

# CITY OF BLOOMINGTON



## PLAN COMMISSION

July 10, 2023      5:30 p.m.  
Council Chambers, Room #115  
Hybrid Zoom Link:

<https://bloomington.zoom.us/j/82362340978?pwd=ZnExeVNaSUNGVGdZQTJHNjBBb3M0UT09>

Meeting ID: 823 6234 0978      Passcode: 622209

**CITY OF BLOOMINGTON  
 PLAN COMMISSION (Hybrid Meeting)  
 ❖City Council Chambers – Room #115  
 July 10, 2023 at 5:30 p.m.**

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact the **Melissa Hirtzel** at [hirtzelm@bloomington.in.gov](mailto:hirtzelm@bloomington.in.gov) and provide your name, contact information, and a link to or description of the document or web page you are having problems with.

**❖Virtual Link:**

<https://bloomington.zoom.us/j/82362340978?pwd=ZnExeVNaSUNGVGdZQTJHNjBBb3M0UT09>

**Meeting ID: 823 6234 0978      Passcode: 622209**

**Petition Map: <https://arcg.is/1OPmnX0>**

**ROLL CALL**

**MINUTES TO BE APPROVED:** None

**REPORTS, RESOLUTIONS AND COMMUNICATIONS:**

Plat Committee: Appoint New Alternate  
 Administrative Manual Update

**PETITIONS TABLED:**

**SP-24-22      Cutters Kirkwood 123 LLC**  
 115 E Kirkwood Ave  
 Parcel: 53-05-33-310-062.000-005  
 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 CONTINUED:**

**SP-21-23      True Storage LLC**  
 1701 S Liberty Drive  
 Request: Major site plan approval for a change in use in the Mixed-Used Medium Scale (MM) zoning district.  
Case Manager: Karina Pazos

**\*\*Next Meeting August 14, 2023**

**Last Updated: 7/7/2023**

**Auxiliary aids for people with disabilities are available upon request with adequate notice.**

**Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).**

**CONSENT AGENDA:**

**SP-19-22      People's State Bank**  
202 W 17<sup>th</sup> Street  
Request: Petitioner is requesting a one-year extension of the major site plan granted under case SP-19-22 on July 11, 2022.  
Case Manager: Gabriel Holbrow

**SP-25-22      Strauser Construction Co. Inc.**  
409 E. Kirkwood Ave  
Request: Petitioner is requesting a one-year extension of the major site plan granted under case SP-25-22 on July 11, 2022.  
Case Manager: Karina Pazos

**PETITIONS:**

**PUD-18-23      Sudbury Development Partners LLC**  
S. Weimer Rd  
Request: Request to rezone approximately 140 acres to Planned Unit Development and a request for approval of a District Ordinance and Preliminary Plan.  
Case Manager: Jackie Scanlan

**DP-23-23      Hopewell West – Bloomington Redevelopment Commission**  
West of S Rogers St between West 1<sup>st</sup> and West 2<sup>nd</sup> Street  
Request: Primary plat approval to create new lots and new right-of-way in the Hopewell neighborhood, with request for subdivision waivers and waiver of second hearing.  
Case Manager: Gabriel Holbrow

**\*\*Next Meeting August 14, 2023**

**Last Updated: 7/7/2023**

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

**CASE #: SP-19-22  
DATE: July 10, 2023**

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

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

**REQUEST:** The petitioner is requesting an extension of the site plan approval granted under case #SP-19-22 on July 11, 2022.

**BACKGROUND:**

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

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

The Plan Commission approved this site plan on July 11, 2022 to redevelop the site as a corporate office and local bank branch for Peoples State Bank.

The petitioner is requesting an extension of the original site plan approval given. The petitioner has stated that the volatility in the financial market and cost of construction over the past year has limited the petitioner's ability to get this job started. The petitioner states that Peoples State Bank is still excited about the opportunity to move this project forward but would like to request an extension to react to changes in market conditions.

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 allows 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.

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**CONCLUSION:** There have been no changes to the UDO which would create new nonconformities in the proposed plan. The extension of the site plan approval is reasonable.

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**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 July 11, 2022 shall be effective through July 11, 2024.

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

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

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

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

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

**BACKGROUND:**

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

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

The petitioner is requesting major site plan approval to redevelop the site as a corporate office and local bank branch for Peoples State Bank. The proposal has one four-story building, approximately 34,200 gross square feet, located near the corner of 17th and College at the southeast of the site. An entrance adjacent to the corner of 17th and College leads into a lower level (designated as the basement on the submitted floor plans) with stair access and elevator access to Level 1 above. The lower level is fully exposed at ground level along College and underground on the other three sides. Level 1 is directly accessed from an entrance on the north side of the building and contains the local bank branch. Levels 2 and 3 above contain office space for the bank.

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

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

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

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

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

**Dimensional Standards:**

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

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

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

**Environment:**

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

**Access and Connectivity:**

Driveways and Access

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

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



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

**Parking and Loading:**

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

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

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

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

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

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

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

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

## **Site and Building Design:**

### Building Design

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

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

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

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

### **Landscaping, Buffering, and Fences:**

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

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

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

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

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

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

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

#### **Outdoor Lighting:**

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

#### **Incentives:**

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

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

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

- i. Compliance with this UDO

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

**PROPOSED FINDINGS:**

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

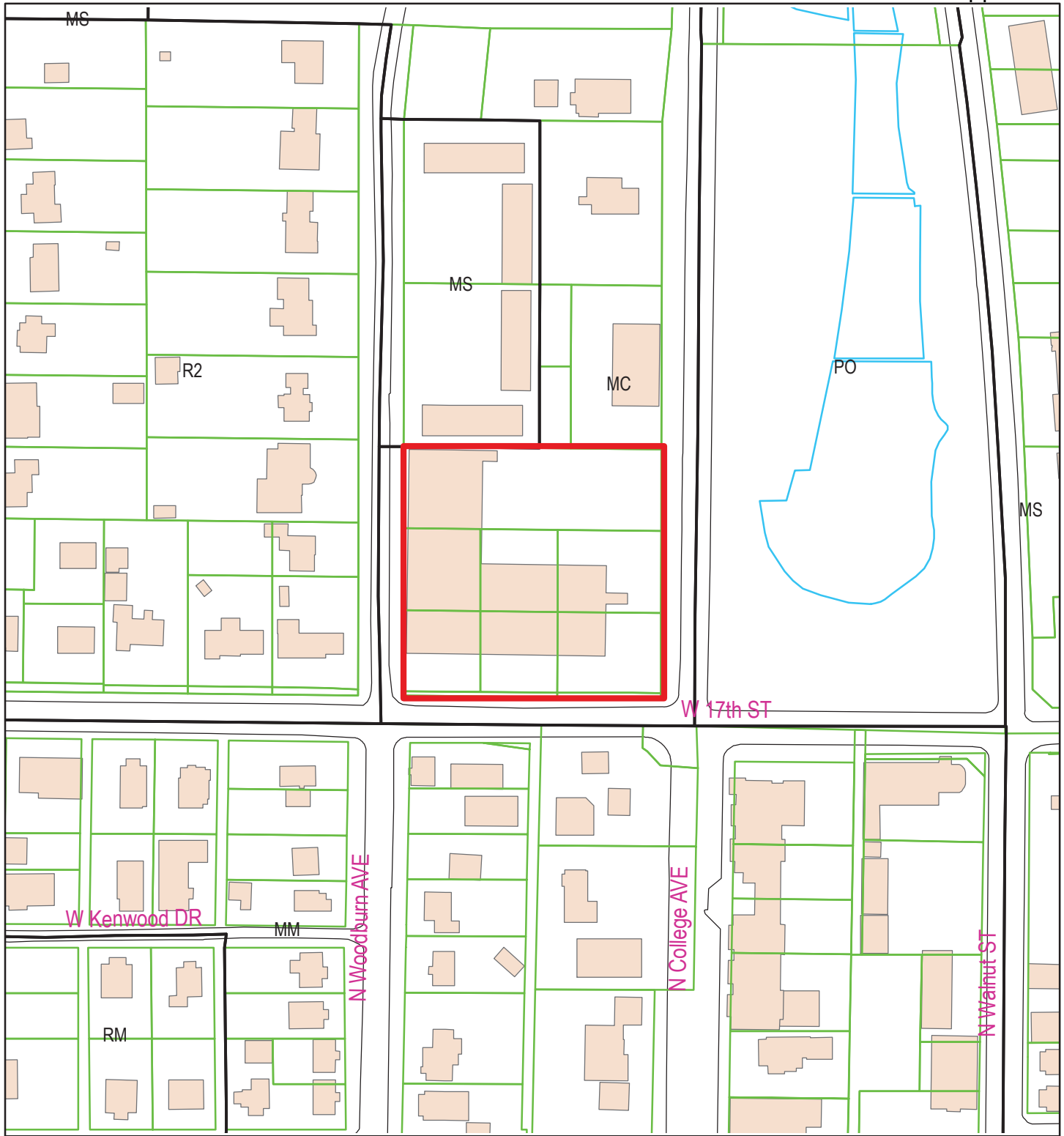
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**CONCLUSION:** The petition meets all requirements of the Unified Development Ordinance. The development of this property will provide public improvements for pedestrian circulation by providing a new sidewalk and tree plot on Woodburn Street and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

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

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



# 202 West 17th Peoples State Bank

City of Bloomington  
Planning & Transportation

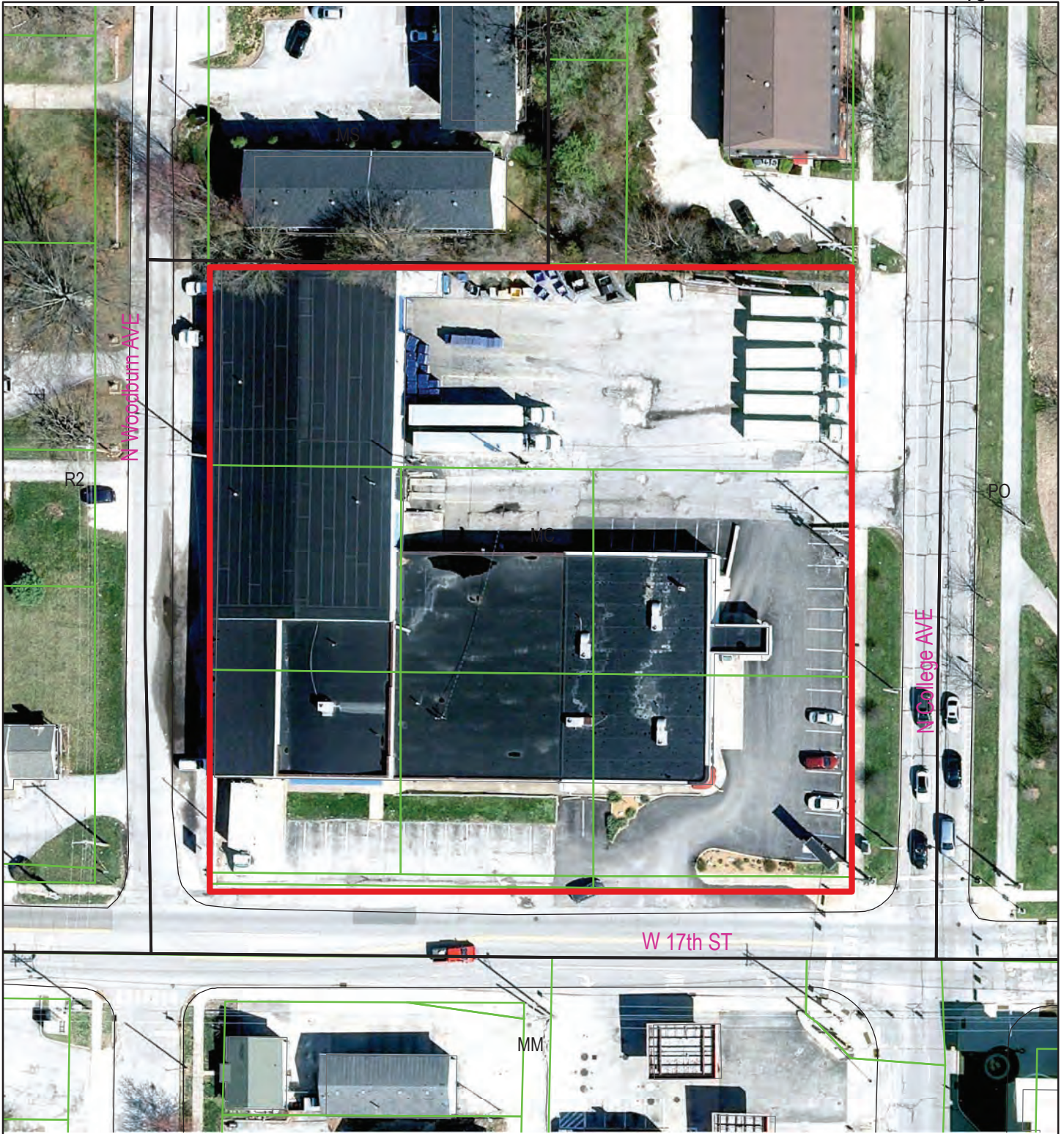


Scale: 1 " = 200 '



By: Gabriel Holbrow  
6/16/2022

For reference only. Map information NOT warranted.



# 202 West 17th Peoples State Bank

City of Bloomington  
Planning & Transportation



Scale: 1 " = 80 '

By: Gabriel Holbrow  
6/16/2022

For reference only. Map information NOT warranted.



June 27<sup>th</sup>, 2022

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

Attn: Mr. Gabriel Holbrow

**RE: Peoples State Bank Corporate Office**

### **PETITIONERS STATEMENT**

Gabriel,

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

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

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

### **Project Location**

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

### **Project Owner**

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

### **Project Description**

The project will consist of a single building, purpose built for a single tenant – The Peoples State Bank. The building will serve as the corporate offices for Peoples State Bank and will house their administrative and lending operations along with providing a replacement commercial bank for the one currently on site. The building will be 3 levels over a full lower level, approximately 34,200 GSF in size. The lower level will be fully exposed along College Avenue and underground on the other three sides. The building will have entry points at the corner of 17<sup>th</sup> and College at the lower level connecting to the sidewalks and new proposed city trail along 17<sup>th</sup> street. The primary entrance from the parking lot will be off of level 1. The bank and a 3-lane drive-thru will be accessed at level 1. The drive-thru is entirely under the building and replaces the current drive-thru that exist off of College Ave. 3 lanes are for transactions with the 3<sup>rd</sup> lane wider and serving as a bi-pass lane should a customer change their mind and want to pull out. Parking is all located at level 1 and meets the requirements of the UDO. The site has been laid out based on UDO requirements for a max of 60% land coverage. Site access has been designed in conjunction with engineering for the new city trail along 17<sup>th</sup> street. Additional angled parking is proposed along Woodburn Street along with an additional access point into the site.



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### **Project Site Access:**

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

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

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

### **Building Entrances:**

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

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

### **Parking Counts**

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

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

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

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

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

### **Setbacks**

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

### **Building Materials and Massing**

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

### **Bike Storage/ Parking**

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

### **Site Environmental Conditions**

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

### **Environmental Building Considerations**

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

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

Peoples State Bank  
6-27-22

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

### **Encroachments:**

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

### **Storm Water Control / Water Quality**

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

### **Public Improvements for Site:**

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

### **Buffer Yard**

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

### **Site Trash / Recycle**

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

Peoples State Bank  
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**VariANCES:**

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

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

Respectfully submitted,

STUDIO 3 DESIGN, INC

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

Tim Cover, Architect



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

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MAY 20, 2022

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

Dear Mayor Hamilton:

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

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

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



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

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

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



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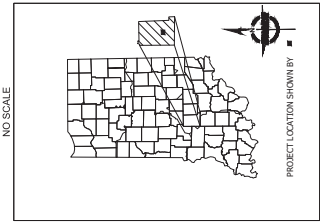
Finally, The Peoples State Bank's project proposal is beneficial to the City as well as to us. As one of the few remaining local community banks based in the Bloomington area, we are attempting to redevelop the corner of 17<sup>th</sup> Street and College Avenue into an attractive and inviting business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

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

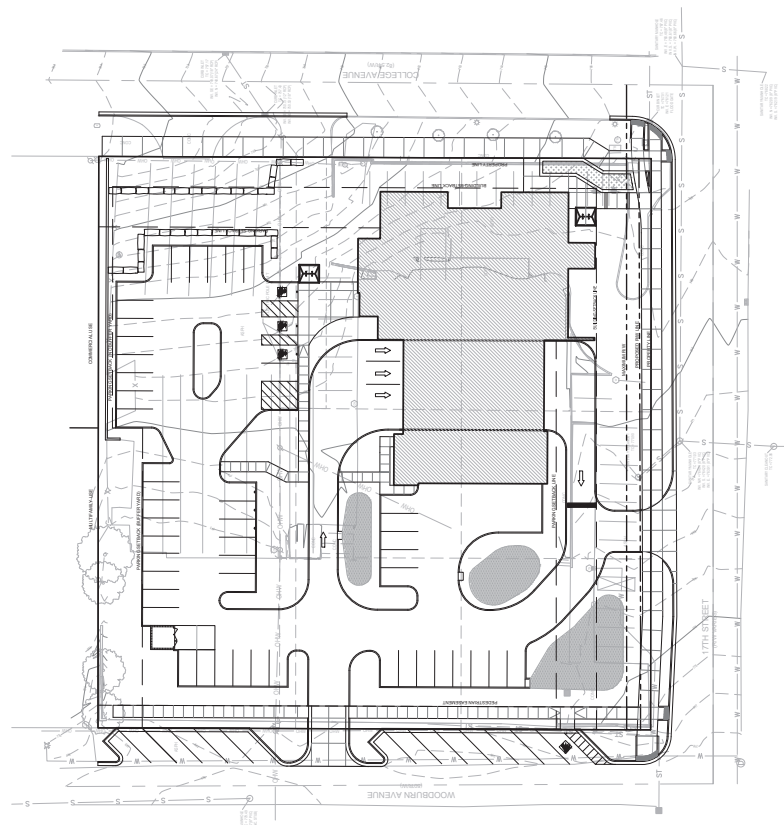
Sincerely,

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

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



PLANS PREPARED BY:  
**BANNING ENGINEERING**  
 853 COLUMBIA ROAD, SUITE #101  
 PLAINFIELD, IN 46166  
 Phone: (317) 555-1000  
 Fax: (317) 555-1000  
 Email: [info@banningengineering.com](mailto:info@banningengineering.com)  
 Website: [www.banningengineering.com](http://www.banningengineering.com)  
 CONTACT: STEVE BREHOB  
 EMAIL: [steve@banningeng.com](mailto:steve@banningeng.com)



**CONSTRUCTION DOCUMENTS**  
 PROJECT MANAGER: DATE:  
 THESE PLANS ARE NOT TO BE CONSIDERED FINAL UNTIL THEY ARE SEALED AND SIGNED BY THE REGISTERED PROFESSIONAL ENGINEER AND THE APPLICABLE JURISDICTIONAL AUTHORITY. ANY CHANGES TO THESE PLANS MUST BE MADE BY THE REGISTERED PROFESSIONAL ENGINEER AND THE APPLICABLE JURISDICTIONAL AUTHORITY. ANY CHANGES TO THESE PLANS MUST BE MADE BY THE REGISTERED PROFESSIONAL ENGINEER AND THE APPLICABLE JURISDICTIONAL AUTHORITY. ANY CHANGES TO THESE PLANS MUST BE MADE BY THE REGISTERED PROFESSIONAL ENGINEER AND THE APPLICABLE JURISDICTIONAL AUTHORITY.



