WALNUT SELF-STORAGE
3000 S. WALNUT STREET
BLOOMINGTON, INDIANA 47401

Approved By

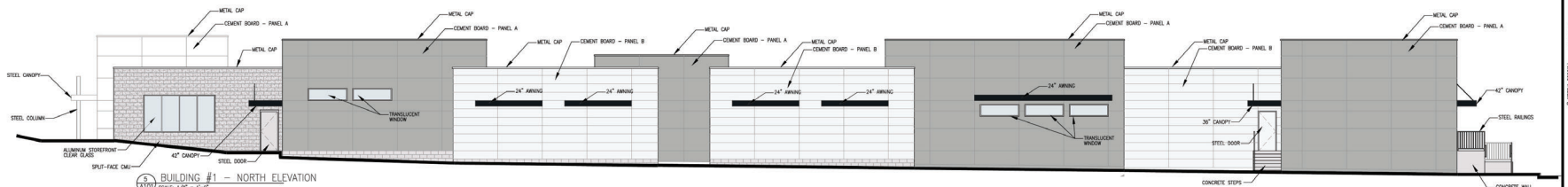
Sheet Issue/Revision Date:

5/27/2022 PC SUBMISSION

Sheet Title:
BUILDING LAYOUT PLAN

Drawing Number:
A100

Project Number:
SDB-2021-522



5 A101 BUILDING #1 – NORTH ELEVATION
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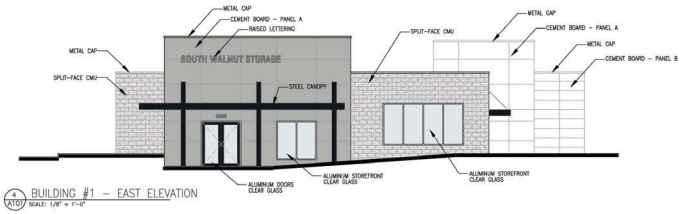

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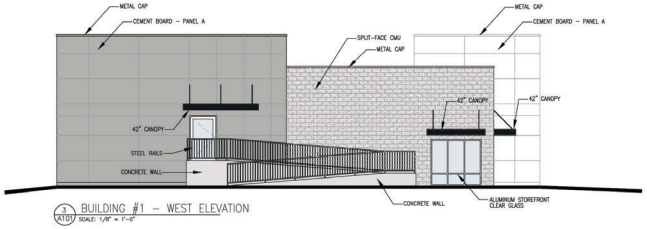

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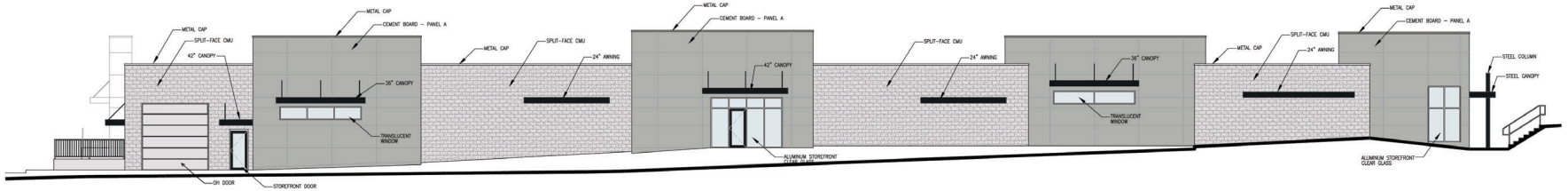

2 A101 BUILDING #1 – SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

1 A101 BUILDING #1 – FLOOR PLAN
SCALE: 1/8" = 1'-0"

STRAUSER DESIGN + BUILD, LLC
STRAUSER DESIGN + BUILD, LLC.
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3000 S. WALNUT STREET
BLOOMINGTON, INDIANA 47401

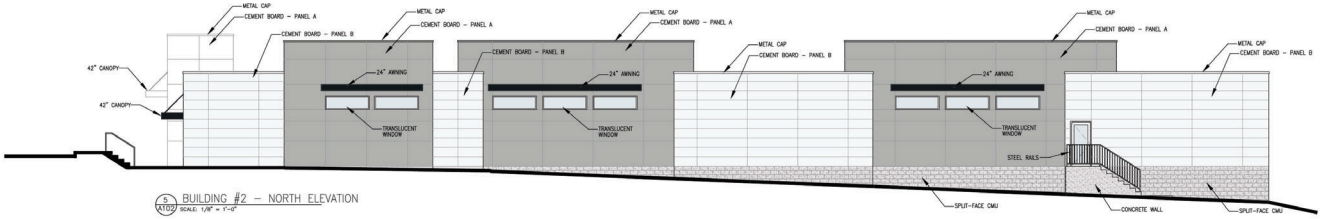
Approved By

Sheet Issue/Revision Date:	
5/27/2022	PC SUBMISSION

Sheet Title:
BUILDING #1
PLAN & ELEVATIONS

Drawing Number:
A101

Project Number:
SDB–2021–522



5 A102 BUILDING #2 – NORTH ELEVATION
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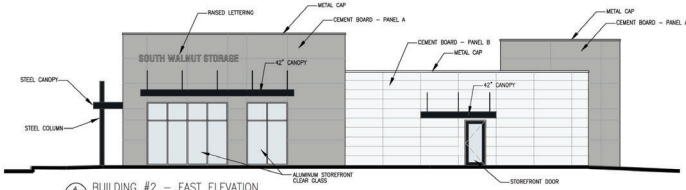

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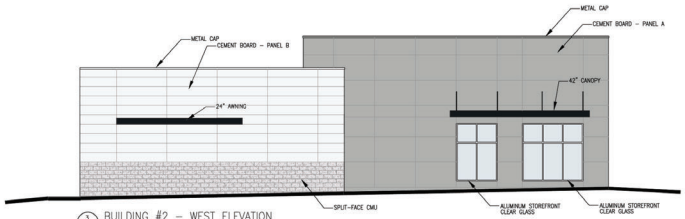

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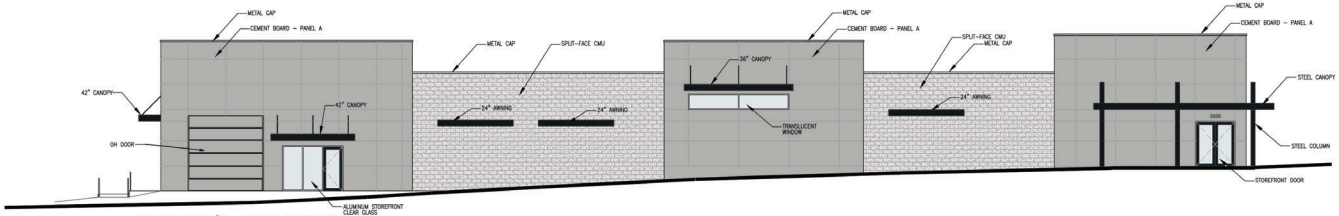