CERTIFIED BY: *W. Chad Zigh*  
 1110022



**SHEET INDEX**

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

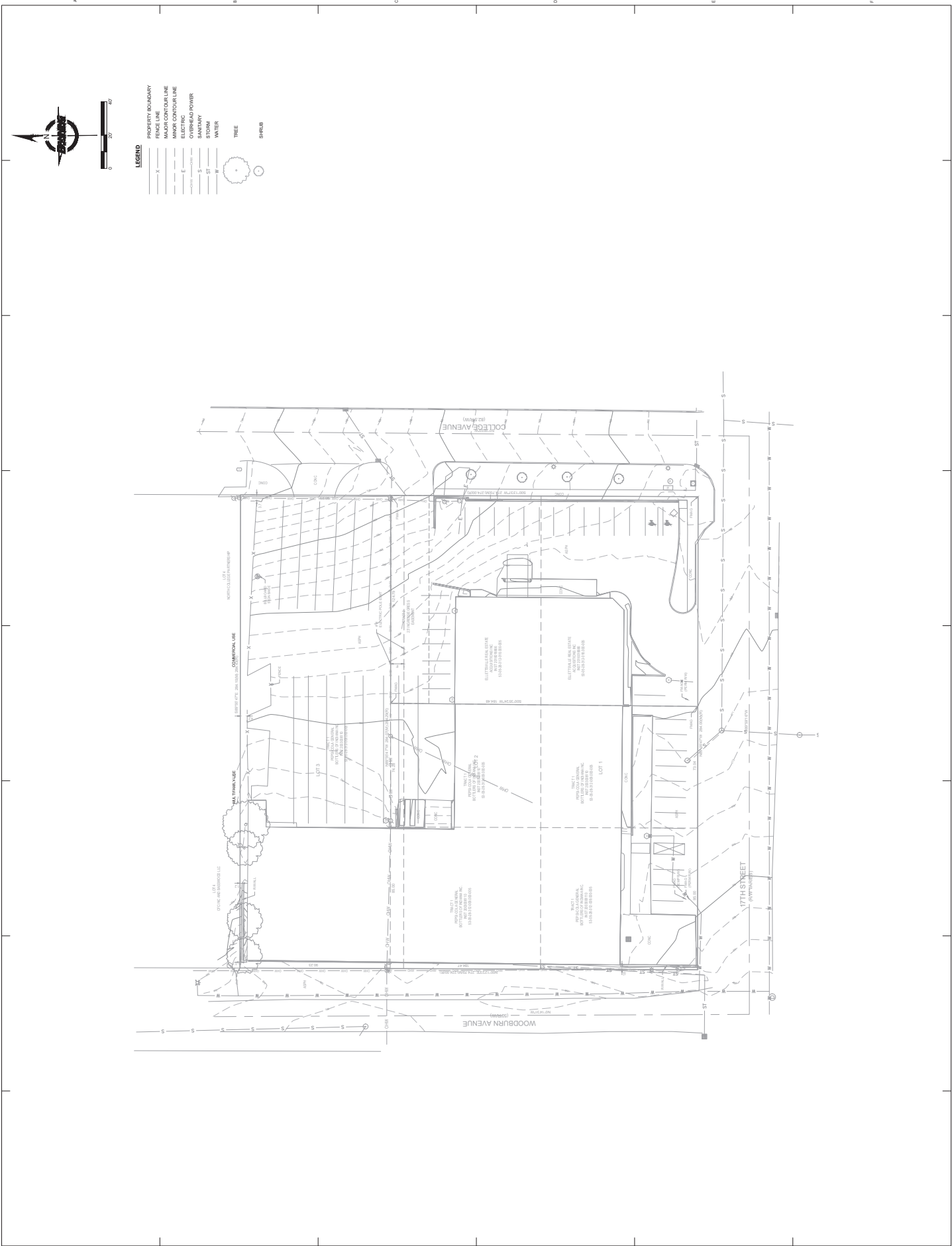
**REVISIONS**

NUMBER	DESCRIPTION	DATE

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







**LEGEND**

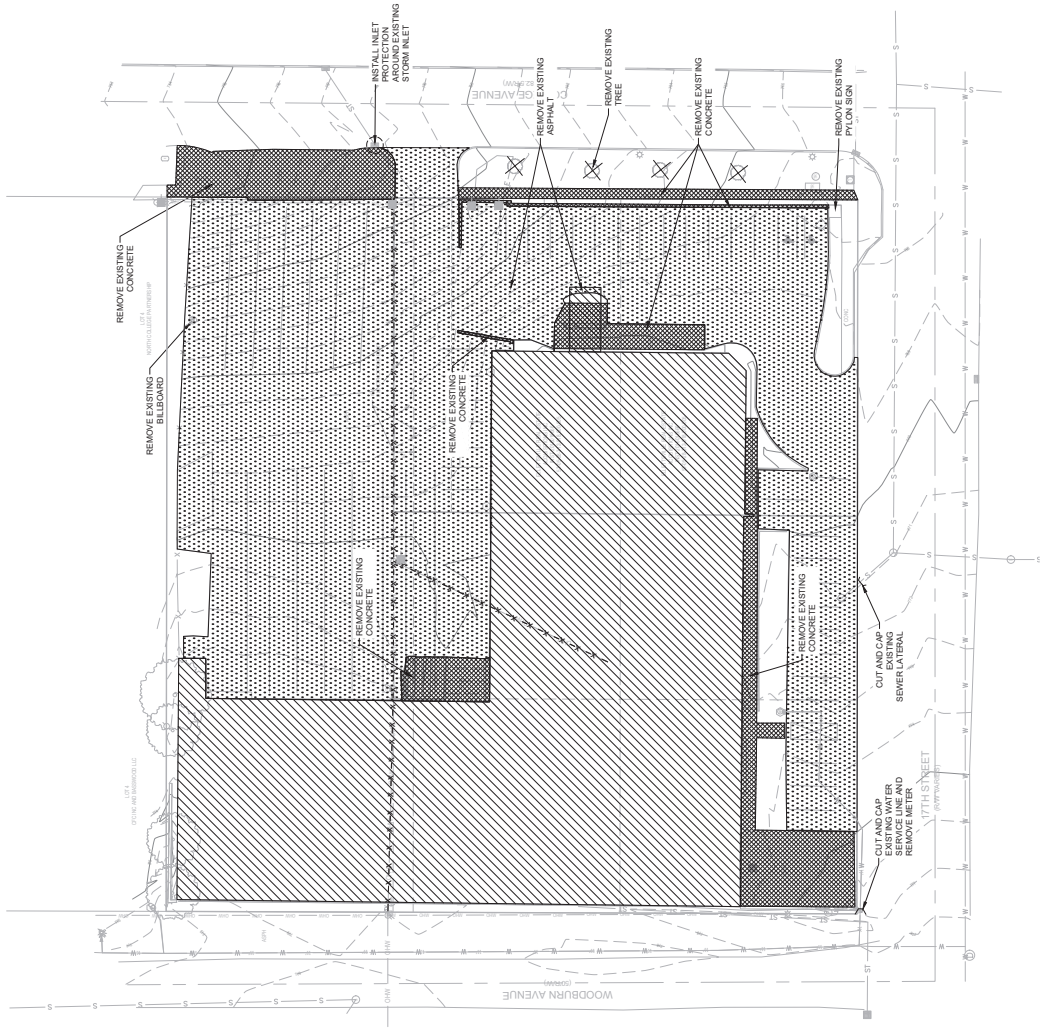
—	PROPERTY BOUNDARY
—	FENCE LINE
—	MAJOR CONTOURLINE
—	MINOR CONTOURLINE
—	ELECTRIC
—	GAS
—	SEWER
—	WATER
—	STORM
—	SHRUB
—	TREE





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

- DEMOLITION PLAN NOTES**
1. CONTRACTOR SHALL INSTALL ALL NECESSARY EROSION CONTROL DEVICES AS APPROPRIATE FOR THE STAGE OF WORK PRIOR TO STARTING ANY DEMOLITION OPERATIONS.
  2. EXISTING ASPHALT PAVEMENT SHALL BE REMOVED AND HAULED OFF SITE.
  3. EXISTING CONCRETE SHALL BE REMOVED AND HAULED OFF SITE IN A LEGAL MANNER.
  4. EXISTING MATERIAL SHALL BE HAILED OFF SITE AND DISPOSED OF IN A LEGAL MANNER.
  5. DISTURBED AREAS SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION.
  6. IF NOT PERMITTED.





**SITE LEGEND**

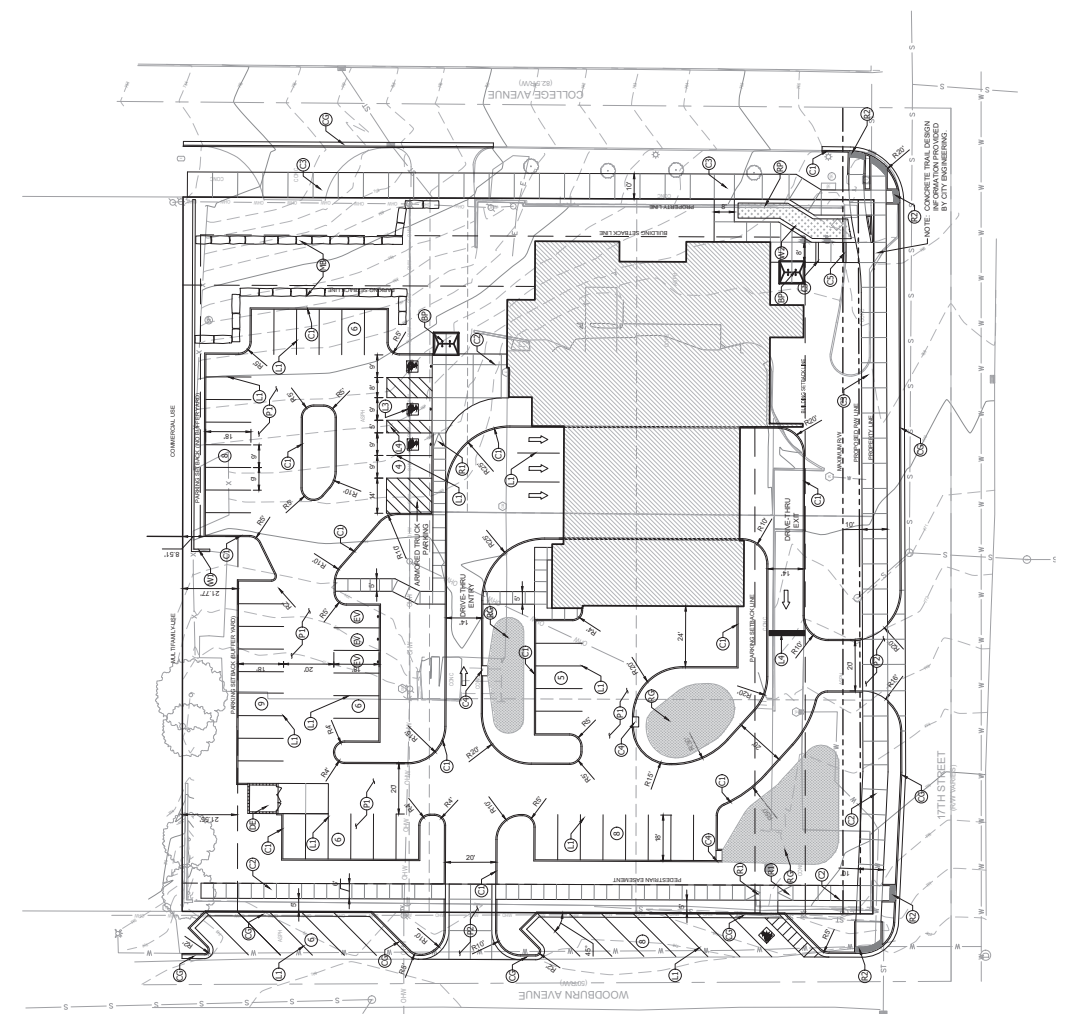
	EASEMENT
	STREET
	CONCRETE SLAB
	ACCESSIBLE RAMP
	ACCESSIBLE PARKING SYMBOL
	PAVEMENT MARKINGS
	SPAWNING COTRIB
	BIKE RACK
	RAIN GARDEN

**MATERIAL LEGEND**

- 1. 1" PAVE & SET FACE ON
- 2. 6" UNFINISHED ASPHALT
- 3. 6" COMPACTED ASPHALT BASE #3
- 4. 6" COMPACTED ASPHALT BASE #3
- 5. 6" COMPACTED ASPHALT BASE #3
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**DEVELOPMENT STANDARDS**

1. SITE AREA = 1.2 AC. - 78,672 SF  
 2. MAXIMUM BUILDING HEIGHT = 20 FT.  
 3. MAXIMUM BUILDING FOOTPRINT = 5,000 SF  
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 60. MAXIMUM BUILDING FOOTPRINT = 5,000 SF



NOTE: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF BLOOMINGTON'S STANDARD SPECIFICATIONS FOR CONSTRUCTION BY CITY ENGINEERS.

**NOT FOR CONSTRUCTION**



**GRADING LEGEND**

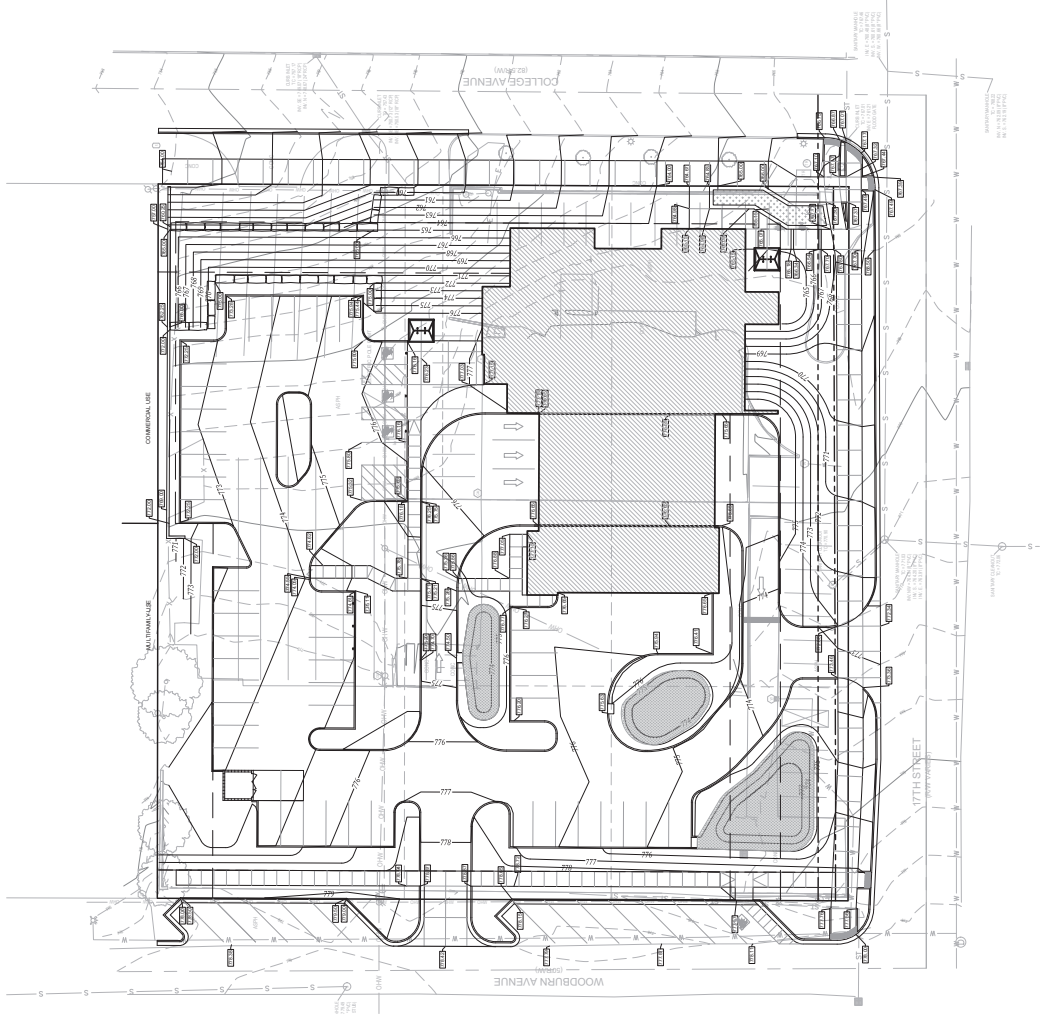
- TOP OF CURB GRADE
- BOTTOM OF CURB GRADE
- SPOT GRADING
- PROPOSED DRIVEWAY
- PROPOSED PARKING
- PROPOSED MAJOR CONTOUR

**TOPOGRAPHIC LEGEND**

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

**BENCHMARK**  
 10277.03  
 SOUTH EAST OF SOUTH ENTRANCE,  
 NORTH SIDE OF 17TH STREET.

- GRADING PLAN NOTES**
- PROPOSED GRADES ARE AT FINISH.
  - THE MAXIMUM SLOPE OF AN ACCESSIBLE SURFACE SHALL NOT EXCEED 1:12 UNLESS THE SLOPE IS NECESSARY TO CROSS A CURB OR TO CROSS A DRIVEWAY.
  - ACCESSIBLE SURFACE SHALL NOT BE ACCEPTED IF THE SLOPE IS GREATER THAN 1:12 UNLESS THE SLOPE IS NECESSARY TO CROSS A CURB OR TO CROSS A DRIVEWAY.
  - THE MAXIMUM LONGITUDINAL SLOPE OF AN ACCESSIBLE SURFACE SHALL NOT BE GREATER THAN 5.0%. THIS IS AN EXCEPTION TO THE 1:12 SLOPE REQUIREMENT WHERE A RAMP CROSSES A PUBLIC STREET. WHERE A RAMP CROSSES A PUBLIC STREET, THE RAMP SHALL BE INSTALLED AND MAINTAINED PER ADA REQUIREMENTS THROUGHOUT THE ENTIRE LENGTH OF THE RAMP.

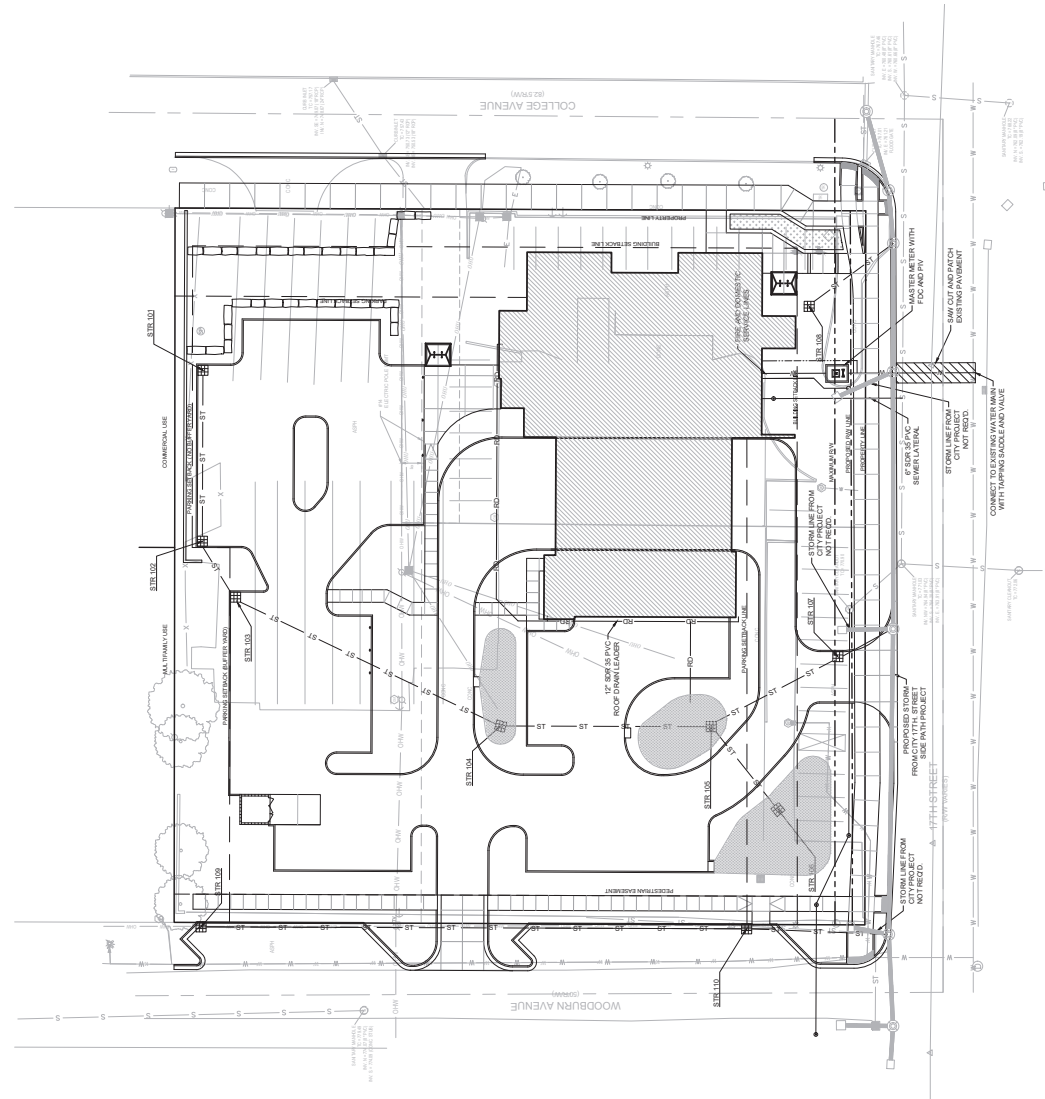




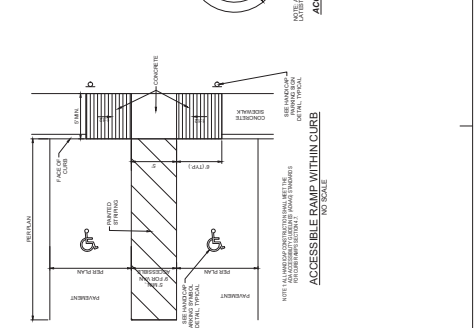
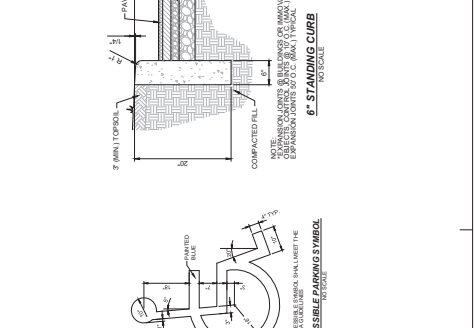
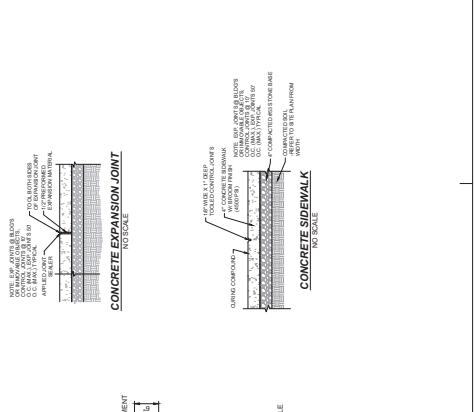
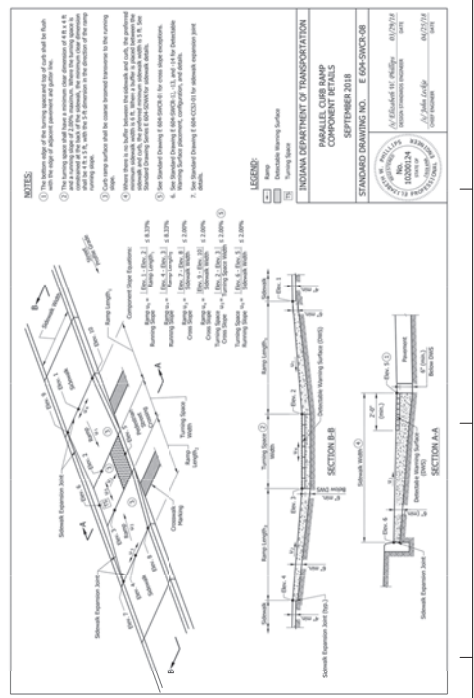
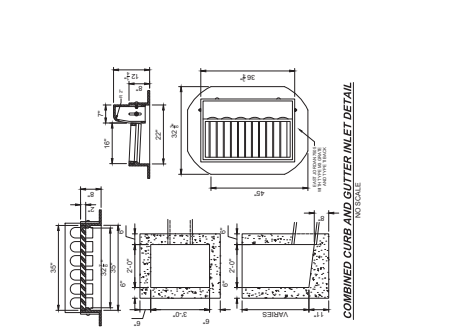
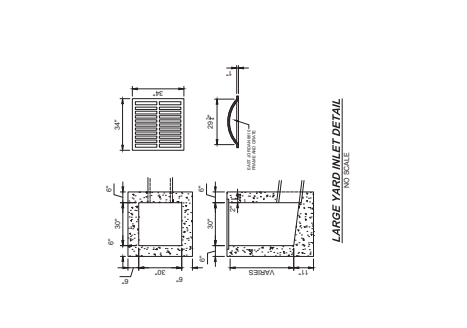
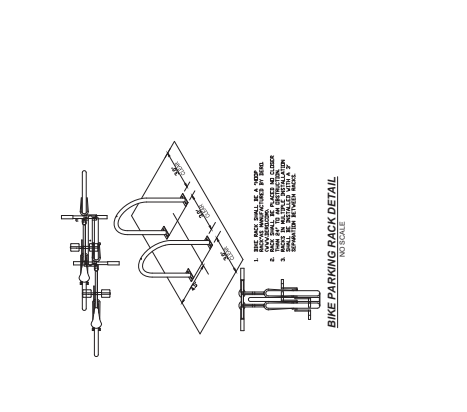
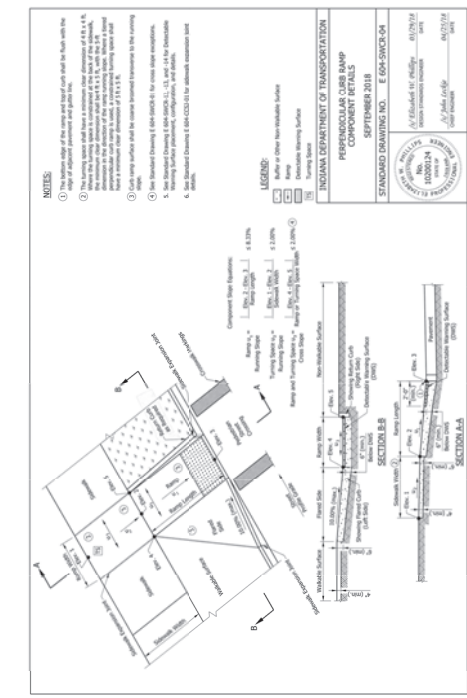
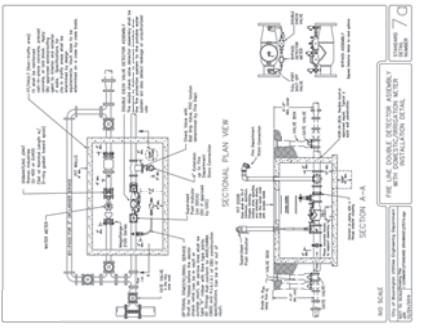
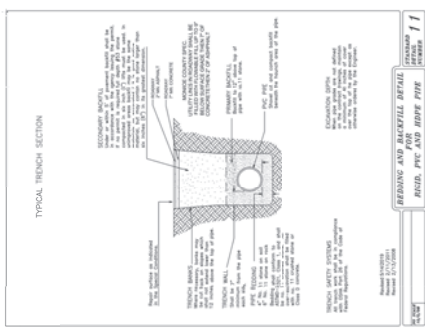
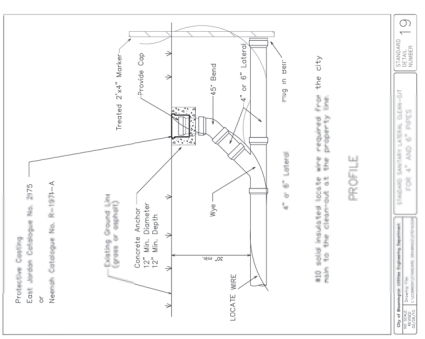
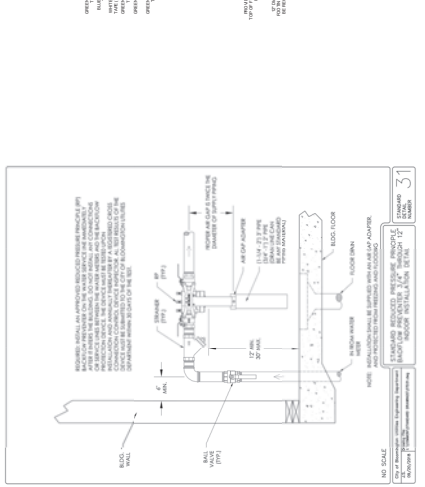
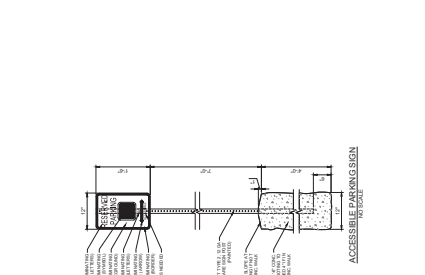
**UTILITY LEGEND**

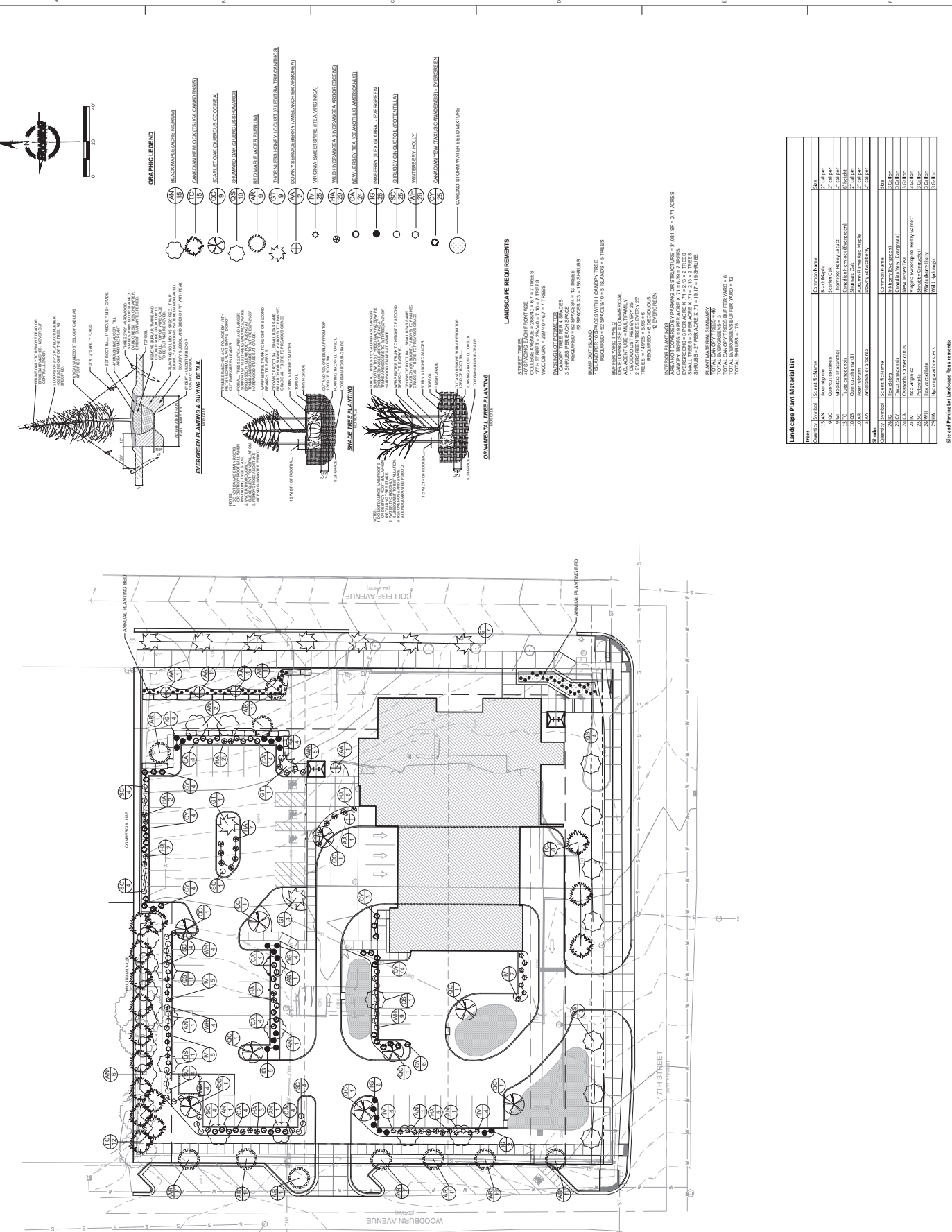
(Symbol)	EXISTING SANITARY SEWER LINE
(Symbol)	EXISTING WATER MAIN LINE
(Symbol)	SANITARY SEWER LINE
(Symbol)	WATER MAIN LINE
(Symbol)	4" UNDER DRAIN
(Symbol)	FIRE DEPARTMENT CONNECTION LINE
(Symbol)	YARD NET
(Symbol)	FIRE HYDRANT
(Symbol)	WATER METER PIT
(Symbol)	POST INDICATOR VALVE
(Symbol)	SANITARY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

- UTILITY NOTES**
1. ALL UTILITIES SHALL BE LOCATED AND DEPTH SHALL BE VERIFIED PRIOR TO THE START OF CONSTRUCTION WITH THE CITY OF BLOOMINGTON UTILITIES DEPARTMENT. CONTRACT UTILITIES TECHNICIAN AT 912 JACKSON TO CONDUCT THE MEETING.
  2. ENGINEERING DEPARTMENT ONE (1) MORNING ADVISORY TO CONSTRUCTION INSPECTOR HAS BEEN PROVIDED TO THE CITY OF BLOOMINGTON UTILITIES DEPARTMENT. CONTRACT UTILITIES TECHNICIAN AT 912 JACKSON TO CONDUCT THE MEETING.
  3. ALL 8" BROWN PIPES - MINIMUM SEWER ELEVATION IT INDICATES THE WITHOUT A SPECIAL BACKWATER VALVE. ANY FOOT ELEVATION THAT WILL BE USED FOR A SPECIAL BACKWATER VALVE IF NOT A BACKWATER VALVE MUST BE THE UPSTREAM MANHOLE ELEVATION. ALL 8" BROWN PIPES SHALL BE INSTALLED TO THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (H).
  4. ALL 8" BROWN PIPES SHALL BE INSTALLED TO THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (H).
  5. ALL 8" BROWN PIPES SHALL BE INSTALLED TO THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (H).
  6. SPECIFICATIONS ALL SEWER LATERALS SHALL HAVE A CLEAN OUT AT THE END OF THE LINE. THE CLEAN OUT SHALL BE INSTALLED IN THE PAVEMENT IN A MINIMUM 10' FROM THE END OF THE LINE. THE CLEAN OUT SHALL BE INSTALLED IN THE PAVEMENT IN A MINIMUM 10' FROM THE END OF THE LINE. THE CLEAN OUT SHALL BE INSTALLED IN THE PAVEMENT IN A MINIMUM 10' FROM THE END OF THE LINE.
  7. ALL SEWER COVERS SHALL BE USED FOR SEWER LATERALS SHALL BE 18" DIA. COVERS. ALL SEWER COVERS SHALL BE USED FOR SEWER LATERALS SHALL BE 18" DIA. COVERS. ALL SEWER COVERS SHALL BE USED FOR SEWER LATERALS SHALL BE 18" DIA. COVERS.
  8. A PERMANENT INDICATING CONTROL VALVE SHALL BE INSTALLED ON THE WATER MAIN LINE. THE CONTROL VALVE SHALL BE INSTALLED ON THE WATER MAIN LINE. THE CONTROL VALVE SHALL BE INSTALLED ON THE WATER MAIN LINE.
  9. ALL WATER MAIN LATERALS SHALL BE INSTALLED TO THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (H).
  10. ALL WATER MAIN LATERALS SHALL BE INSTALLED TO THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (H).