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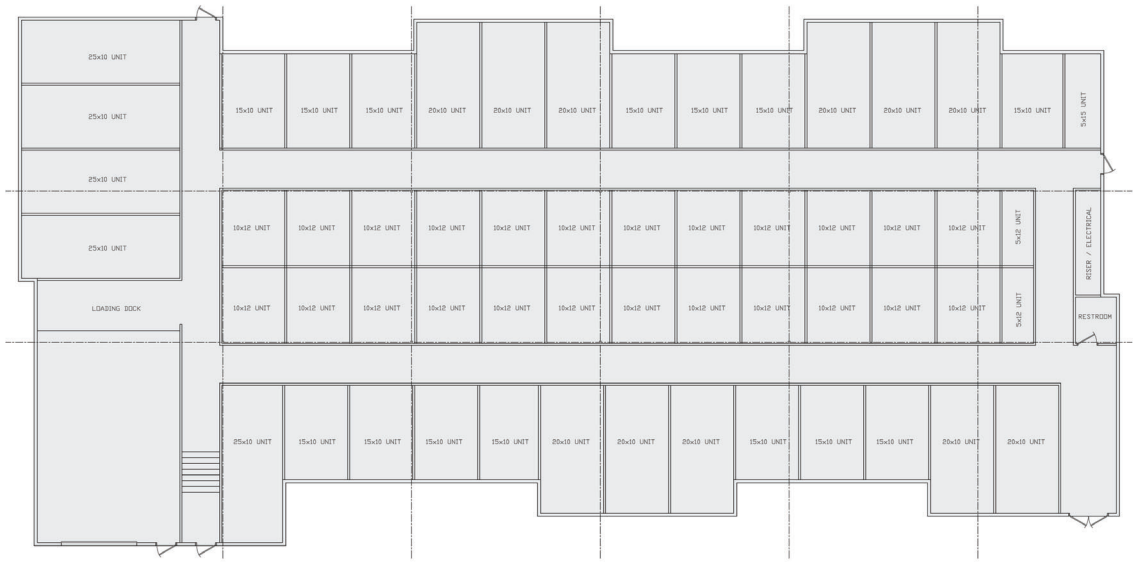

1 A102 BUILDING #2 – FLOOR PLAN
SCALE: 1/8" = 1'-0"

STRAUSER DESIGN + BUILD, LLC
STRAUSER DESIGN + BUILD, LLC.
453 S. CLARIZZ BLVD.
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SOUTH WALNUT SELF-STORAGE
3000 S. WALNUT STREET
BLOOMINGTON, INDIANA 47401

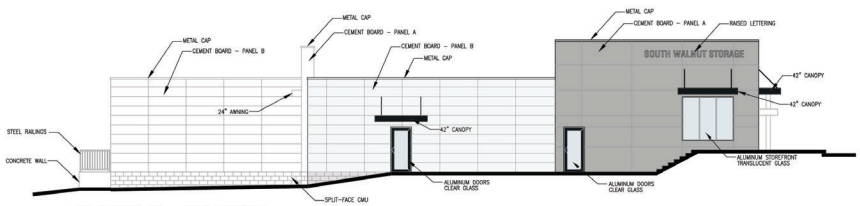
Approved By

Sheet Issue/Revision Date:
5/27/2022 PC SUBMISSION

Sheet Title:
BUILDING #2
PLAN & ELEVATIONS

Drawing Number:
A102

Project Number:
SDB–2021–522



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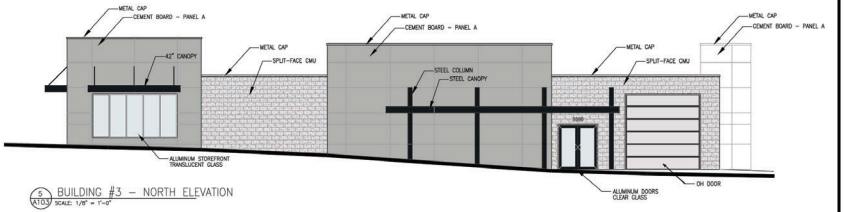

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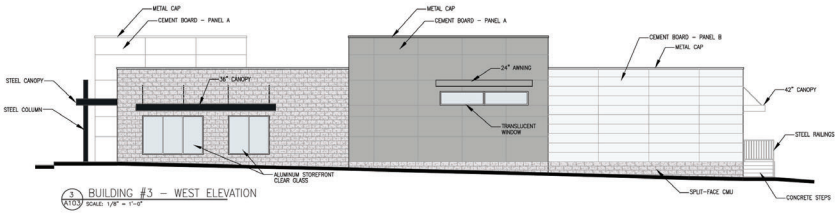

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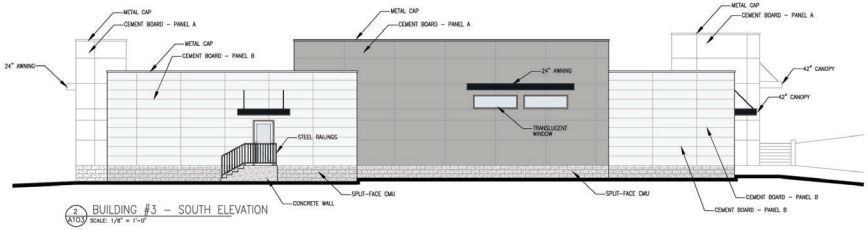

2 A103 BUILDING #3 – SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

1 A103 BUILDING #3 – FLOOR PLAN
SCALE: 1/8" = 1'-0"

STRAUSER DESIGN + BUILD, LLC

STRAUSER DESIGN + BUILD, LLC.
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3000 S. WALNUT STREET
BLOOMINGTON, INDIANA 47401

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Sheet Issue/Revision Date:	
5/27/2022	PC SUBMISSION

Sheet Title:
BUILDING #3
PLAN & ELEVATIONS

Drawing Number:
A103

Project Number:
SDB–2021–522

DESMAN
Design Management

MEMORANDUM

DATE: August 1st, 2022

TO: Ryan Strauser
Strauser Construction Co., Inc.