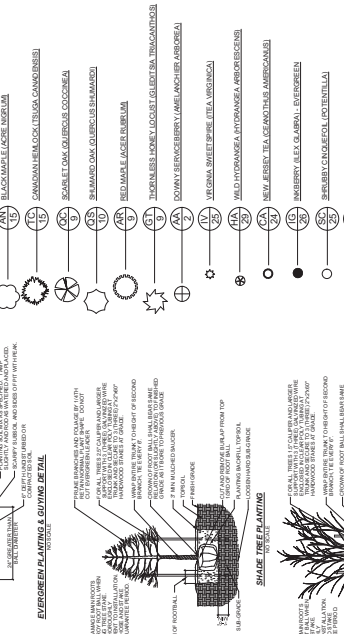


NOT FOR CONSTRUCTION





- GRAPHIC LEGEND**
- (A1) BLACK MAPLE (ACER NIGRA)
  - (B1) CANADIAN RED WOOD (LIRIODENDRON CANADENSE)
  - (C1) SEABLUE DOGWOOD (LIGNUM VIRGINIANUM)
  - (D1) BURMAESE DOGWOOD (LIGNUM VIRGINIANUM)
  - (E1) RED BARKED ELDER (SAMBURUS RACEMOSA)
  - (F1) THORNLESS HONEY LOCUST (GLEDITSIA TRIACANTHOS)
  - (G1) COMMON YEW (TAXUS AMERICANA)
  - (H1) MYRTLE SWEEP (ILEX VIRGINICA)
  - (I1) MILDLEAFDOGWOOD (LIRIODENDRON CANADENSE)
  - (J1) BURMAESE DOGWOOD (LIGNUM VIRGINIANUM)
  - (K1) COMMON YEW (TAXUS AMERICANA)
  - (L1) WATERBURY HOLLY
  - (M1) COMMON YEW (TAXUS AMERICANA)
  - (N1) COMMON YEW (TAXUS AMERICANA)
  - (O1) COMMON YEW (TAXUS AMERICANA)
  - (P1) COMMON YEW (TAXUS AMERICANA)
  - (Q1) COMMON YEW (TAXUS AMERICANA)
  - (R1) COMMON YEW (TAXUS AMERICANA)
  - (S1) COMMON YEW (TAXUS AMERICANA)
  - (T1) COMMON YEW (TAXUS AMERICANA)
  - (U1) COMMON YEW (TAXUS AMERICANA)
  - (V1) COMMON YEW (TAXUS AMERICANA)
  - (W1) COMMON YEW (TAXUS AMERICANA)
  - (X1) COMMON YEW (TAXUS AMERICANA)
  - (Y1) COMMON YEW (TAXUS AMERICANA)
  - (Z1) COMMON YEW (TAXUS AMERICANA)



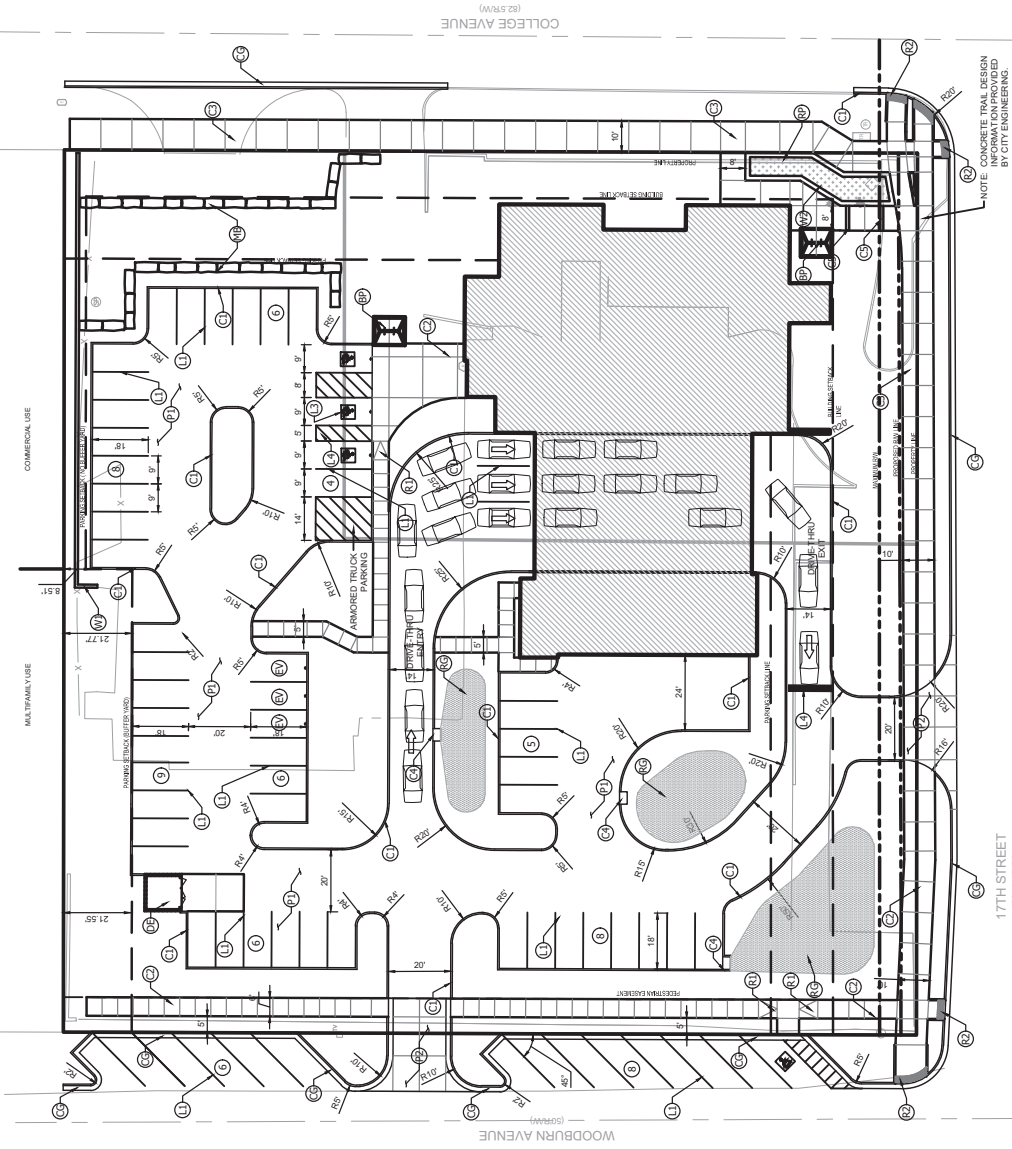
Quantity	Scientific Name	Common Name	Size
1/2" IN	Acer rubrum	Red Maple	2' caliper
4' FT	Quercus tinctoria	Swamp White Oak	2' caliper
12' IN	Thuja occidentalis	Green Arborvitae	2' caliper
12' IN	Juniperus horizontalis	Creeping Juniper	2' caliper
24' IN	Thuja occidentalis	Green Arborvitae	2' caliper
24' IN	Juniperus horizontalis	Creeping Juniper	2' caliper
24' IN	Thuja occidentalis	Green Arborvitae	2' caliper
24' IN	Juniperus horizontalis	Creeping Juniper	2' caliper
24' IN	Thuja occidentalis	Green Arborvitae	2' caliper
24' IN	Juniperus horizontalis	Creeping Juniper	2' caliper

**BLANK MATERIAL SUMMARY**

TOTAL CANOPY TREES = 46  
TOTAL CANOPY TREES BUFFER WARD = 6  
TOTAL CANOPY TREES BUFFER WARD = 6  
TOTAL SPACERS = 115

Site and Parking Lot Landscape Requirements.

### Demonstrating Vehicle stacking spaces



COLLEGE AVENUE  
(22.5R/W)

WOODBURN AVENUE  
(20.0R/W)

177H STREET  
(10.0R/W)

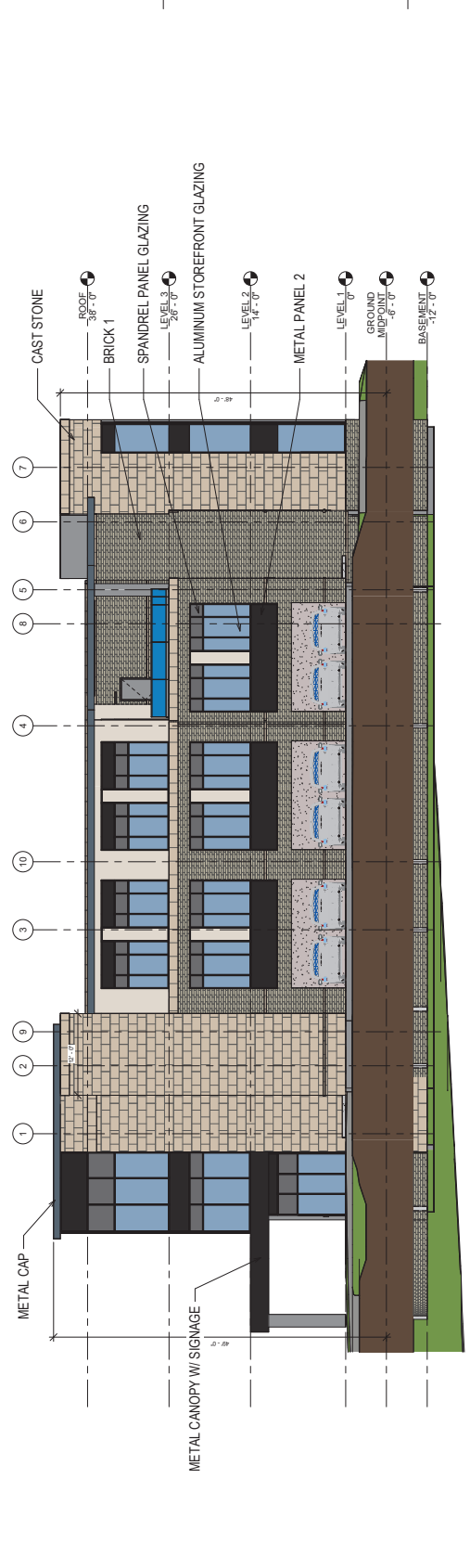




**(1C)**  
 NORTH ELEVATION  
 1/8" = 1'-0"



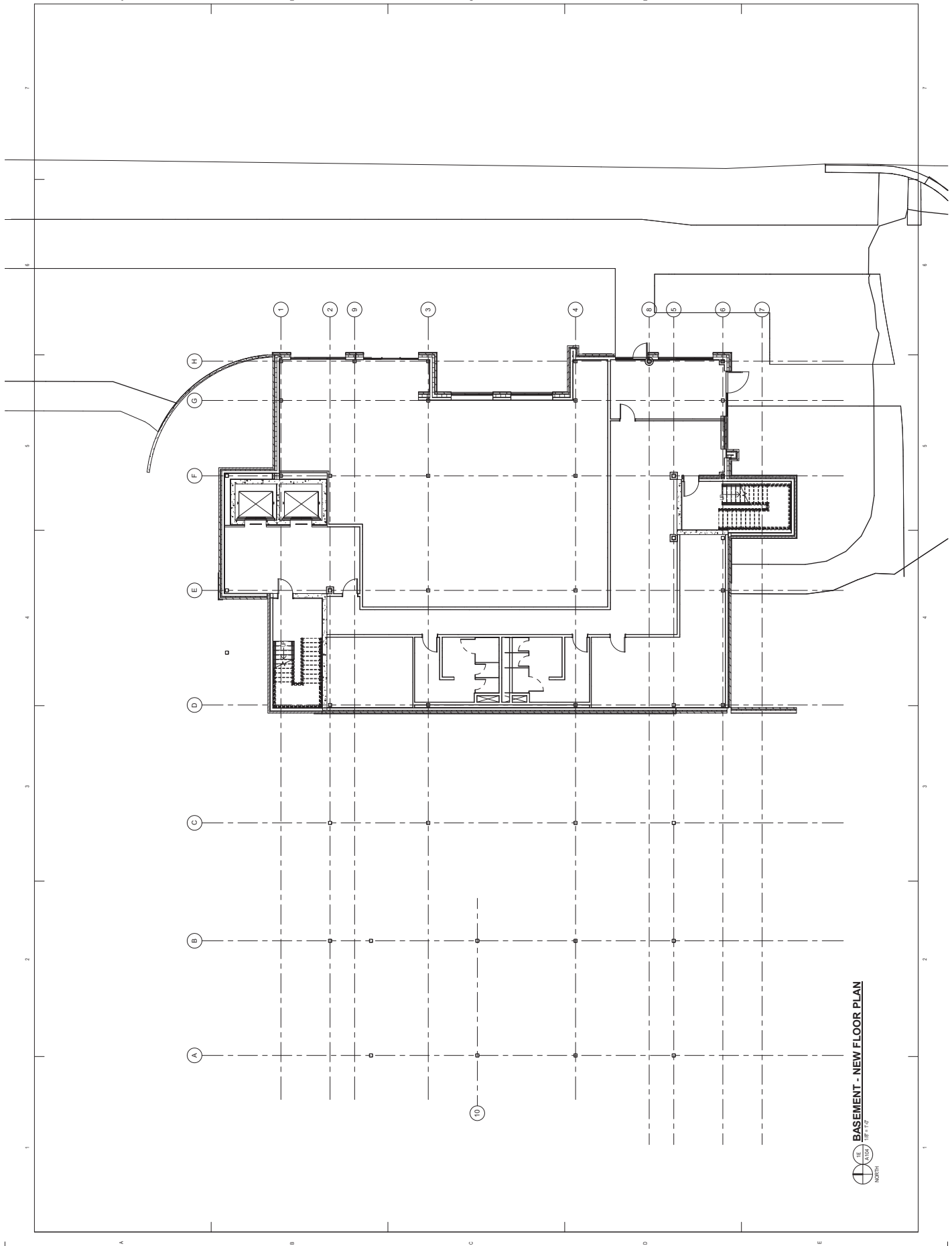
**(1E)**  
 EAST ELEVATION  
 1/8" = 1'-0"



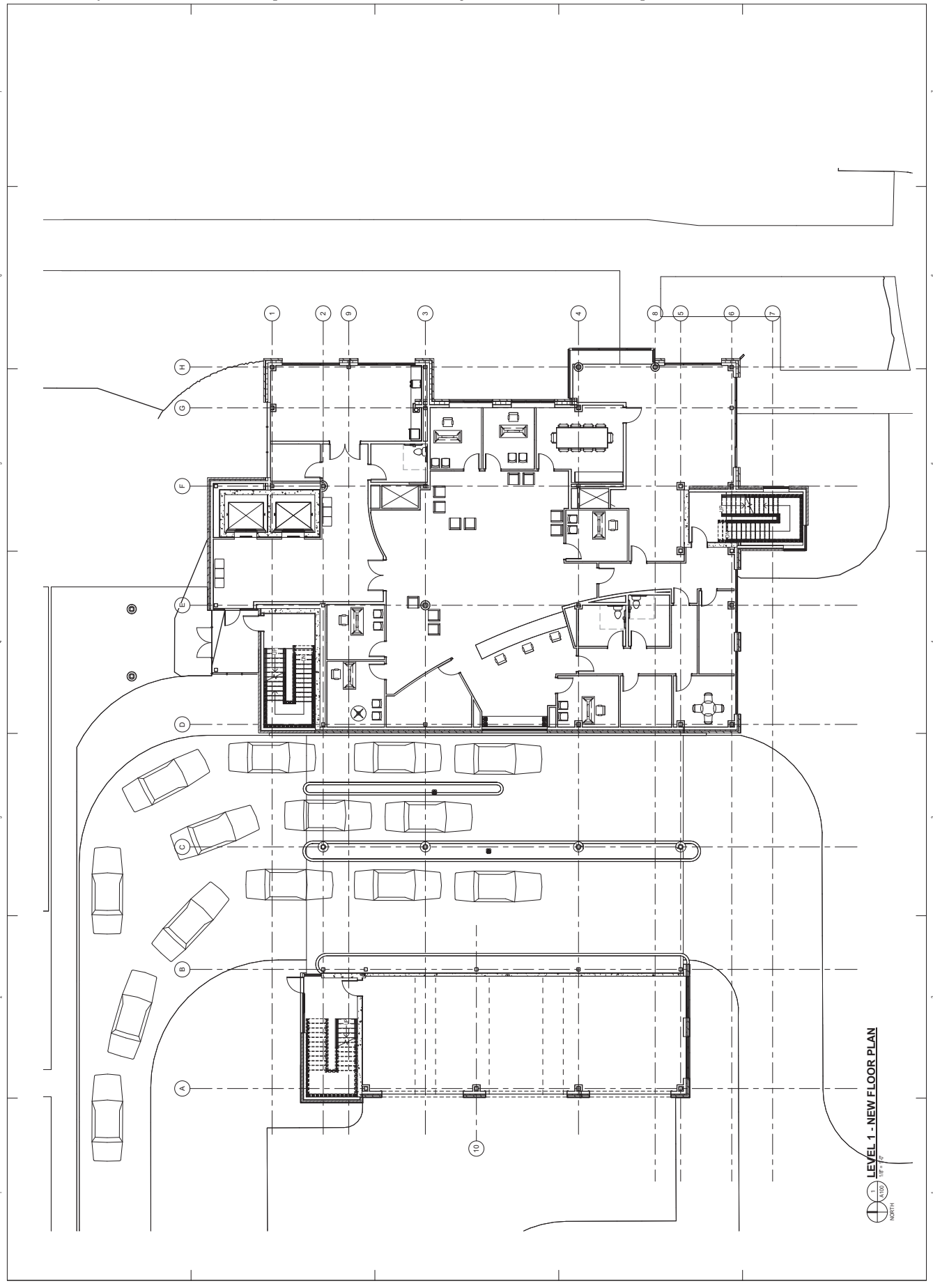
**WEST ELEVATION**  
 16'-0"



**SOUTH 17TH STREET**  
 16'-0"



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




**LEVEL 1 - NEW FLOOR PLAN**



People's Bank  
 Corporate Office  
 Enter address here

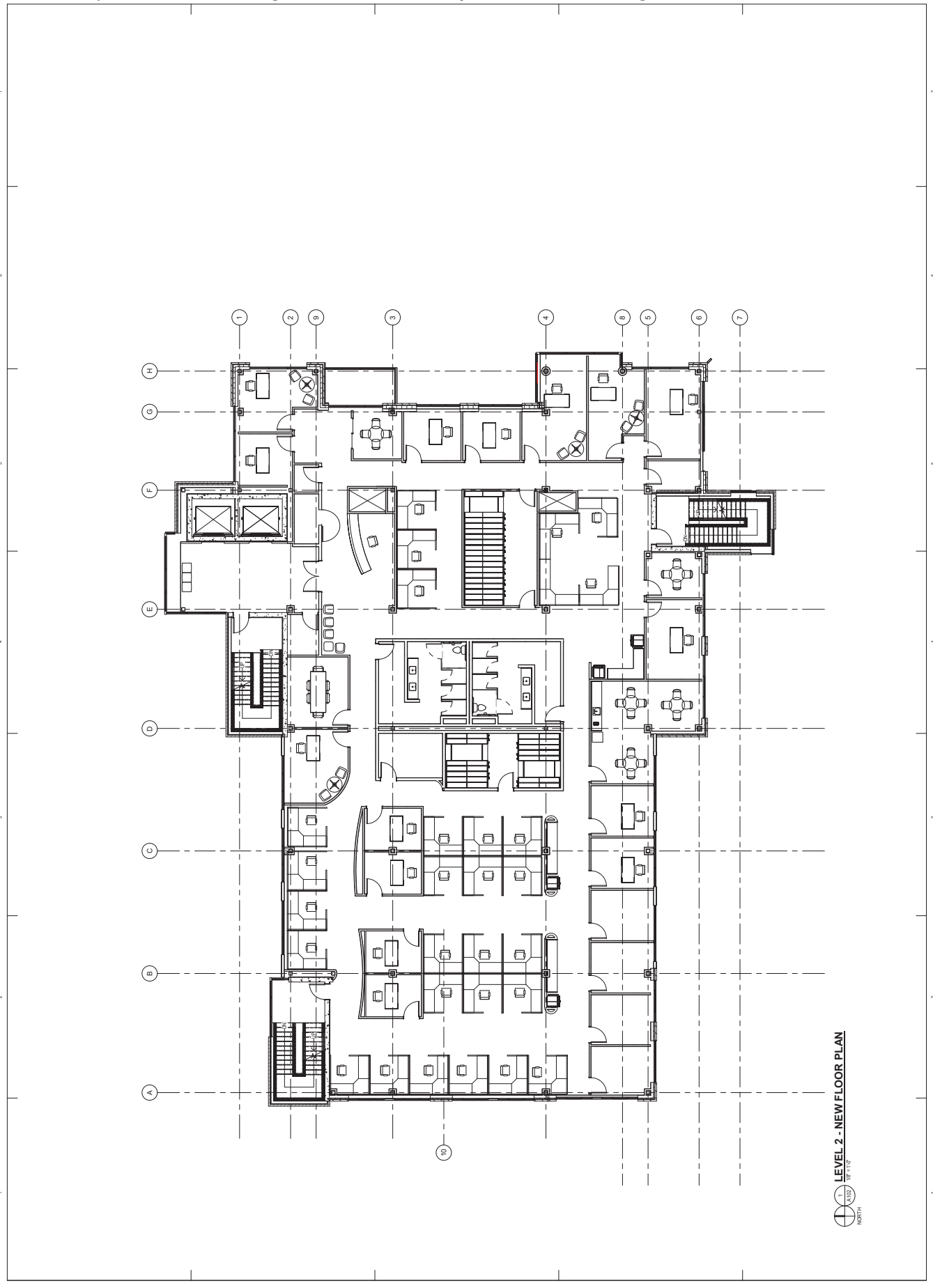
PROJECT NUMBER  
**21076**  
 DATE  
**06/27/22**  
 REVISIONSCHEDULE  
 1. ISSUEDFORCONSTRUCTION