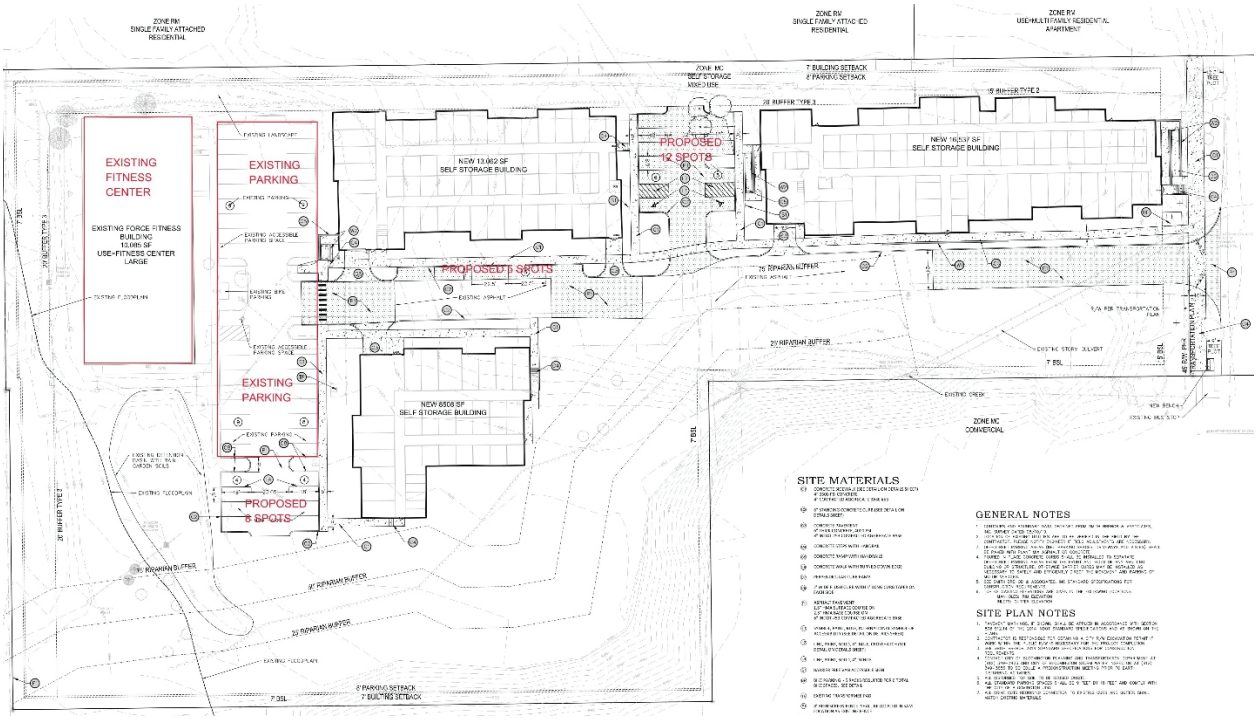
FROM: Gerald Salzman
Maria Berg

RE: Parking Study – Walnut Street Self-Storage, Bloomington, Indiana

Introduction

The purpose of this memorandum is to summarize the findings of a parking study conducted by DESMAN for the mixed-use development in Bloomington, Indiana. The development is located on the south side of Bloomington within the mixed-use corridor (MC) zoning district. The existing development consists of Force Fitness and Performance, a 10,085 SQFT fitness center with chiropractic rehabilitation services and 35 parking spaces. The proposed development includes three self-storage buildings that are 8,508 SQFT, 13,062 SQFT, and 16,537 SQFT in size, as well as an additional 25 parking spaces. This area of Bloomington is on the edge of the city limits and it is expected that most users of the development will drive a personal vehicle. **Figure 1** presents the development plan.

Figure 1: Fitness Center Peak Utilization by Month



Source: Strauser Construction Co., Inc.

Fitness Center Parking Demand

A parking analysis was conducted to determine the existing parking demand for the fitness center and chiropractic rehab. Data obtained from Force Fitness included a peak parking occupancy count, peak utilization data by month, and peak utilization data by hour. Parking utilization or occupancy represents the demand for parking during peak periods. The peak occupancy count and utilization data was based on current trends at the fitness center. Because the fitness center only operates on Saturdays from 8:00AM – 12:00PM and remains closed on Sundays, only the weekday occupancy was relevant to this study.

The data revealed a peak of 34 vehicles at the 6:00AM and 5:00PM hours during the peak month of January. To broaden the analysis, data on fitness centers from the Urban Land Institute's (ULI) publication of Shared Parking 3rd Edition was used to compare monthly trends. **Table 1** presents the peak utilization data by month and the demand associated with each.

Table 1: Fitness Center Peak Utilization by Month

Weekday				
Month	Fitness Center Data		ULI Data	
	Utilization	Demand	Utilization	Demand
January	100%	34	100%	71
February	95%	32	95%	67
March	80%	27	85%	60
April	80%	27	70%	50
May	80%	27	65%	46
June	70%	24	65%	46
July	60%	20	65%	46
August	90%	31	70%	50
September	85%	29	80%	57
October	80%	27	85%	60
November	80%	27	85%	60
December	70%	24	100%	71

Source: Force Fitness and Performance, Bloomington; Urban Land Institute Shared Parking 3rd Edition

As presented in Table 1, the peak count of 34 vehicles in January reflects the peak month, highlighted in red. Every month thereafter is calculated to represent a percentage of this peak, when utilization of the fitness center is lower. The ULI data on fitness centers appeared to be similar in terms of monthly utilization percentages. However, the ULI estimates the number of vehicles to peak at 71 rather than 34, as compared to Force Fitness' data.

To understand the peak time of day, the Institute of Transportation Engineer's (ITE) publication of the Parking Generation Manual 5th Edition was used for comparison in addition to Force Fitness' data and the ULI data. Based on multiple studies of urban/suburban fitness centers, the ITE recommends a parking ratio of 4.73 vehicles per 1,000 SQFT GFA. The ULI recommends a ratio of 7.00. As part of the hard data collection provided by Force Fitness, an additional overlap occurs during the transition period between fitness classes. Patrons are arriving for a fitness class overlap with patrons finishing a fitness class, resulting in a 25% vehicle influx for a period of 15-20 minutes. **Table 2** presents the calculations and comparisons for the peak utilization by hour during the peak month.