CERTIFICATION

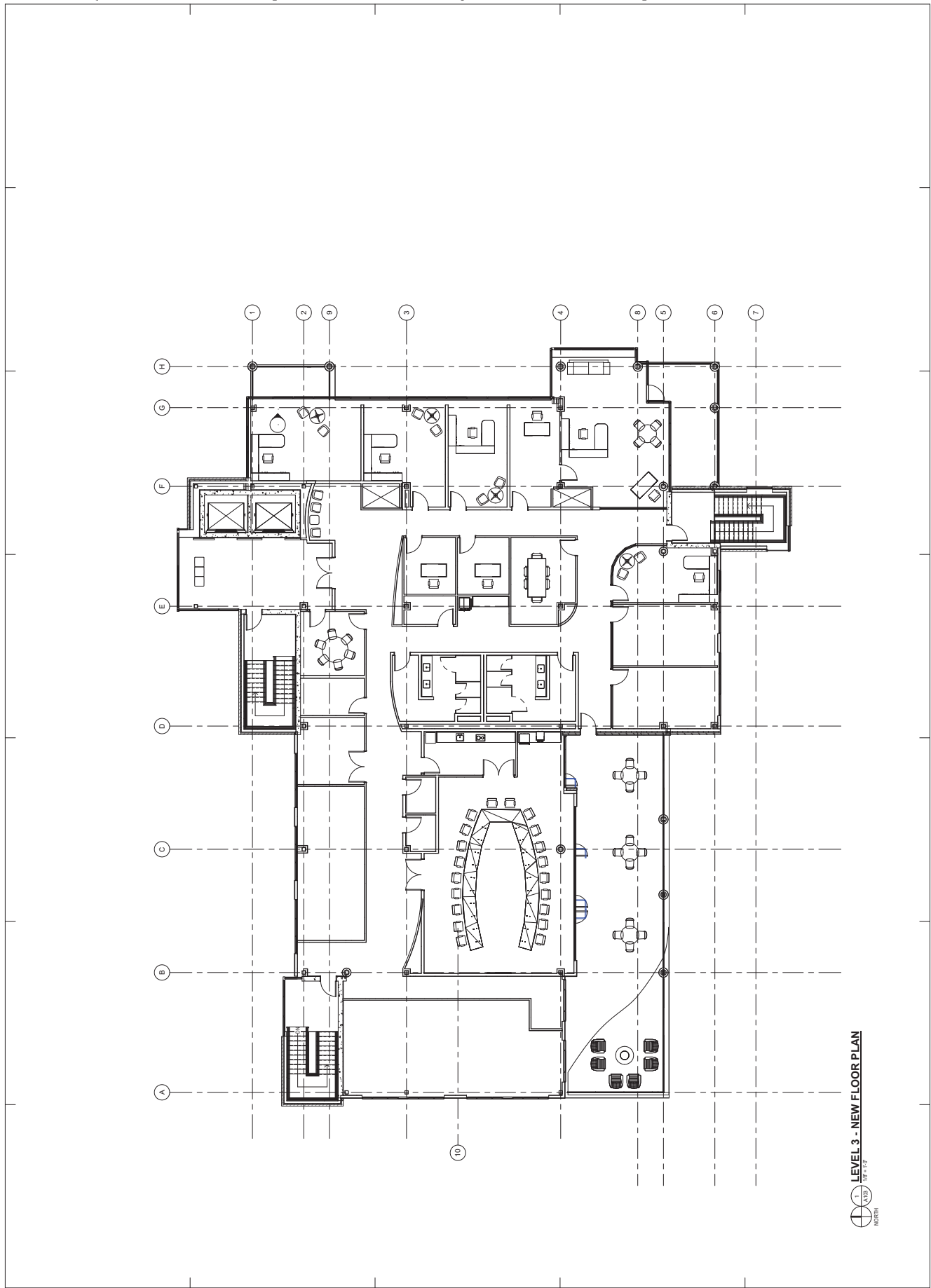
NOT FOR  
 CONSTRUCTION

SHEET DESCRIPTION:  
**FLOOR PLAN  
 LEVEL 2**

SHEET NUMBER  
**A102**  
 THESE DRAWINGS ARE THE PROPERTY  
 OF STUDIO THREE DESIGN. ALL RIGHTS  
 RESERVED.




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




**LEVEL 3 - NEW FLOOR PLAN**  
 REF. P.L.P.



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



Northeast Aerial





North Elevation / Entrance



Woodburn Entrance to Drive-Thru



17<sup>th</sup> & Woodburn



South Elevation



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

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

**CASE #: SP-25-22  
DATE: June 12, 2023**

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

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

**REQUEST:** The petitioner is requesting an extension of the site plan approval granted under case #SP-25-22 on July 11, 2022.

**BACKGROUND:**

**Area:** 0.20 acres  
**Current Zoning:** MD-UV (Mixed-Use Downtown w/ University Village Downtown Character Overlay)  
**Comprehensive Plan Designation:** Downtown  
**Existing Land Use:** Commercial – Restaurant  
**Proposed Land Use:** Mixed-use – Restaurant and Dwelling, multifamily  
**Surrounding Uses:**  
 North – Restaurant  
 South – Place of Worship  
 East – Retail and Dwelling, multifamily  
 West – Restaurant

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

The Plan Commission approved this site plan for a new 4-story, with three floors of residential units over a ground floor that will contain commercial/restaurant space and a parking garage for the residential-unit tenants. The upper floors will consist of 25 dwelling units with a total of 29 beds.

The petitioner is requesting an extension of the original site plan approval given. 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 allows 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.

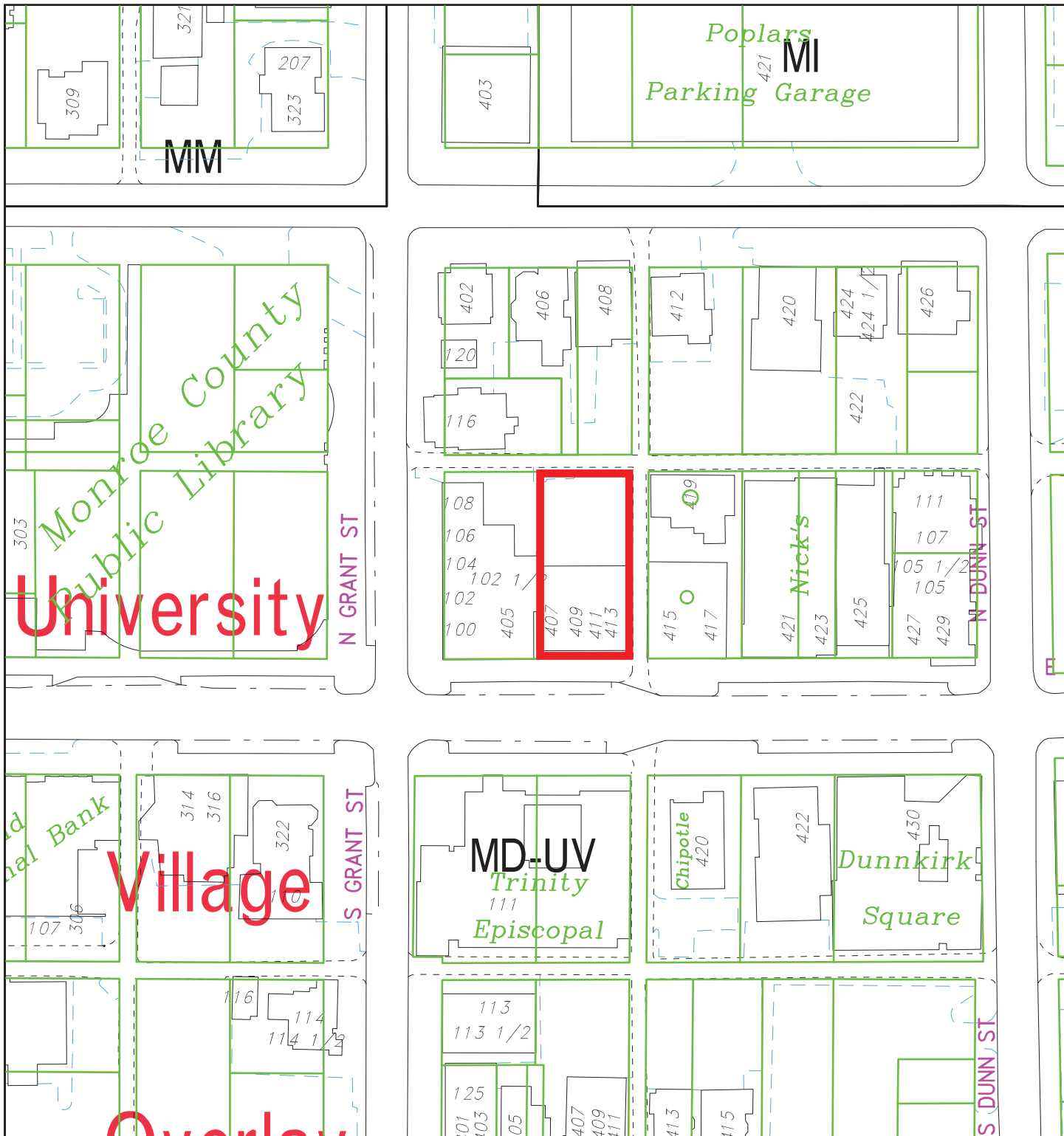
**CONCLUSION:** The petitioner has been working with Duke Energy for relocations of overhead

power lines and poles needed to facilitate the project. The additional time will allow them to finalize relocations and the best possible solution. There have been changes to the UDO that would impact the Sustainable Development incentive requirements for the project but an extension of the request is reasonable.

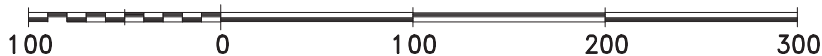
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**RECOMMENDATION:** The Department recommends the Plan Commission approve the request for extension of the site plan approval with the following condition:

1. The approval granted on July 11, 2022 shall be effective through July 11, 2024.

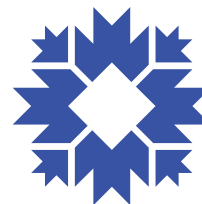


By: karina.pazos  
 26 May 22



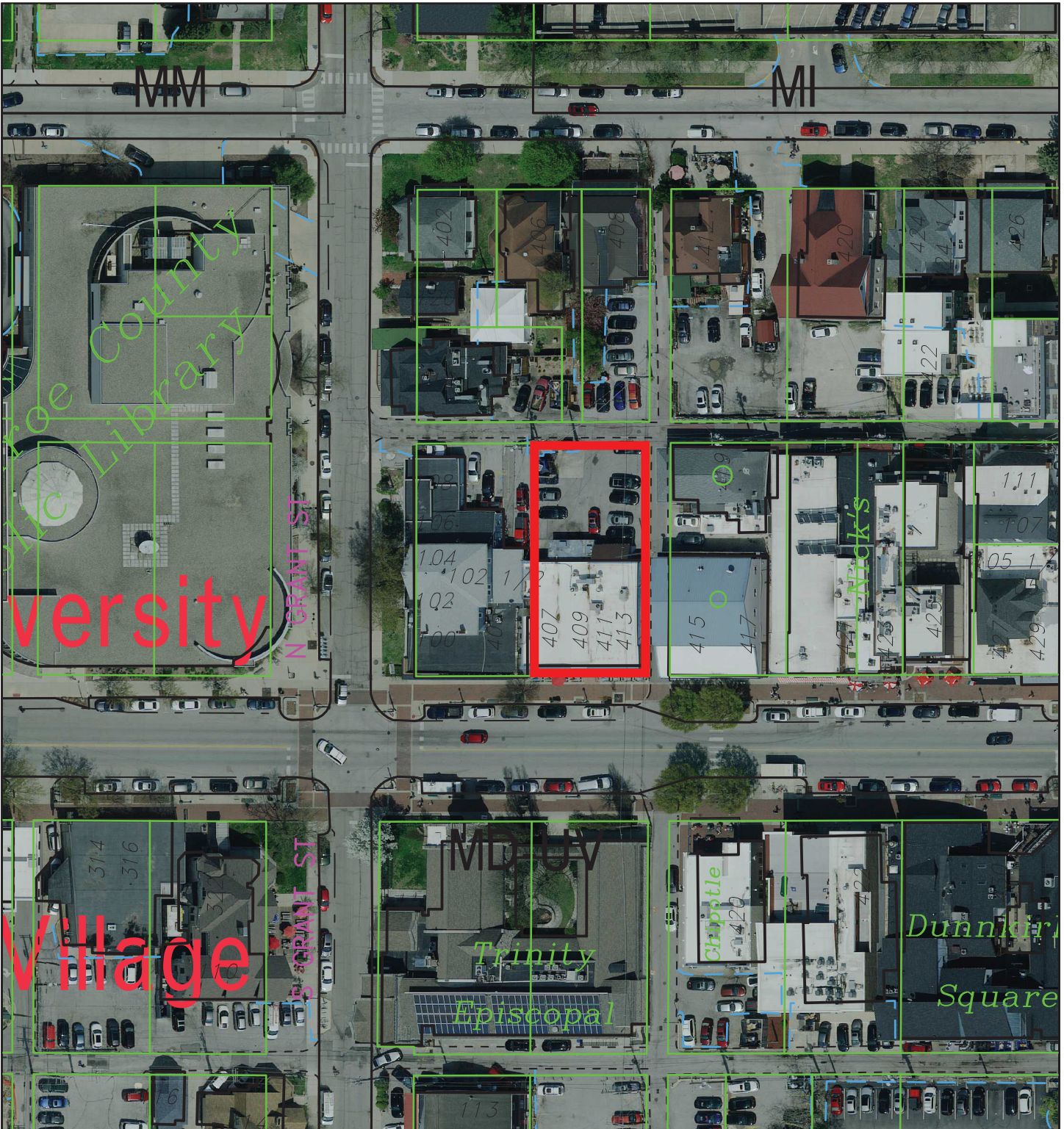
For reference only; map information NOT warranted.

City of Bloomington  
 Planning



Scale: 1" = 100'





University

Village

N GRANT ST

N INDIANA ST

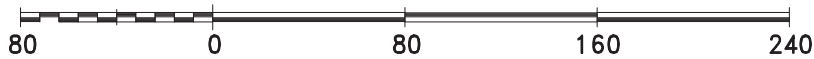
Trinity Episcopal

NECK'S

Cripotle

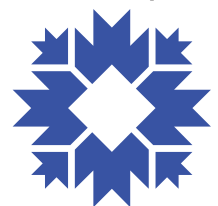
Dunbar Square

By: karina.pazos  
26 May 22



For reference only; map information NOT warranted.

City of Bloomington  
Planning



Scale: 1" = 80'



May 4, 2023

**City of Bloomington Plan Commission**  
**City of Bloomington Planning & Transportation Department**  
 Showers Building Suite 130  
 401 N. Morton Street  
 Bloomington, IN 47404

**Project:**           **409 E. Kirkwood Apartments**  
 409 E. Kirkwood Avenue  
 Bloomington, Indiana

**CASE #:**            SP-25-22

**Applicant:**       **Ryan M. Strauser**  
 Strauser Construction Co., Inc.  
 Strauser Design + Build, LLC  
 Bloomington, Indiana

**Owner:**           **Bob Costello**  
 Bloomington, Indiana

Dear Members of the Plan Commission and City Planning & Transportation Department,

Strauser Design + Build, LLC on behalf of the property Owner is submitting this petition for an extension of time for the previously approved site plan approval for the mixed-use project located at 409 E. Kirkwood Avenue. The project consists of a multi-level building with retail and parking on Level 1 and apartment units above.

Our project team is requesting this extension of time due to delays in the development process outside of the control of the petitioner over the last several months since the July 2022 approval. During the time period immediately following approval the design team engaged with Duke Energy for design and engineering by Duke Energy of relocations to the overhead power lines and poles needed to facilitate the development.

This process has extended for several months due to limited options for relocations and the attempt by all parties to limit effects on neighboring properties and provide the best possible solution going forward for the public right-of-way surrounding the property. Due to this the design process with the public utility which is still on-going we are currently not able to move forward into the construction phase of the project.

Based upon this issue, we would like to request an extension of time of 1 year for this previously granted approval. Thank you for your consideration.  
 Sincerely,

*Ryan M. Strauser*

**Ryan M. Strauser**  
 RA, AIA, LEED AP

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

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

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

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

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

**BACKGROUND:**

<b>Area:</b>	0.20 acres
<b>Current Zoning:</b>	MD-UV (Mixed-Use Downtown w/ University Village Downtown Character Overlay)
<b>Comprehensive Plan Designation:</b>	Downtown
<b>Existing Land Use:</b>	Commercial – Restaurant
<b>Proposed Land Use:</b>	Mixed-use – Restaurant and Dwelling, multifamily
<b>Surrounding Uses:</b>	North – Restaurant South – Place of Worship East – Retail and Dwelling, multifamily West – Restaurant

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

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

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

---

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

---

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

**Dimensional Standards:**

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

**Access and Connectivity:**

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

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

**Parking and Loading:**

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

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

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

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

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

### **Site and Building Design:**

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

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

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

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

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

### **Landscaping, Buffering, and Fences:**

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

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

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

### **Outdoor Lighting:**

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

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

### **Signs:**

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

### **Incentives:**

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

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

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

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

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

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

**PROPOSED FINDINGS:**

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

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

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

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



# Petitioner's Statement

MATTE  
BLACK  
ARCHITECTURE

**STRAUSER**  
DESIGN + BUILD, LLC

## 409 E KIRKWOOD MIXED USE

Attention: City of Bloomington Plan Commission

### Property Description

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

### Project Description

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

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

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

Thank you for your consideration of this petition.