Table 2: Fitness Center Peak Utilization by Hour

Weekday							
Time	Fitness Center Data			ULI Data		ITE Data	
	Utilization	Demand	Overlap	Utilization	Demand	Utilization	Demand
6:00AM	100%	34	43	70%	50	0%	0
7:00AM	80%	27	34	40%	28	0%	0
8:00AM	70%	24	30	40%	28	0%	0
9:00AM	90%	31	38	70%	50	0%	0
10:00AM	70%	24	30	70%	50	62%	30
11:00AM	70%	24	30	80%	57	55%	26
12:00PM	40%	14	17	60%	43	44%	21
1:00PM	40%	14	17	70%	50	41%	20
2:00PM	40%	14	17	70%	50	36%	17
3:00PM	70%	24	30	70%	50	41%	20
4:00PM	70%	24	30	80%	57	69%	33
5:00PM	100%	34	43	90%	64	96%	46
6:00PM	85%	29	36	100%	71	100%	48
7:00PM	20%	7	9	90%	64	85%	41
8:00PM	0%	0	0	80%	57	0%	0
9:00PM	0%	0	0	70%	50	0%	0
10:00PM	0%	0	0	35%	25	0%	0

Source: Force Fitness and Performance, Bloomington; Urban Land Institute Shared Parking 3rd Edition; Institute of Traffic Engineers Parking Generation 5th Edition

As presented in Table 2, Force Fitness' data shows that the peak of 34 vehicles occurs during the 6:00AM and 5:00PM hours. The overlap, or the 25% vehicle influx as a result of the fitness class transition period, produces 43 vehicles at its peak time of day. At present, the development is stressed for parking with 35 spaces, and according to Force Fitness, patrons park their vehicles in the grass along the drive entrance when the lot is over capacity. This grass area will be replaced by the proposed development of self-storage units.

The monthly utilization percentages provided by Force Fitness was generally consistent with that of the Urban Land Institute (ULI). Slight variations in the monthly utilization for Force Fitness reflect the nature of this particular fitness center and its chiropractic rehabilitation services. However, the actual demand numbers were slightly lower than the ITE projected demand of 48 vehicles, and significantly lower than the ULI projected demand of 71 vehicles. It is possible that the current number of parking spaces may be limiting customer capacity at this facility, given that pedestrian infrastructure is inconsistent along S Walnut Street and patients seeking rehabilitation services are more likely to drive a vehicle to their destination.

Self-Storage Building Parking Demand

The proposed development includes three self-storage buildings at 8,508 SQFT, 13,062 SQFT, and 16,537 SQFT in size, with an additional 25 parking spaces as well. The individual storage units do not each have external garage door access. Rather, one communal garage door with a loading zone is provided to access

the indoor facility at each building. The ITE suggests a parking ratio of 0.10 per 1,000 SQFT GFA for these facilities, and also provides hourly utilization trends. **Table 3** presents the parking demand for the storage facility across all three buildings.

Table 3: Self-Storage Building Peak Utilization by Hour

Weekday				
Time	**SQFT**	**Ratio**	**Utilization**	**Demand**
6:00AM	38,107	0.10	0%	0
7:00AM	38,107	0.10	0%	0
8:00AM	38,107	0.10	14%	1
9:00AM	38,107	0.10	71%	3
10:00AM	38,107	0.10	50%	2
11:00AM	38,107	0.10	79%	3
12:00PM	38,107	0.10	57%	2
1:00PM	38,107	0.10	64%	2
2:00PM	38,107	0.10	64%	2
3:00PM	38,107	0.10	79%	3
4:00PM	38,107	0.10	71%	3
5:00PM	38,107	0.10	100%	4
6:00PM	38,107	0.10	14%	1
7:00PM	38,107	0.10	0%	0
8:00PM	38,107	0.10	0%	0
9:00PM	38,107	0.10	0%	0
10:00PM	38,107	0.10	0%	0

Source: ITE Trip Generation Manual

As presented in Table 3, the peak hour utilization occurs at 5:00PM with a demand for four parking spaces. The peak for the storage facility occurs at the same peak hour for the fitness center.

Projected Peak Demand

Parking utilization trends along with projections for future growth were used to estimate the future parking demand trends in the development. Generally, a parking facility for a mixed-use development is perceived by its users to be at full operational (effective) *practical capacity* when occupancy levels reach 90%. Once this rate is exceeded, potential parkers find it difficult to locate open spaces and are more likely to continue to search for an available space, creating traffic flow problems, frustrating drivers, and ultimately leading them to park elsewhere.

In addition to the practical capacity, *shared parking* was considered for this development. Shared parking is a tool through which adjacent property owners share their parking lots and reduce the number of parking spaces that each would provide on their individual properties. However, the utilization trends in the previous sections revealed that the peak hour for both the fitness center and storage building occur at 5:00PM. For this reason, shared parking cannot be relied on. Rather, the on-site parking should accommodate the peak overlap for the fitness center and peak demand for the storage building. **Table 4** presented the projected peak demand for the development.

Table 4: Projected Peak Demand

Land Use	Size	Unit	Peak Demand	Peak Overlap
Fitness Center	10,085	SQFT	34	43
Storage Buildings	38,107	SQFT	4	4
Total			**38**	**47**

Prepared by DESMAN

As presented in Table 4, a total of 47 parking spaces are needed during the peak month and hour to accommodate users of the development. The proposed plans have a summation of 60 spaces in the development, which will satisfy the parking demand and potentially attract new customers to the development.

Unified Development Ordinance

The Unified Development Ordinance (UDO) governs land use and development throughout the City of Bloomington. The UDO provides a calculation for the maximum number of parking spaces permitted for each land use. Stated in Chapter 20.04.060 Parking and Loading, a self-service storage unit is allowed 2.85 parking spaces per 1000 SQFT GFA of indoor retail space. With 250 SQFT of indoor retail in the main storage building, and 100 SQFT of indoor retail in the remaining two buildings, the number of permitted parking spaces is 13. A large fitness center is permitted to have 2.50 parking spaces per 1000 SQFT GFA, equating to 25 parking spaces for Force Fitness. Together, a maximum of 38 spaces are permitted for the development.

The effectiveness of the UDO can be seen throughout downtown Bloomington—a high-transit, densely populated area relative to the location of the proposed development on S Walnut Street. Generally, reliable public transportation and pedestrian networks increase accessibility and eliminate the barrier to entry. While this area is serviced by Bus Route 1, the pedestrian sidewalks are fragmented. Another consideration is the nature of the two particular land uses, where it is less common for patrons of a storage unit to arrive on foot or public transit, and similarly with the fitness center where chiropractic rehabilitation services are provided.