Matt Ellenwood, AIA (on behalf of the petitioner)

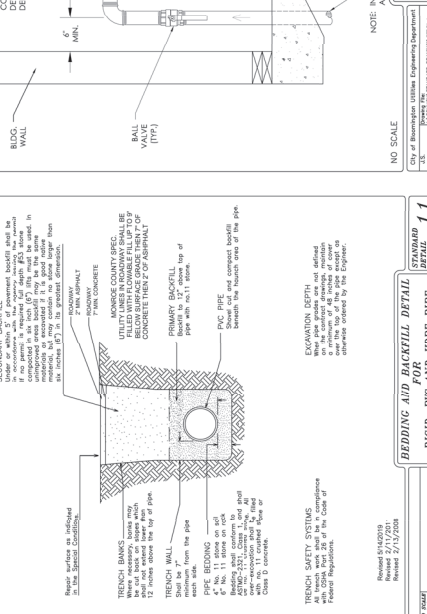
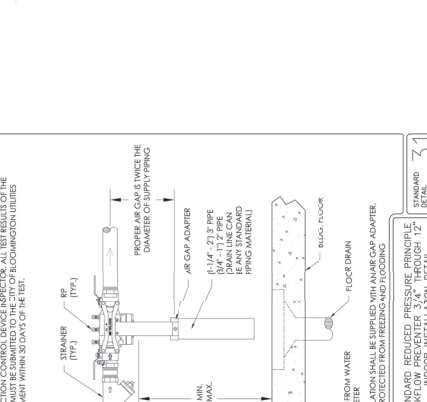
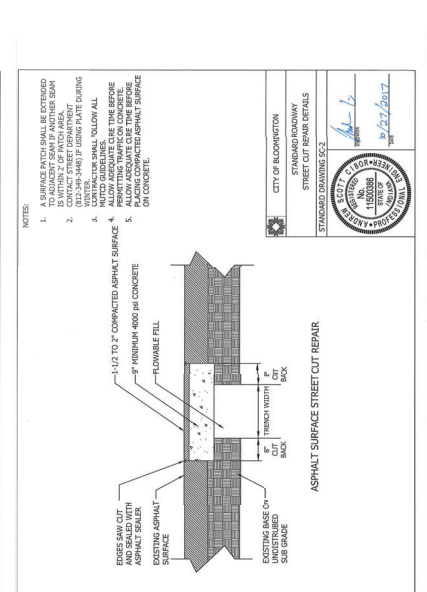
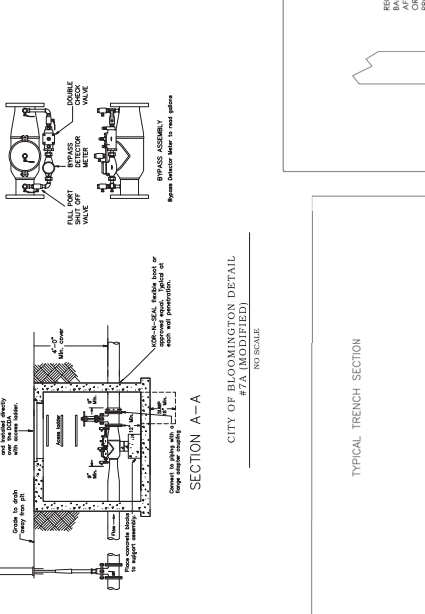
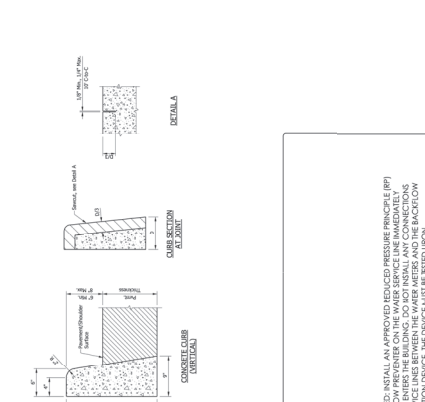
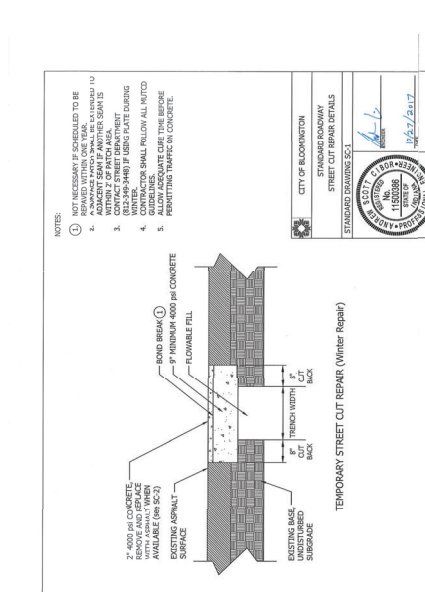
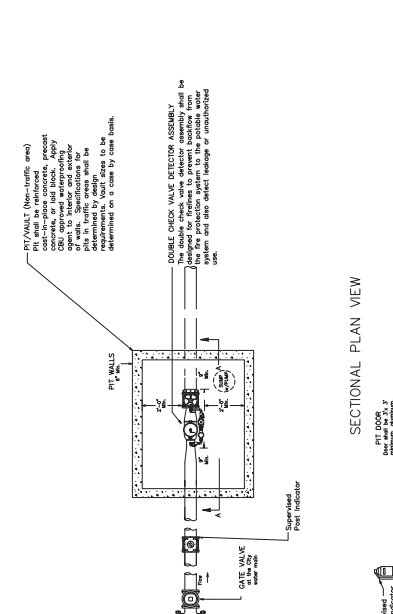
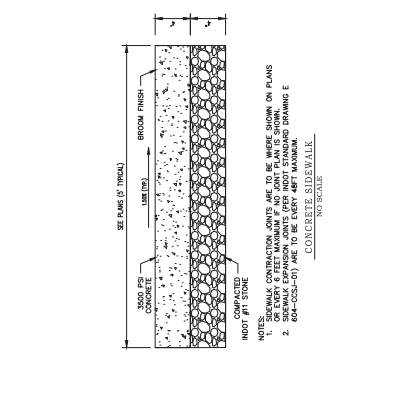
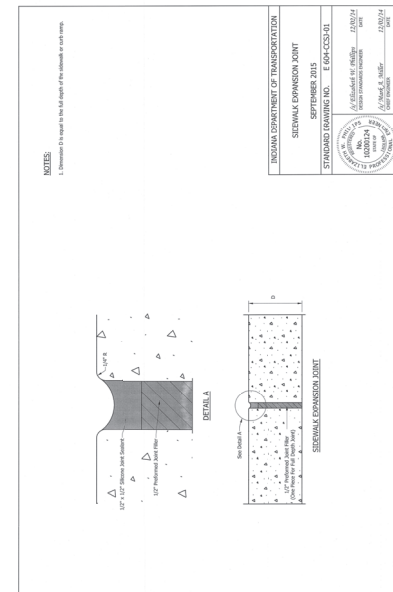






NO.	DATE	BY	REVISIONS

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REV.	DATE	DESCRIPTION

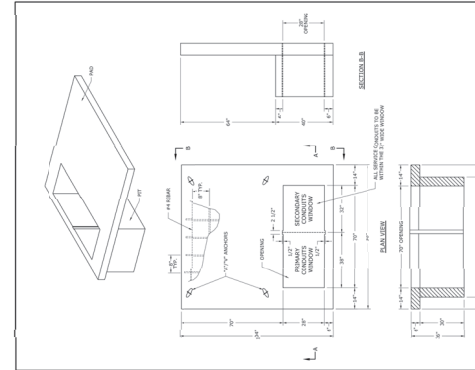
DESIGNED BY	CHECKED BY	DATE
KCR	KCR	06/27/2025
KCR	KCR	

**INTRODUCTION:** THESE DETAILS ARE PROVIDED TO ASSIST THE INSTALLER IN INSTALLING THESE TRANFORMERS. THE END USER SHALL BE RESPONSIBLE FOR VERIFYING THAT THE TRANSFORMER IS APPLIED TO THE CORRECT WIRE TYPES, VOLTAGES, AND CURRENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE TRANSFORMER IS APPLIED TO THE CORRECT WIRE TYPES, VOLTAGES, AND CURRENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE TRANSFORMER IS APPLIED TO THE CORRECT WIRE TYPES, VOLTAGES, AND CURRENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE TRANSFORMER IS APPLIED TO THE CORRECT WIRE TYPES, VOLTAGES, AND CURRENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE TRANSFORMER IS APPLIED TO THE CORRECT WIRE TYPES, VOLTAGES, AND CURRENTS.

REVISIONS	

**CONCRETE SPECIFICATIONS:** CONCRETE SHALL BE SUPPLIED BY A QUALIFIED SUPPLIER AND SHALL MEET THE FOLLOWING REQUIREMENTS:  
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 6. CONCRETE SHALL BE SUPPLIED BY A QUALIFIED SUPPLIER AND SHALL MEET THE FOLLOWING REQUIREMENTS:

REVISIONS	



REVISIONS	

**DUKE ENERGY**  
 LARGE PIT/PAVING SPECIFICATIONS  
 PAGE 4

NOTE: PERMIT SECTIONS OF DUKE ENERGY'S THREE-PHASE PAD-MOUNTED TRANSFORMER CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND FOLLOWING THE ENTIRE DOCUMENT, CONTRACT SPECIFICATIONS, AND ALL APPLICABLE PERMITS AND REGULATIONS FOR CONSTRUCTION AND FOLLOWING ALL DUKE ENERGY CONSTRUCTION REQUIREMENTS AND INSTRUCTIONS.

REVISIONS	

**DUKE ENERGY**  
 CONDUIT AND CONCRETE SPECIFICATIONS  
 PAGE 2

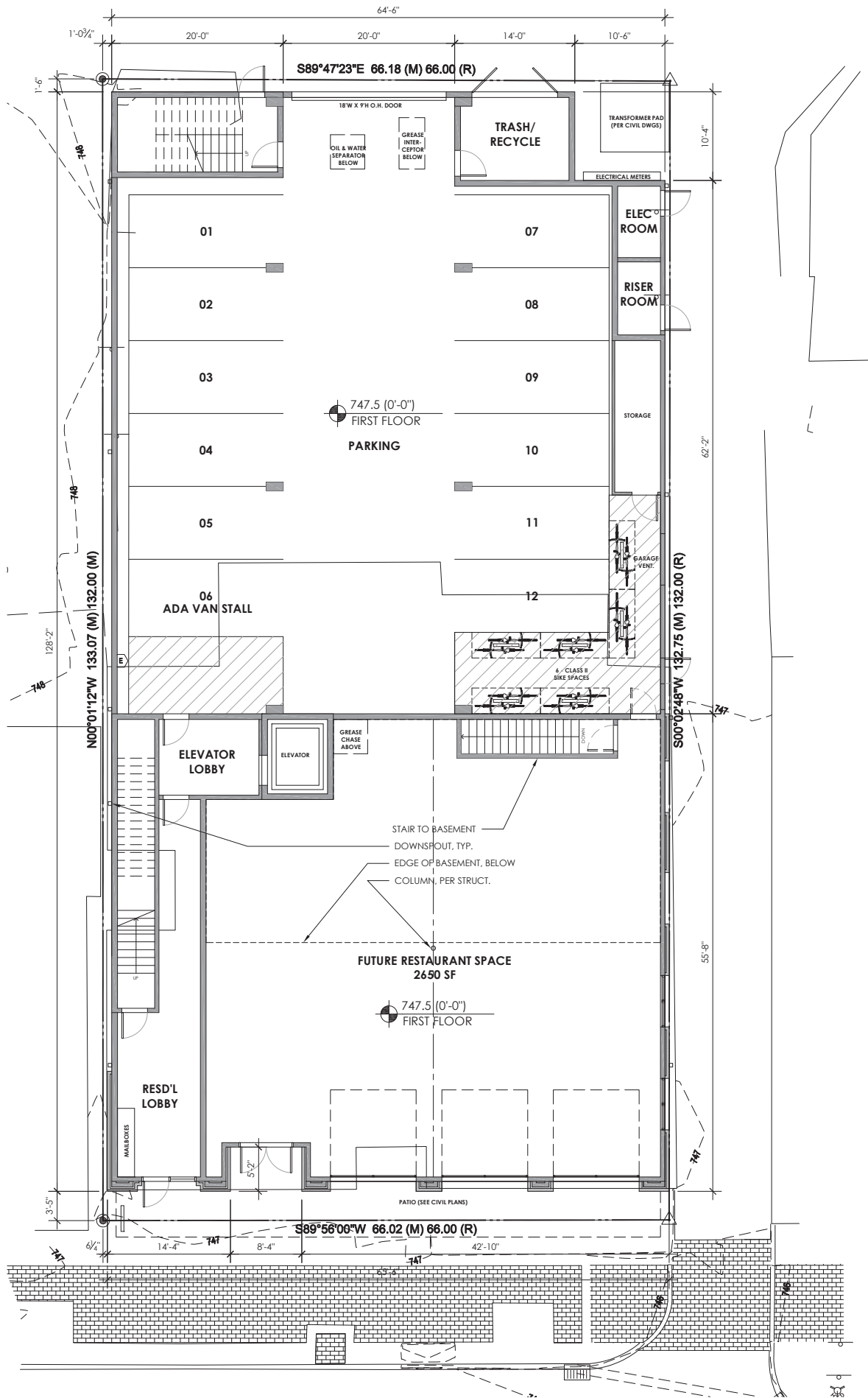
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REVISIONS	

**DUKE ENERGY**  
 INTRODUCTION REQUIREMENTS AND RESPONSIBILITIES  
 PAGE 1

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REVISIONS	





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

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

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







- +52'-10" (800.3) UPPER PARAPET
- +50'-10" (798.3) MAIN PARAPET
- +48'-10" (796.3) TOP OF ROOF
- +45'-10" (793.3) METAL PERGOLA ROOF BEARING
- HORIZONTAL METAL PANEL
- METAL COPING & TRIM
- METAL LINTEL
- +36'-10" (784.3) 4TH FLOOR
- BRICK VENEER
- RECESSED BRICK ACCENT
- COMPOSITE METAL PANELS
- +25'-2" (772.67) 3RD FLOOR
- WINDOWS WITH GRIDS
- BRICK SILLS
- METAL LINTELS
- METAL AWNING
- +14'-6" (742.0) 2ND FLOOR
- GLASS GARAGE DOORS
- METAL DOWN LIGHTING
- LIMESTONE ACCENTS
- PATIO SEATING
- MOVABLE PLANTERS
- 0'-0" (747.5) 1ST FLOOR

- METAL COPING & TRIM
- SOLDER BRICK DETAILING
- METAL LINTEL
- METAL PATIO RAILING
- METAL COPING & TRIM
- HORIZONTAL METAL PANEL
- BRICK VENEER
- RECESSED BRICK ACCENT
- COMPOSITE METAL PANELS
- PATIO DOORS WITH GRIDS
- METAL JULIET BALCONY
- METAL TIE-BACKS
- TENANT SIGNAGE
- BUILDING SIGNAGE
- METAL LINTELS
- STOREFRONT DOORS
- LIMESTONE ACCENTS
- LIMESTONE PANELS

**409 E KIRKWOOD AVENUE**  
SOUTH ELEVATION SCALE: 1/8" = 1' - 0"

06.27.2022







METAL COPING & TRIM

HORIZONTAL METAL PANEL

WINDOWS WITH GRIDS

GROUND-FACE CMU

METAL ROLL-UP DOOR

METAL TRASH ENCLOSURE DOORS

ELECTRICAL METER CENTER

PAD-MOUNT TRANSFORMER (SCREENING TBD PER DUKE REQS)

PROPERTY LINE

PROPERTY LINE



THE VILLAGER

THE VILLAGE DELI

409 E.

407 E.





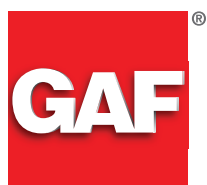


## Cool Roof Membrane

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

# EverGuard® TPO 60 mil Membrane Information Sheet

Updated: 6/18



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



# EVERGUARD® TPO

MEMBRANE

60

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

[gaf.com](http://gaf.com)

## Why TPO

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

## Why GAF EverGuard® TPO

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



Fall River Courthouse, Fall River, Massachusetts

## Installation

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

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

## Accessories

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

\*See applicable guarantee for complete coverage and restrictions.

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



U.S. only



California  
Title 24  
Compliant



TPO membranes meet the  
performance requirements  
of ICC ER-6030

# EverGuard® TPO 60 mil Membrane

## Applicable Standards

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

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

\*White, Energy Gray, and Energy Tan Membranes Only

\*\*ENERGY STAR® only valid in the U.S.

## Product Data

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

RhinoBond® is a registered trademark of OMG.



[gaf.com](http://gaf.com)



## LABORATORY TEST RESULTS

**JOB # 5872-MP**  
**Date: July 19<sup>th</sup>, 2018**

**Prepared For:** Irving Materials

**Subject:** SRI Calculation

### **Purpose**

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

### **Test Methods**

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

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

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

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



# SURFACE OPTICS CORPORATION

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

## Results:

GT1638 – Concrete Sample

Calculated Solar Absorbance = 0.61

**Calculated Solar Reflectance = 0.39**

Calculated Thermal emissivity (arithmetic average): 0.965

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

\* The convection coefficient is the rate of heat transfer from the surface to air induced by the air movement, expressed in watts per square meter per degree kelvin. 5, 12, 30 W/(Km<sup>2</sup>) correspond to low, medium and high wind conditions, respectively.

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

**Irving Materials**

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

ERAS FORMAT NUMBER	SAMPLE IDENTIFICATION	SRI
GT1638	Concrete Sample	X



## MEMORANDUM

**DATE:** June 20<sup>th</sup>, 2022

**TO:** Ryan Strauser  
Strauser Construction Co., Inc.

**FROM:** Gerald Salzman  
Maria Berg

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

### Introduction

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

### Projected Parking Demand

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

**Table 1: UDO Permitted Parking Spaces by Land Use**

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

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

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

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

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

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

## **Conclusion**

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



## Appendix

### Letter from DunnPark Apartments

#### DunnPark

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

June 7, 2022

To whom it may concern,

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

I am happy to answer any further questions.

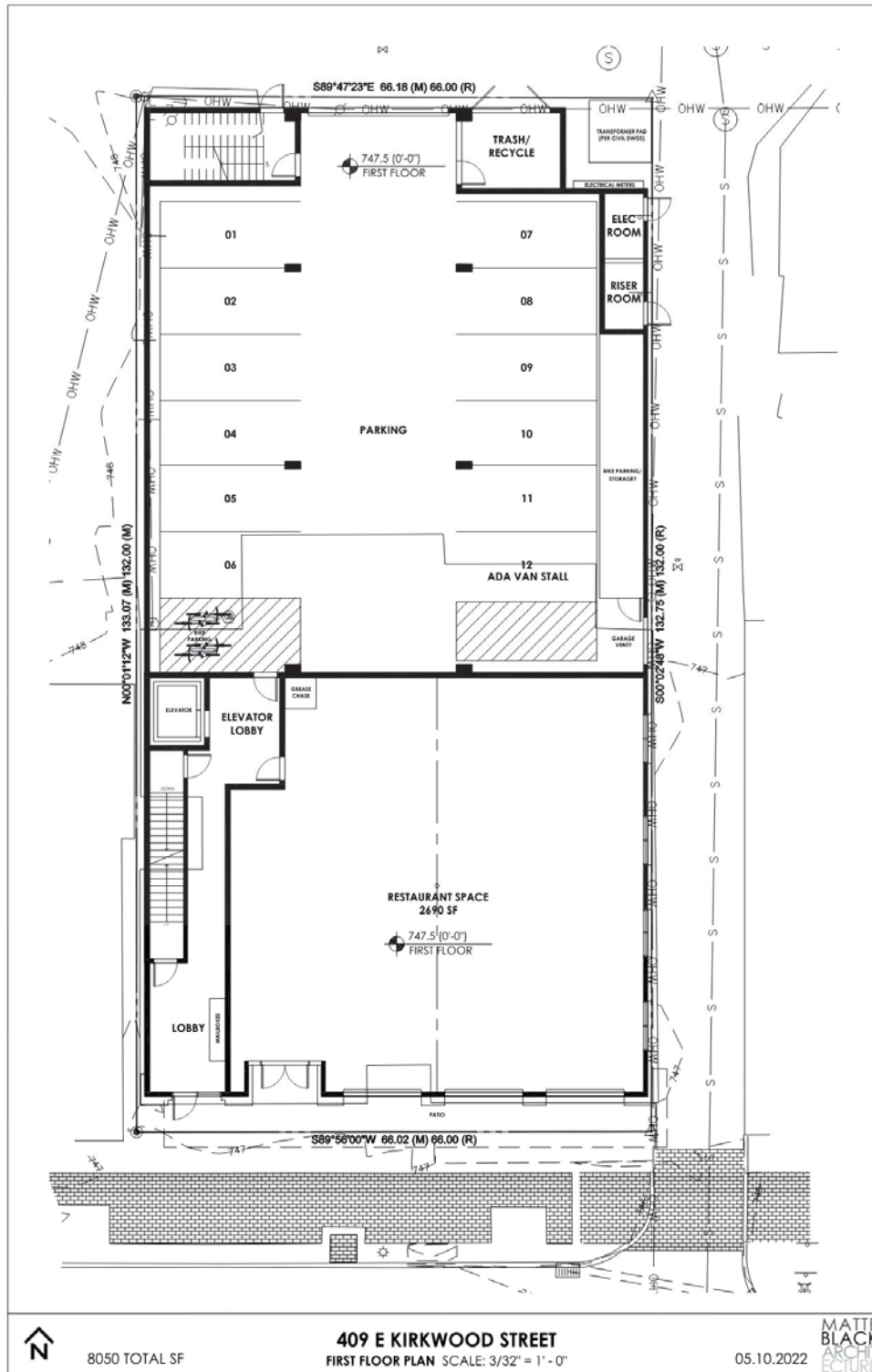
Best regards,

**Suzanne K Aquila**

President, Bloomington Bagel Co., Inc.