Conclusion

The proposed mixed-use development includes three self-storage buildings with a cumulative square footage of 38,107 SQFT and 25 parking spaces. The existing development includes a 10,085 SQFT fitness center and chiropractic rehabilitation services with 35 parking spaces. At present, the parking for the existing development is over-capacity with 43 vehicles competing for space during class transition periods. While the data from Force Fitness was relied on for our calculations, the ULI and ITE both project higher demands, suggesting that the existing parking may be inhibiting customers from using the development.

The peak demand for the storage facility is projected at four vehicles and occurs at the same peak hour of the fitness center (5:00PM). The projected demand for the mixed-use development is 47 parking spaces. The proposed 25 spaces in addition to the existing 35 spaces will satisfy this demand, and potentially more as the businesses grow. Due to the low-density of this area of Bloomington, the UDO parking maximum should be reconsidered at this location to allow for customers to access the development.

BLOOMINGTON PLAN COMMISSION **CASE #: ZO-40-22**
STAFF REPORT **DATE: October 10, 2022**
LOCATION: Northeast corner of W Fullerton Pike and S State Road 37

PETITIONER: Monroe County Government
100 W. Kirkwood Avenue, Bloomington

REQUEST: The petitioner is requesting a map amendment (rezone) of approximately 87.12 acres from Mixed-Use Employment (ME) to Mixed-Use Institutional (MI) for the purpose of building a new jail facility.

BACKGROUND:

Area:	87.12 acres
Current Zoning:	Mixed-Use Employment (ME)
Comp Plan Designation:	Employment Center / I-69 and Interchange Focus Area
Existing Land Use:	Vacant
Proposed Land Use:	Jail or Detention Facility
Surrounding Uses:	North – Vacant / Old Quarry
	South – Highway Interchange / Dwelling, Single-family (detached)
	East – Quarry
	West – Highway Interchange / Dwelling, Single-family

REPORT: The petition site is 87.12 acres and is one parcel that is located at the northeast corner of the intersection of West Fullerton Pike and South State Road 37 / Interstate 69. The property is zoned Mixed-Use Employment (ME). The property is currently undeveloped. The property was previously zoned Planned Unit Development (PUD) and received approval to sell its top soil for the I-69 corridor project. The property was subsequently reseeded and vegetation exists where the topsoil was removed. The property immediately to the north is also zoned ME and is currently vacant. Surrounding land uses include other commercial offices and manufacturing buildings. Property to the northeast and east is zoned Quarry (Q), is outside of the corporation boundaries, and contains a previously used quarry (northeast) and an active quarry (east). Property to the south is zoned Limited Business (LB) and Agriculture/Rural Reserve (AG/RR), is located outside of the corporation boundary, and appears to contain single-family residences. State Road 37 / Interstate 69 is to the west, with property immediately to the west being zoned Limited Industrial (IL) at the interchange, with the remainder as Single Dwelling Res 3.5 (RS 3.5) which is a large single-family residential development.

The petitioner is in conversation with the property owner and is planning to purchase the property in order to relocate the existing Monroe County Jail facilities to this location. The petitioner has provided that at least 25 acres are needed for the new jail facility and that, though no details have been determined at this time, additional acreage will likely be needed for supportive services that may be moved to be in close proximity to a new jail location.

The petition site is currently zoned ME, which does not allow for the use 'Jail or Detention Facility'. The use is limited in the Unified Development Ordinance (UDO), the zoning code, to either the Mixed-Use Institutional (MI) or Employment (EM) zoning districts. The use is 'Conditional' in both MI and EM. The petitioner is requesting a map amendment to rezone the property to MI.

The Department has identified a number of areas of concern related to the request, and has communicated those to the petitioner. Responses can be seen in the attached letter from the Monroe County Attorney's office dated August 29, 2022. The Plan Commission, and ultimately the Common Council, will need to weigh a number of factors when analyzing this request, including the areas of concern identified by the Department, which are discussed briefly below. The largest issue, compliance with the Comprehensive Plan, is discussed in more detail in the next section.

Environmental Site Considerations: The site contains large amounts of closed canopy tree areas along the eastern portion of the site, which will need to be preserved with any development. There are also some low-lying areas and karst features. A previous approval at the site has outlined in some detail the areas that require preservation. The petitioner has stated that no disturbance of those areas is envisioned at this time. Additionally, the Department has heard from neighboring property owners with concerns about stormwater that leaves this site now and how that will change and be addressed in future development. The site was also used as an I-69 soil borrow site and may have issues in the future where top soil will need to be replaced on the site in order for required landscaping to be achieved.

Access: The site will derive vehicular access from West Fullerton Pike. The Transportation Plan includes a roadway connection on the west side of the property to connect to the north. A map amendment does not automatically require right-of-way dedication for that roadway, however, the petitioners have been made aware that any future subdivision will trigger dedication and development of that roadway.

There is no transit service adjacent to the site. Bloomington Transit has indicated that no future transit service is planned adjacent to the site. While the map amendment does not raise immediate concerns about transit access for the site, approving a map amendment in order to allow for the particular use, 'jail or detention facility', when no transit access is planned, raises concerns. The petitioner has indicated that they plan to have discussions with Bloomington Transit about future connections.

Site Design: No site plan is required for approval of a map amendment. However, in the case where a map amendment is being requested in order to allow for a particular use, and for one as potentially impactful as a 'jail or detention facility' requiring at least 25 acres for development, a site design may be useful for decision makers to weigh potential impacts. The petitioner is currently working on analysis of the site and does not have a site design to share.

COMPREHENSIVE PLAN: The Comprehensive Plan designates this site as 'Employment Center' and it is also part of the 'I-69 and Interchange' Focus Area. The Comprehensive Plan envisions that Employment Centers will allow "Bloomington to keep pace with the changing economy – the main purpose of the district." The Department has concerns about whether or not the rezone is supporting this basic goal of the Employment Center area, as the current zoning, ME, seems to support this goal. MI limits the number and type of uses are the site, and the particular use desired by the petitioner further limits the site in meeting the purpose of Employment Center.

The site is in the 'Employment Center' designation in the Comprehensive plan, as well as part of the 'I-69 and Interchange' Focus Area. The Employment Center description lists the following:

- Professional and business offices, light assembly plants, flex-tenant facilities, and research and development centers.

- Mix of office and light/high-tech manufacturing uses that provide quality employment opportunities.
- Good access to main thoroughfares and transit service

While MI can provide opportunity for the first and second bullet points above, the Department is concerned that rezoning the property for the specific intent of building a large jail does not support these outcomes of the Employment Center designation. Additionally, the existing zoning, ME, may encourage more of the types of uses desired than the MI district. For the third point, West Fullerton Pike offers excellent vehicular access, however, there is currently no transit to this location. The Department encouraged the petitioners to meet with Bloomington Transit to discuss possible future service. There is no planned service at this time.