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

**409 E Kirkwood – Mixed Use Ground Floor Plan**



Source: Strauser Construction

Urban Land Article

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

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

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



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

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

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



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

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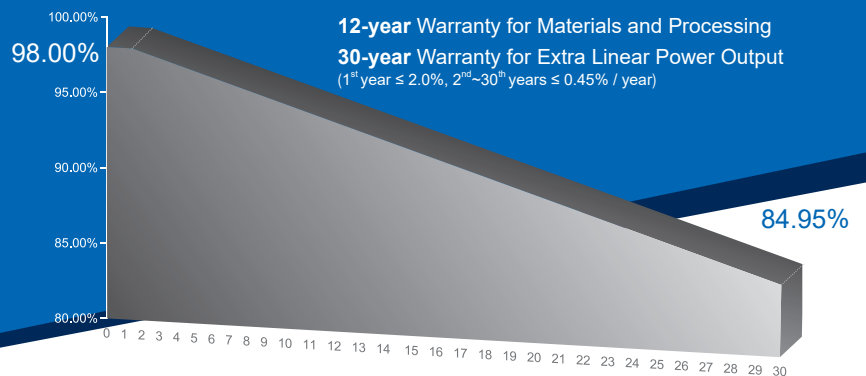
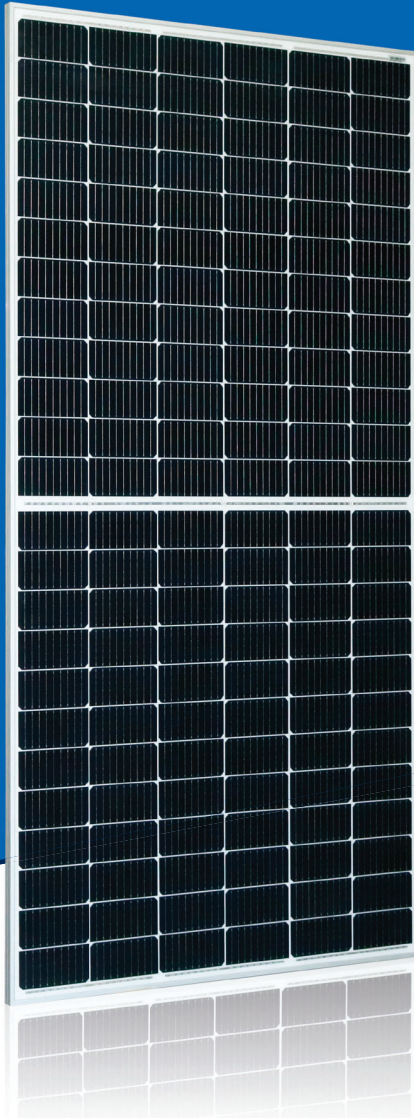
## Solar Energy

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

### 435W~450W

#### P-type Monocrystalline PV Module CHSM72M(DG)/F-BH Series (166)

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



#### KEY FEATURES

- +5W OUTPUT POSITIVE TOLERANCE**  
Guaranteed 0~+5W positive tolerance ensures power output reliability.
- EXCELLENT WEATHER RESISTANCE**  
Reduces the cell micro-crack and extended product warranty.
- BIFACIAL POWER**  
The backside makes use of the reflected and scattered light from the surroundings, the modules can yield up to 5%~30% power more, depending on the albedo.
- REDUCE INTERNAL MISMATCH LOSS**  
Reduces mismatch loss and improves output.
- APPLICABLE FOR MULTI DIFFERENT ENVIRONMENTS**  
The wide range of applications, such as BIPV, vertical installation, snow area, high humidity area and strong sandstorm area, etc.
- SNAIL TRAIL RESISTANCE**  
Reduces the probability of snail trails with zero water vaper transmittance.

#### COMPREHENSIVE CERTIFICATES



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

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## ELECTRICAL SPECIFICATIONS

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

STC: Irradiance 1000W/m<sup>2</sup>, Cell Temperature 25°C, AM=1.5

## ELECTRICAL SPECIFICATIONS (Integrated power)

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

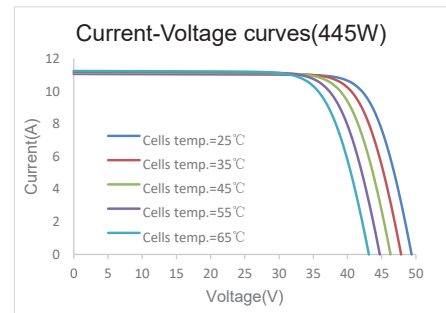
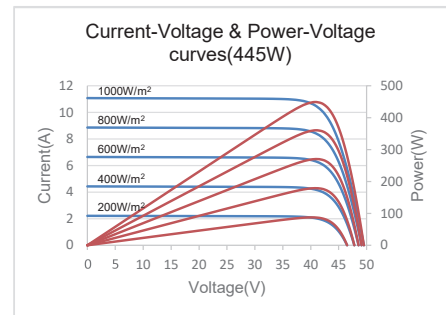
Electrical characteristics with different rear power gain (reference to 445W)

## MECHANICAL SPECIFICATIONS

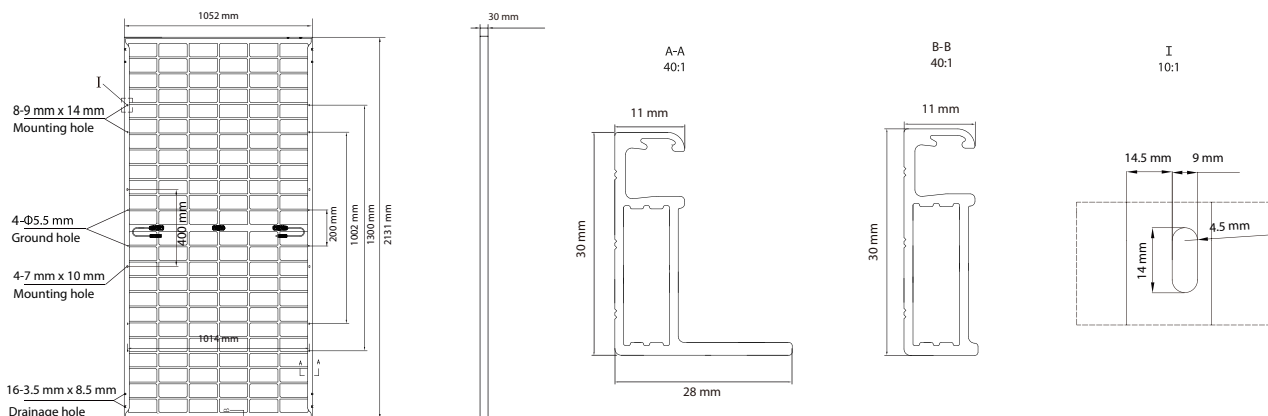
Outer dimensions (L x W x H)	2131 x 1052 x 30 mm
Frame technology	Aluminum, silver anodized
Glass thickness	2.0 mm
Cable length (IEC/UL)	Portrait: 350 mm Landscape: 1300 mm
Cable diameter (IEC/UL)	4 mm <sup>2</sup> / 12 AWG
① Maximum mechanical test load	5400 Pa (front) / 2400 Pa (back)
Connector type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

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

## CURVE



## MODULE DIMENSION DETAILS



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**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: S. Weimer Road**

**CASE #: PUD-18-23  
DATE: July 10, 2023**

**PETITIONER:** Sudbury Partners LLC  
3225 S. Hoyt Avenue Muncie

**CONSULTANTS:** Sullivan Development  
21 S. Rangeline Road Suite 200A Carmel

CarminParker P.C.  
116 W. 6<sup>th</sup> Street Bloomington

**REQUEST:** The petitioner is requesting to rezone approximately 140 acres to Planned Unit Development and a request for approval of a District Ordinance and Preliminary Plan.

**BACKGROUND:**

**Area:** 138.51 acres  
**Current Zoning:** Planned Unit Development  
**Comprehensive Plan Designation:** Neighborhood Residential  
**Existing Land Use:** Undeveloped  
**Proposed Land Use:** Multiple  
**Surrounding Uses:** North – Dwelling, Multifamily / Dwelling, Single-Family (attached)  
 West – Dwelling, Single-Family (detached)  
 East – Vacant / Park  
 South – Dwelling, Single-Family (detached) / Dwelling, Single-Family (attached)

**REPORT:** The property is located east of S. Weimer Road, south of the terminus of S. Adams Street, north of Summit Woods, and east of RCA Park, as well as Monroe County-owned property. The property is currently zoned Planned Unit Development (PUD) under the Sudbury PUD, which was approved in 1999, with a small portion of Residential Medium Lot (R2) adjacent to S. Weimer Road. The 138.51 acre property is currently undeveloped. Surrounding zoning includes PUD and County zoning to the north, with PUD and R2 to the south, Parks and Open Space (PO) and PUD to the east, and county RS zoning to the west across S. Weimer Road. Properties to the north, developed as Arbor Ridge under the existing PUD, contain paired homes. There are existing single-family homes developed to the southwest, and single-family homes across S. Weimer Road. Summit Woods is almost entirely built to the south, developed under the existing PUD. The petition site maintains frontage on S. Weimer Road, Sudbury Road, two termini of S. Adams Street right-of-way, and the terminus of the S. Breaking A Way right-of-way.

The site is almost 140 acres, which is the remaining portion of the partially developed 1999 Sudbury PUD. The petitioner is requesting a map amendment to rezone the property to a new PUD, which includes the approval of a new District Ordinance and Preliminary Plan. The petitioner is proposing a PUD that will allow for up to 6,000 new housing units. The petition will also contain some commercial, as well as multiple roadway, trail, and utility connections. The petitioner intends to dedicate land for a trailhead and a fire station on the eastern portion of the

site. The petition will be heard by the Plan Commission for at least two mandatory hearings. The Plan Commission will review the petition and make a recommendation to the Common Council, in accordance with the procedures described in the Unified Development Ordinance (UDO). This is the first hearing of the Plan Commission. The Department has summarized the request, and highlighted a number of issues for continued discussion.

**HIGH-LEVEL PETITION OVERVIEW:**

The petitioner is proposing five ‘neighborhoods’ or development areas. (The nomenclature is still being finalized.) The rough outline of those neighborhoods can be seen in Image One below, from the Preliminary Plan. Each area is expected to be delivered separately, as shown in the timelines listed in Image Two below.

Image One

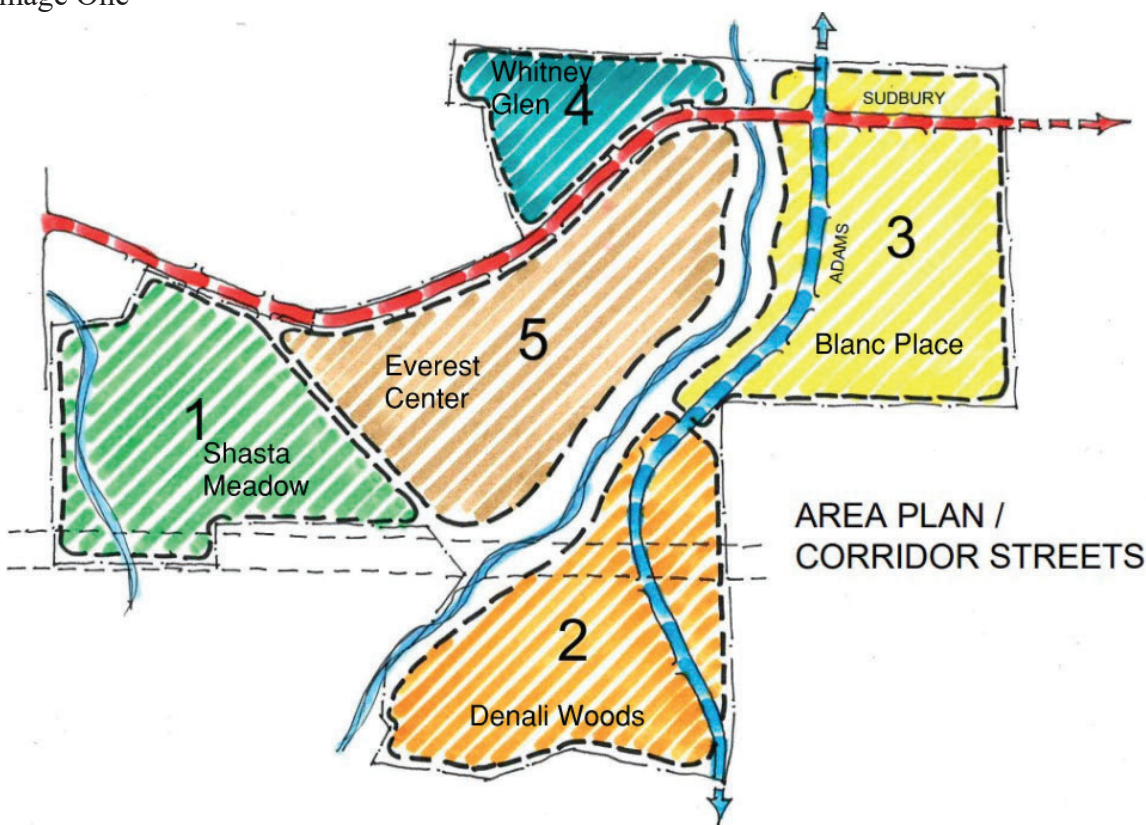


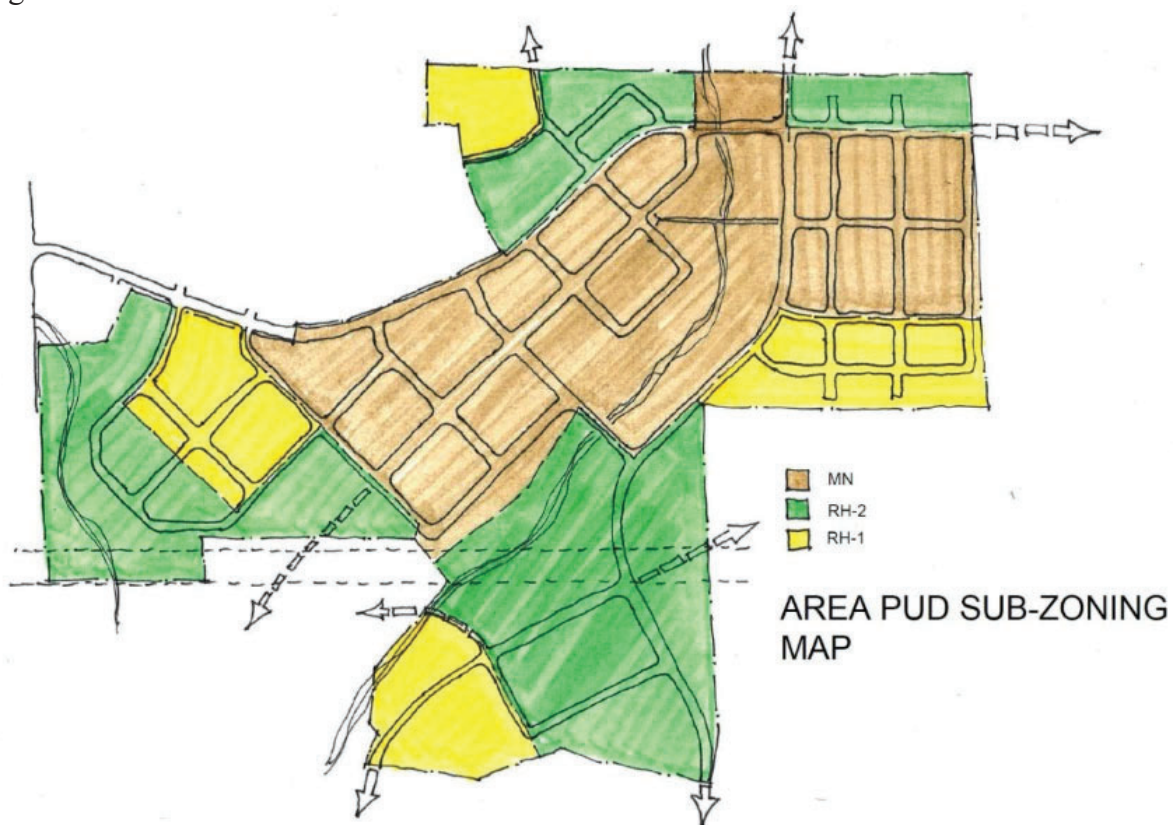
Image Two

Neighborhood	Shasta Meadow	Denali Woods	Blanc Place	Whitney Glen	Everest Center	Total
Size	25.8 acres	32.7 acres	31.2 acres	12.3 acres	35.4 acres	137.4 acres
Expected Units	800-1,000	850-1,100	1,100-1,200	1,600-2,400	100-300	4,450-6,000
Expected Delivery	2025-2026	2025-2026	2029-2030	2029-2031	2026-2028	8 years

The petitioner is expecting that all neighborhoods will be developed over the course of the next eight years (seven to nine years listed in the petitioner’s statement – needs to be clarified), with Shasta Meadow and Denali Woods to be delivered first. These areas are chosen because of the likelihood that these will be the easiest areas to receive utility infrastructure.

The petitioner has identified two zoning districts from the UDO that they will use as the base for their regulations, Mixed-Use Neighborhood Scale (MN) and Residential High-Density Multifamily (RH). As is typical in a Planned Unit Development, the petitioner has proposed a number of changes to these districts in the PUD. They are proposing development standards and uses that differ from the UDO. They are also proposing some regulations that are verbatim from the UDO that they would like to enshrine for this area, to avoid any changes to the UDO affecting this development in the lifetime of its development. The petitioner is proposing three separate districts, RH1, RH2, and MN, each an amended version of the original in the PUD. The petitioner is proposing to utilize the three district types (RH1, RH2, and MN) in each of the neighborhoods, as seen in Image Three, below, from the District Ordinance. Some issues raised by the Department for discussion are listed below Image Three.