The Interchange guidance in the Comprehensive Plan lists the following:

- Offer key opportunities as premier entry points into Bloomington.
- While serving regional employment and commercial interests, the overarching context along the corridor should convey a sense of arrival in Bloomington.
- The interchanges must welcome and invite everyone to access the whole community and not simply provide a generic respite along an interstate highway.

The MI zoning district may offer opportunity for these goals to be met. However, the proposed use, jail or detention facility, for which the rezone is sought, raises questions about how the area can be developed to be a premier entry point into Bloomington, as well as how it will serve regional employment and commercial interests. The goal for development of the interchanges is to invite users into the community, and the Department is concerned about rezoning the property in order to allow a 25 acre jail site on an 80+ acre parcel will accommodate that goal.

The Transform theme is recommended for the development of this area in the Comprehensive Plan and says the following:

- Commercial areas to serve the office, research, and light-manufacturing base

The MI zoning district could allow for some uses that would satisfy this description, but arguably not more than the ME district. And the desired use, jail or detention center, does not support this. Additionally, MI has no 'Retail Sales Uses' allowed in the Allowed Use Table (Table 3-1) of the Unified Development Ordinance, and the use 'restaurant' is only allowed as an accessory use. The MI zoning district is not designed to allow supportive commercial services.

Zoning Map Amendment: The Plan Commission shall review the zoning map amendment petition and shall forward its recommendation to the Common Council in accordance with Section 20.06.040(g) (Review and Decision), based on the approval criteria in Section 20.06.040(d)(6) Approval Criteria) and the following specific approval criteria:

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

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

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

i. Consistency with Comprehensive Plan and Other Applicable Plans
ii. Consistent with Intergovernmental Agreements

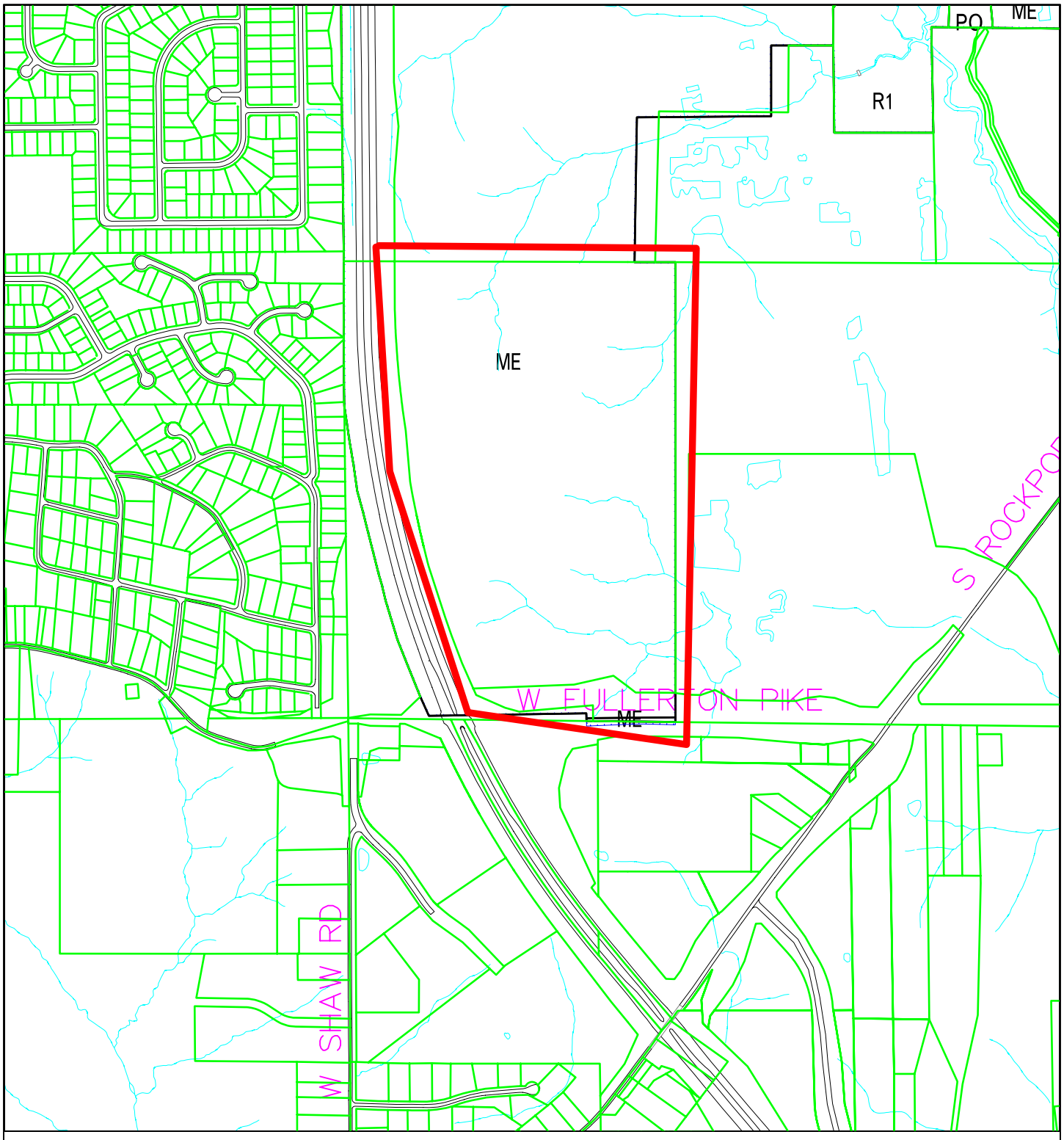
iii. Minimization or Mitigation of Adverse Impacts
iv. Adequacy of Road Systems
v. Provides Adequate Public Services and Facilities
vi. Rational Phasing Plan

20.06.070(b)(3)(E)(i)(1) Specific Approval Criteria:

[a] The recommendations of the Comprehensive Plan;
[b] Current conditions and character of structures and uses in each zoning district;
[c] The most desirable use for which the land in each zoning district is adapted;
[d] The conservation of sensitive environmental features;
[e] The conservation of property values throughout the jurisdiction; and
[f] Responsible development and growth.

CONCLUSION: The Department has concerns about the map amendment request, and how the request aligns with the Comprehensive Plan, as well as the implications of the desired use and its lack of transit access at this location. This petition is required to be heard at two hearings by the Plan Commission, and no waiver of second hearing was requested by the petitioner.

RECOMMENDATION: The Department recommends the Plan Commission continue ZO-40-22 to the required second hearing in November 2022.



City of Bloomington
Planning

By: scanlanj
29 Jul 22

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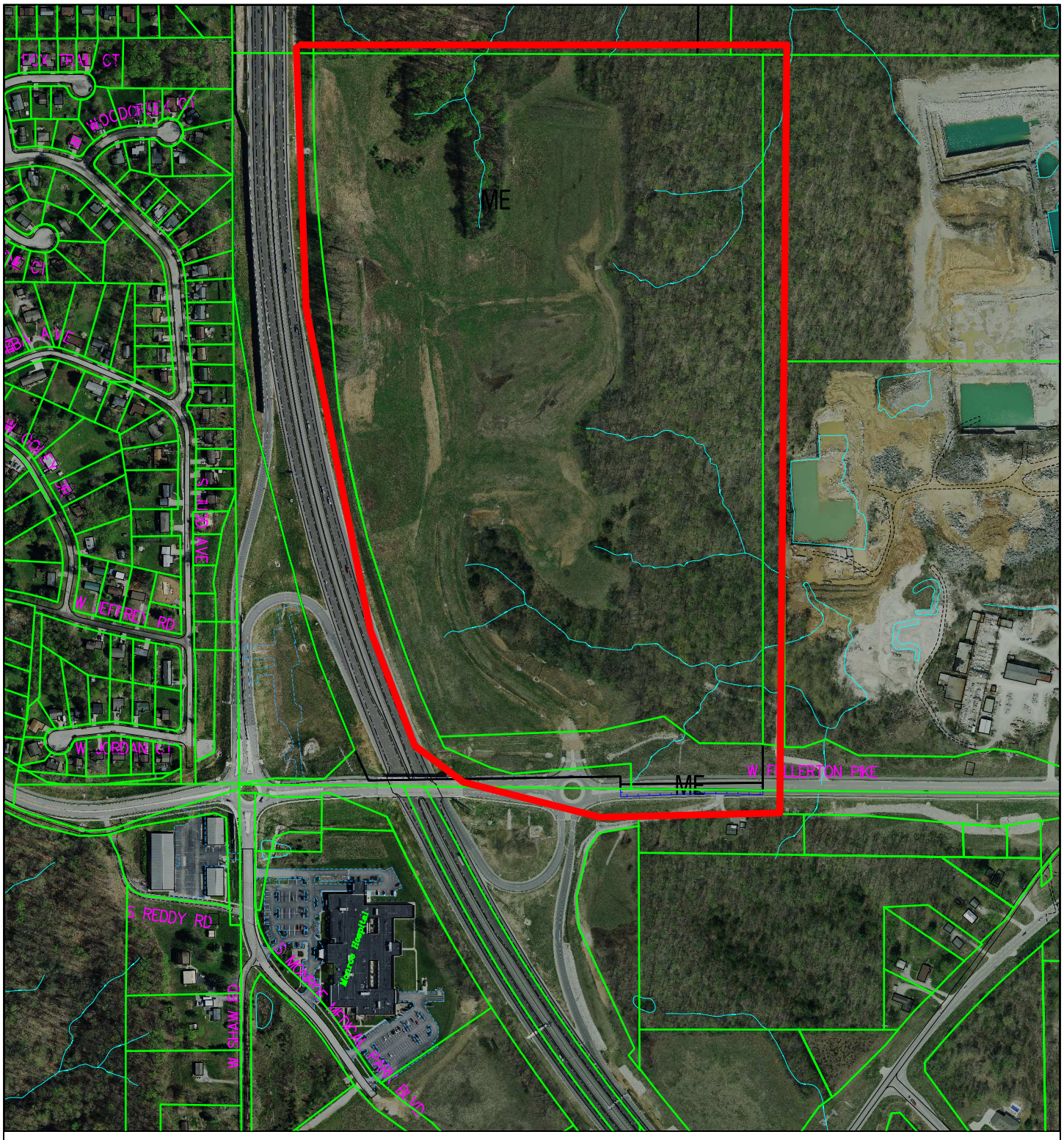
Scale: 1" = 800'

For reference only; map information NOT warranted.



City of Bloomington
Planning

By: scanlanj
29 Jul 22

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Scale: 1" = 500'

For reference only; map information NOT warranted.

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DAVID B. SCHILLING

E. JEFF COCKERILL

LEE F. BAKER

MOLLY TURNER-KING

July 28, 2022

City of Bloomington Planning Department
301 N. Morton Street
Bloomington, IN 47404

Re: Rezone Request for parcel 53-08-18-300-001.000-009.

Dear Planning Department Staff and Plan Commission Members:

Monroe County is requesting to rezone parcel 53-08-18-300-001.000-009 from ME, Mix-use Employment, to MI, Mixed-use Institutional. This 87.12 acre property is vacant land that is located on Fullerton Pike, bordered by I-69, and is in close proximity to Monroe Hospital. The reason for this request is that an expected use of the property is for the new County Jail facility.

Monroe County Government is required to operate and maintain a Jail, which is not allowed in the ME zone, but is a conditional use in a MI zone. The current jail facility has been operating under a Federal Order regarding its condition since 2009, and in 2019 the County Commissioned a study of the Criminal Justice System, which included the Jail facility. The study showed that the County is not meeting basic constitutional standards, and certainly are not meeting community standards for corrections concerns. In addition, the consultants looked at gaps in our community that lead to incarceration and recommendations to help. The studies can be found here: https://www.co.monroe.in.us/department/board.php?structureid=178

When relocating the jail, considerations about which related Justice components of the County will need to be relocated need to occur. While no decisions have been made, the potential use would include all of our current justice related functions, including the Courts, Probation, and Community Corrections, Prosecutor, and Public Defender space. In addition, other supportive facilities, such as those described in the reports, may be desired for this area. Other than the Jail use, the remaining uses appear to be consistent with the ME and MI designations.

The reconstruction and connection of Fullerton Pike as an east-west vehicular traffic corridor is scheduled to be completed in 2025. This project provides both roadway and multiuse trail access to the site and will include a connection to the Clear Creek Trail.

The County reviewed many sites utilizing the following criteria, accessible, minimum size of 40 acres, buffers to residential neighborhoods, and prioritized areas within the City Limits to allow the potential for Bloomington Transit service. This was the space that best fit the needs of the County.

Sincerely,

Jeff Cockerill

DLZ
ARCHITECTURE • ENGINEERING • PLANNING
SURVEYING • CONSTRUCTION SERVICES

INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

PROJECT MEMORANDUM

DATE: August 1, 2022

TO: Jeff Cockerill, Monroe County Attorney

FROM: Jeff Hirsch, PLA, LEED AP

SUBJECT: New Monroe County Correctional Facility – Anticipated Site Acreage

When selecting a site for a new correctional facility, multiple factors should be considered for determining the acreage necessary to support the development.

Common factors to be considered include:

- Building footprint square footages (main correctional facility, auxiliary buildings such as lawn maintenance storage, fleet maintenance, and ancillary support spaces such as mechanical yard(s), photovoltaic fields, etc.).
    - A one operational level correctional facility is suggested versus a multi-operational level facility due to being more efficient to operate and staff. A one operational level facility building footprint square footage is larger than a multi-level facility.
- Required visitor parking
- Required staff parking - including shift change
- Anti- Terrorism Force Protection (ATFP) standoff distance recommendations for perimeter security
- Additional equipment storage (trailers, specialty tactical vehicles, etc.)
- Local zoning setbacks, required buffer yards, landscaping requirements, etc.
- Local drainage requirements for stormwater management and retention/detention
- Secured outdoor recreation area / evacuation yard
- Vehicular circulation / access for tractor trailers, fire department, trash/recycling trucks, transportation vehicles/buses, etc.

In addition to the above, DLZ further considers future expansion of the facility and the associated increased accommodations of parking, stormwater detention, etc.

A site of at least 25 acres should adequately support the anticipated size of the new Monroe County Correctional Facility. Accommodations of possible additional future building facilities to accommodate Courts, Community Corrections/Work Release, Juvenile Detention, Diversion Center, Treatment Facility, etc. will require additional acreage - above the recommended 25 minimum acres for the Correctional Facility.

Copy: Laurie Johnson, PE, Eric Ratts, AIA, NCARB, Scott Carnegie, AAIA - DLZ

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E. JEFF COCKERILL

LEE F. BAKER

MOLLY TURNER-KING

August 29, 2022

City of Bloomington Planning Department
301 N. Morton Street
Bloomington, IN 47404

Re: Rezone Request for parcel 53-08-18-300-001.000-009.

Dear Planning Department Staff and Plan Commission Members:

Thank you for your questions, I have included your information and questions in this response.

1. Comprehensive Plan | Employment and Interchanges The Employment description includes the following:

Professional and business offices, light assembly plants, flex-tenant facilities, and research and development centers.

Good access to main thoroughfares and transit service

Mix of office and light/high-tech manufacturing uses that provide quality employment opportunities

Using the Transform Theme

Commercial areas to serve the office, research, and light-manufacturing base

The section of the Comprehensive Plan that discussed interchanges includes the following:

Offer key opportunities as premier entry points into Bloomington.

While serving regional employment and commercial interests, the overarching context along the corridor should convey a sense of arrival in Bloomington.

The interchanges must welcome and invite everyone to access the whole community and not simply provide a generic respite along an interstate highway.

How is the project supporting the intent and goals from the Comprehensive Plan, as listed above?

RESPONSE: This project supports the intent and goals of the Comprehensive Plan in a number of ways. Governmental Buildings, such as a Jail, and other Justice related services

by their nature invite access to the whole community and are far from "a generic respite along an interstate highway." The purpose of the use is the embodiment of the Transform Theme, this facility is expected to deviate from the norm of warehousing inmates, it is to provide much needed services and programs to allow positive change to those who enter the system. The County is exploring other functions for this site to support not only those who have entered to the system, but to serve those who are on a path that has, historically, ended in interactions with the Law Enforcement. Jails have long been the place where those with mental illness, including substance abuse disorder have been housed. The County is a partner to those who wish to see this end, and in doing so will truly create a premier entry point into the City. This use serves not only regional employment and commercial interests, but civic interests as well, by adding to the workforce, increasing public safety, and increasing the quality of life for community members.

At this point, it is difficult to accurately answer the types of employment that will be on site, but it fairly safe to say that there will be professionals working on the site, but highly doubtful that any manufacturing will occur. However, this projects supports many aspects of the vision statement found on Page 14 of the Comprehensive Plan, particularly the following:

1. Fortify our strong commitment to equality, acceptance, openness, and public engagement

2. Deliver efficient, responsive, and forward-thinking local government services

3. Meet basic needs and ensure self-sufficiency for all residents

4. Fortify our progress toward improving public safety and civility

8. Offer a wide variety of excellent educational opportunities for our residents at every stage of life

2. Road Connection

The Transportation Plan shows a road connection on this property (Neighborhood Connector). We cannot compel right-of-way (ROW) dedication for new ROW with a map amendment.
However any future subdivision will require ROW dedication and construction. Nothing should be built or designed or used as preservation in those areas.

Has site design been done with no disturbance to that area in consideration?

RESPONSE: Site design has not occurred at this point. As far as dedicated right of way is concerned, the County does intend to build a roadway that will accommodate law enforcement and public safety personnel as well as the general public. At this time, the County is not seeking a subdivision, the Site design will take into account the transportation plan's neighborhood connector.

Environmental Site Considerations

There is quite a bit of closed canopy on the site and possibly other environmental features that cannot be disturbed.

The owner has sold much of his topsoil for development of I-69. Future Unified Development Ordinance (UDO) compliance cannot be varied because of this self-created hardship. All

landscaping will be required as the site(s) develop.

Will you have enough area for current and potential future development without disturbance? Have you done a site assessment?

RESPONSE: The County has contracted with DLZ for a site assessment of the property, it should be completed prior to the Plan Commission meeting. In addition the County has contracted for two Phase 1 environmental reviews. In addition, a Phase 2 review has been contracted for, a site reconnaissance review and a Wetland and Jurisdictional water study. One of the attractive feature of this property is the wooded buffer and the County has no intention, at this point, to disturb that area.

Bloomington Transit

You have indicated that you plan to work with Bloomington Transit on access to this site.

Have those discussions occurred?

RESPONSE: No, those discussions have not occured, however, the County has reached out to begin the conversation.

Site Plan

It is very likely that Common Council and/or the Plan Commission will expect some sort of site plan to get an idea of what is planned for the site.

Will you have such a plan before the September Plan Commission hearing?

RESPONSE: No, the County is asking for rezone of the property to determine if it is appropriate to move forward with design for this site. County Officials' are in the process of touring other facilities to help inform the site design.

Let me know if you have any further questions.

Sincerely,

Jeff Cockerill