Image Three



1. In a typical zoning code, each district has a set of development standards AND a set of allowed uses. Those standards and uses apply to the entirety of the district, unless the Dimensional Standards Table or Use Table is augmented by Use-Specific Standards. The petitioner is proposing that allowed uses be regulated by separate spatial areas, meaning that while all MN areas have the same development standards, they do not all have the same allowed uses. The uses need to be uniform in each of district, but can be augmented by Use-Specific Standards. The petitioner is working toward this goal.
2. In most PUDs, petitioners identify those standards that do not meet the Unified Development Ordinance. Per 20.06.070(c)(5)(B), "to the extent permitted by Section 20.01.040(b) (Effect of Change in the Law after Filing of Complete Petition), changes to the UDO that alter any development standards for which the PUD district ordinance is



silent shall apply to portions of the PUD for which an approved site plan has not been approved before the date of the UDO change.” The petitioner has included many regulations from the UDO verbatim in their district ordinance, in order to ‘freeze’ those regulations in time. While the Department is sympathetic to the desire to have total control over the design of future development, we think that the amount of things currently included that are verbatim from the UDO is excessive, and also creates confusion about which regulations are actually different. We would like to see the duplication of the UDO drastically reduced. Not only because it creates confusion about which regulations are proposed to be changed, but also because it may create confusion about which aspects the PUD is silent on, and revert to the UDO, as described in the reference above. For example, if the petitioner only submits a list of amended Primary Materials with no mention of Secondary Materials, as they have done in this instance, are they expecting no Secondary Materials? Or are they expecting the Secondary Materials from the UDO? If there is a section in the UDO with 7 subsections, and the petitioner submits 2 amended and only 2 additional, are the other 3 moot? Or do they revert to the UDO? The style that is in the current draft will not work long-term, and needs to be amended. The best way to do this is to remove large amounts of the verbatim language.

3. Is the MN area too big? Do we need MN in the far eastern portion?
4. The interface across Sudbury Drive needs to be analyzed for a buffer from the existing homes to the north.

## USES

The use table, as seen in the District Ordinance, contains 15 separate areas, three in each Neighborhood, each with its own set of permitted uses. As described above, this is a confusing way to list uses, and the Department has asked that the petitioner match the number of use areas to the number of development-regulations areas, which is 3 currently. Most of the uses are those that already exist in the UDO. The petitioner is, however, proposing to add two uses “off-site parking/surface parking lot shared” and “surface parking lot” to this PUD. The intent of the first use is to allow for a stand-alone parking lot on its own parcel to be built and utilized by more than one adjoining use. The second use is intended to allow for a parking lot to be built as a stand-alone use on a parcel for a fixed amount of time. When that time expires, the parking lot must be removed or developed. The petitioner are proposing accessory dwelling units that are larger than those that are allowed in the UDO. If they decide to go forward with that use, they will need to sync some other references to size in the UDO that they currently do not mention. They are aware of the issue. Dwelling, multifamily is allowed throughout the entirety of the project. Some issues raised by the Department for discussion are listed below.

1. The developer wants to allow varied residential uses, which is expected and desired. However, identifying even general areas where only certain uses will be allowed (detached or attached single-family with plexes and small-scale multifamily) will make varied development more likely. This has been conveyed to the petitioner and the Department is expecting an update.
2. Parking lot: Is there interest in allowing stand-alone parking lots with or without mandated removal timelines? Land used for strictly parking long-term is clearly not in sync with the Comprehensive Plan. But, could a temporary fully designed lot be appropriate while this large site develops?
3. Do we want ADUs larger than are allowed in the rest of the City?
4. Use-specific standards for impactful uses need to be thoughtfully considered.
5. In some places, they refer to residential uses with 1-10 units, or less than 20, or neither

convention is used in other places. Why do these need to be separate?

**GENERAL DEVELOPMENT STANDARDS**

The Dimensional Standards table in the District Ordinance, Image Four below, has a number of corrections and additions that are needed, and those have been conveyed to the petitioner. For example, you can't have a front build-to-range and a maximum front building setback in the same district. Additionally, the height maximums do not match those in the narrative for RH1 and RH2. The petitioner has proposed some changes to landscaping and architectural requirements, as well. Some issues raised by the Department for discussion are listed below Image Four.

Image Four

FIGURE 7: District Dimensional Standards

Summit District PUD			
District Dimensional Standards -Subareas			
Area	Mixed Residential	Mixed Multi-Family	District Center
Zoning Subdistrict	RH1	RH2	MN
<b>Lot Dimensions</b>			
A. Lot area (minimum - Sq Ft)	1,000	2,000	5,000
B. Lot width (minimum - feet)	15	20	50
<b>Building Setbacks (Minimum)</b>			
C. Front build to (range - feet)	None	None	0-10
Front set back (maximum -feet)	20	20	20
D. Front building façade at build to range (min)	N/A	N/A	80%
Attached Dwelling side (minimum - feet)	0	0	N/A
Attached Dwelling rear (minimum - feet)	0	0	N/A
E. Detached Dwelling side (minimum - feet)	5	5	N/A
F. Detached Dwelling rear (minimum - feet)	5	5	N/A
G. Primary structure hight (maximum - story / feet)	4 (52 ft)	4 (52 ft)	7 (90 ft)
<b>Other</b>			
H. Additional storrys with step back (maximum - story)	1	1	3
I. Additional Storrys with minimum setback - feet	5	5	7
J. Front building façade required step back (min) on main street frontage	100%	100%	25%
K. Accessory structure hight (maximum - feet)	30	30	30
L. Front parking setback (minimum feet) (behind primary structures front buidling wall)	None	None	0
M. Impervious surface coverage (maximum)	80%	80%	100%
N. Landscape area (minimum)	20%	20%	0%

Note: See Section 04.04.070 (Incentives for Alternative Standards)

1. How tall is appropriate as the **base** zoning height for the areas in this PUD?
2. Why would we reduce impervious surface?
3. Why would we reduce parking setbacks?
4. Are changes to landscaping and architectural requirements appropriate?

**ENVIRONMENTAL:**

The petitioner is proposing a reduction in environmental protection standards in the UDO related to steep slopes, riparian buffers, and tree and forest preservation. While the Department understands that the developer wishes to maximize the developable area, it is unclear what the

benefit to the community is to decrease the environmental protection here. The petitioner has included environmental constraint maps in the district ordinance for reference. Members of the Environmental Commission, as well as Department staff, were invited to and have toured the site with the petitioner. Some issues raised by the Department are listed below.

1. Is it appropriate to increase the developable area in 12%-18% slope areas from 50% in the UDO to 70%?
2. Is it appropriate to allow disturbance on land of greater than 18% for roads, streets, and pathways?
3. Is it appropriate to allow 10 feet for Zone 3 of a riparian buffer when the UDO requires 25? We recently updated the UDO to allow streams to be measured from the centerline, as opposed to the top of bank, and the additional 15 feet does not seem necessary or desirable to the Department.
4. The petitioner has listed 26.7 acres as the baseline coverage of tree canopy for the site. (This is not yet verified by the Department.) The UDO requires a 90% retention of that area, and the petitioner is proposing 50%. Is that appropriate?
5. No karst or wetland regulations were included in the PUD, so the UDO will apply.

### **ACCESS AND CONNECTIVITY**

The petitioner is proposing some slight changes to these requirements, including allowing driveways closer to intersections than allowed by the UDO (from 50 feet to 25 feet) and allowing 2 driveways for all parcels. While these changes are small, the Department is concerned about their cumulative effect on this large scale. Some issues raised by the Department are listed below.

1. Why are the small changes included necessary?
2. Alley access needs to be required when available. If not, why not?
3. No requirements for separation of residential uses on non-classified roads are included, but need to be.
4. Is a driveway width of 24 feet appropriate for residential? The UDO allows a maximum of 18 feet for single-family, but the PUD proposed 24 feet.

### **PARKING**

The petitioner is proposing some small changes, including a reduced parking space depth for 90 degree parking to 15 feet. The standard the UDO was recently changed to 16 feet from 18 feet. As mentioned, the petitioner would also like to allow stand-alone parking lots. And they would like to allow angled-parking in the rights-of-way to allow for more spaces, however that design does not meet the Transportation Plan guidance. Some issues raised by the Department are listed below.

1. Is it appropriate to allow 15 foot parking spaces?
2. It is appropriate to lower the stacking regulations for drive-through uses?
3. Is there a compelling reason to allow the bicycle parking numbers to be different from the UDO?
4. Is there a compelling reason to change any road cross-section, including the parking portion, from what is allowed via the Transportation Plan?

### **RIGHT-OF-WAY CONNECTION:**

As can be seen in Image Five below, the petition site, outlined in black, has a number of improvements in the adopted Transportation Plan. The northernmost connection is the extension of Sudbury as a General Urban street from the end of the existing W. Sudbury Drive right-of-way to the eastern end of the petition site. (NC-19) That roadway is to contain a protected bike lane. On the eastern side of the petition site, S. Adams Street stubs at both the north and south ends of the petition site, and the Transportation Plan shows a Neighborhood Connector with a bike lane

and multiuse path. (NC-20) The petitioner is including the entirety of the Adams Street connection on their parcel and has worked with the Department and the Engineering Department on a general location. There is a third new right-of-way shown in the Transportation Plan on the southern end of the petition site. (NC-24) That road is shown as a Neighborhood Connector that appears to be aligned with the Duke Energy easement to the east, and moving southwest to connect to the existing Weimer Road right-of-way through a neighboring parcel. Image Six below is from the proposed Preliminary Plan and shows potential right-of-way connections and the surrounding context. Some issues raised by the Department for additional discussion are below Images Five and Six.

The petitioners need to conduct a Traffic Study to determine the possible impacts on surrounding roadways and nearby intersections that a development of this size could bring. The study will need to be done once Indiana University is back in session. Some of the roadways around the site present issues such as limited roadway, a small bridge, or private ownership.

Image Five

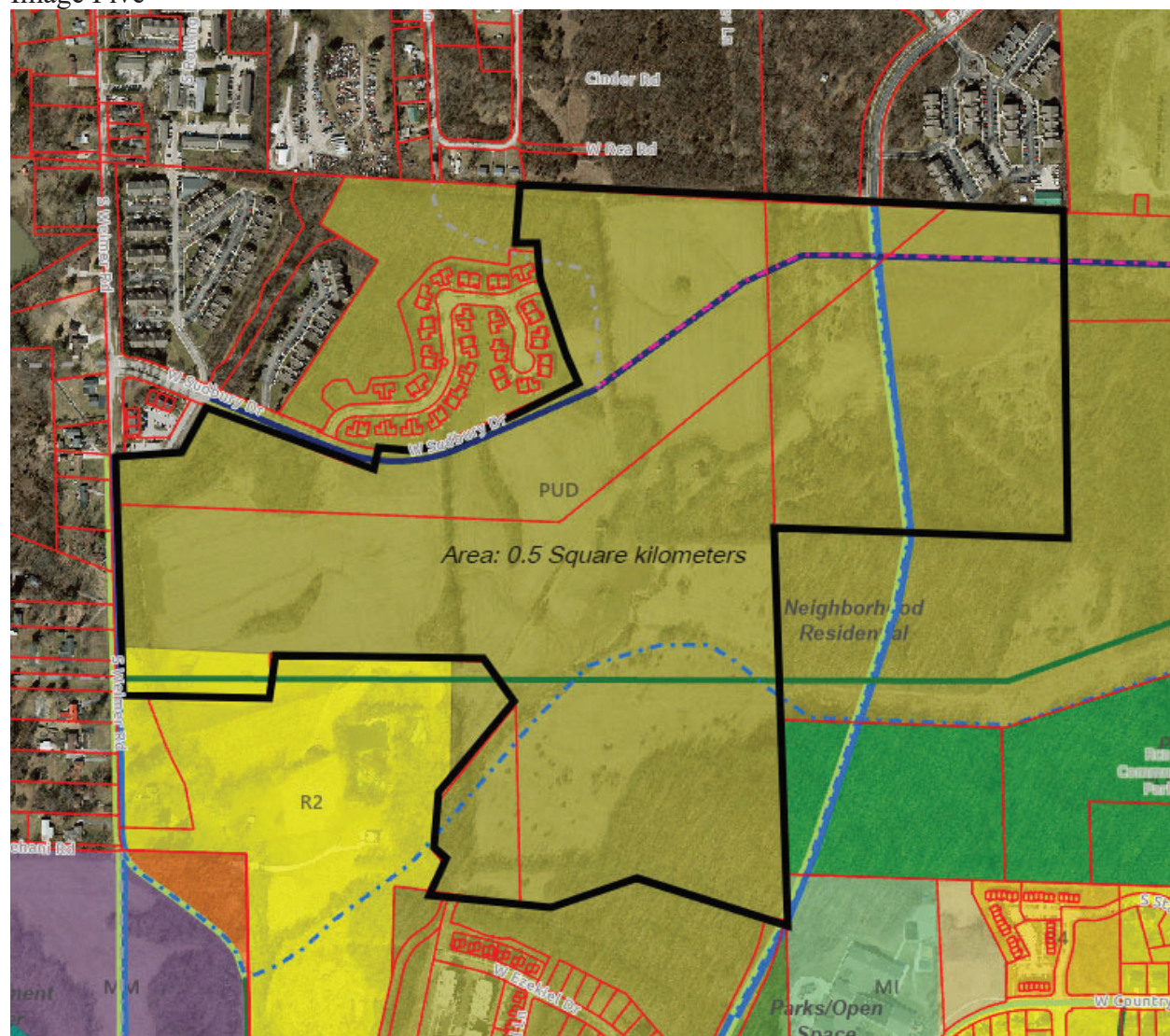
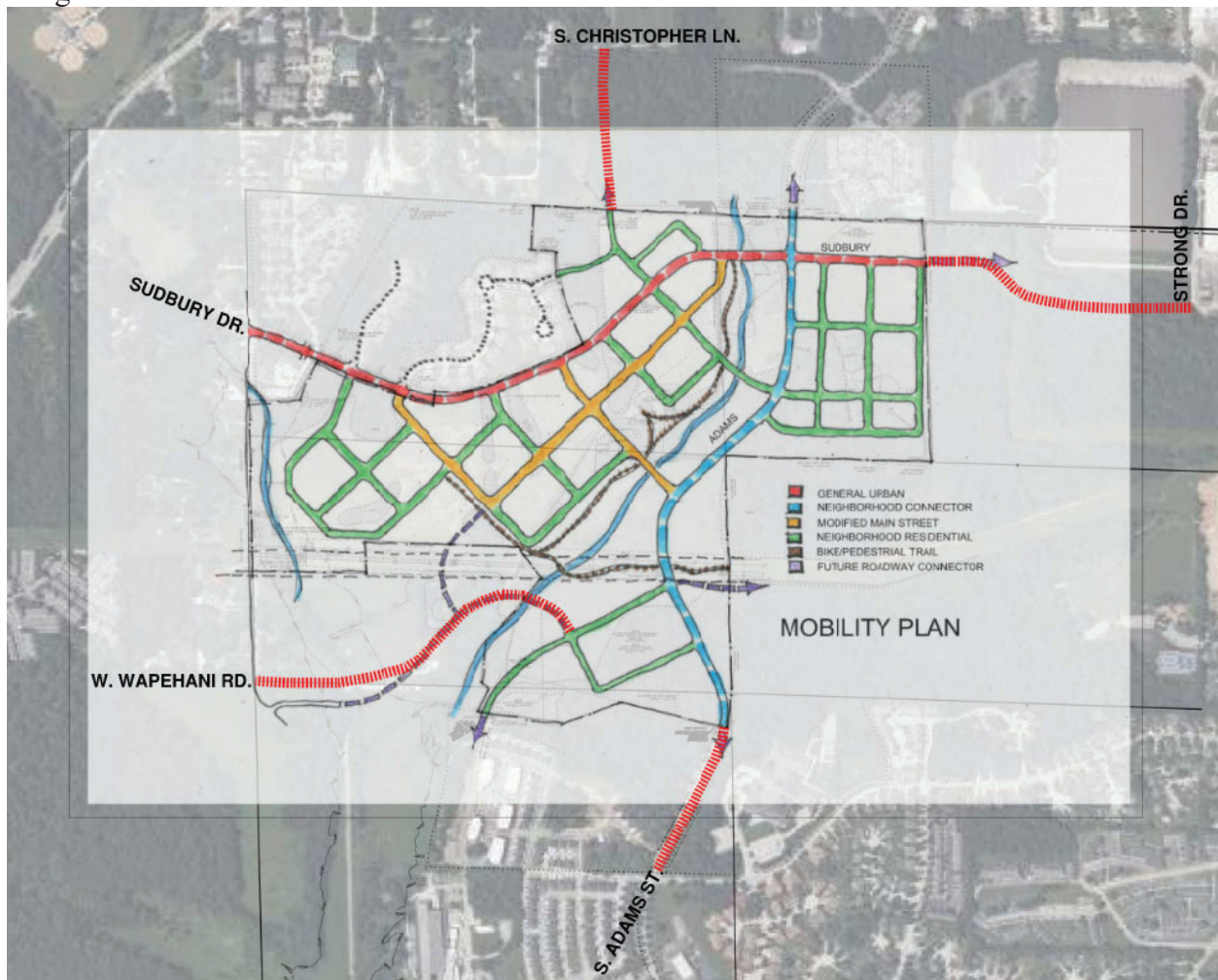


Image Six



1. The southernmost connection in the Transportation Plan raises questions.
  - a. The western connection in the Transportation Plan is to a portion of Weimer Road that may become a trail in the future, if plans to realign Weimer Road go forward. Does it make more sense to have the roadway built north of the R2 parcel/Duke Energy easement? There is floodplain along Weimer in that area, so would be costly.
  - b. The petitioner is showing a connection to the south to meet Breaking A Way. But, the Transportation Plan seems to desire a connection to Weimer, so we do not believe that that connection supplants the need for an NC-24 connection.
2. Why can't the proposed rights-of-way be more gridded? It seems that more than one western exit would be advantageous for such a large development.
3. Adams Street to the north is privately maintained in the County. Have discussions been had with that entity?
4. Do we need a stub to the east on the southern portion of the development site, as is shown in the Transportation Plan?
5. When the property is subdivided, platting and construction of the roads in the Transportation Plan will be triggered. The expectation is that they are built within the time allowed by the UDO, which is a matter of a few years. Does phasing for the roads need to be included in the PUD separate from the neighborhoods?

## **WORKFORCE AND AFFORDABLE HOUSING AND INCENTIVES**

The UDO contains 13 general Qualifying Standards for a Planned Unit Development. The 3<sup>rd</sup> Standard reads: “Where residential dwelling units are proposed, a minimum of 15 percent of the total dwelling units must be permanently income-limited through a deed restriction to households earning less than 120 percent of the HUD AMI for Monroe County, Indiana and the development will be subject to the applicable standards established in Subsection 20.04.110(c): Affordable Housing, unless the City otherwise adjusts or releases this requirement.” This standard requires that any new PUD provide a minimum at 15 percent of the total dwelling units as permanently affordable. This is the base expectation for PUD development. The petitioner has included in the proposal the use of incentives to receive additional height than what is proposed in the PUD (which is up to 6 stories in the narrative.) It appears that the petitioner intends for a developer to be able to use the incentives to gain increased height, while working toward the required 15 percent of units, as opposed to additional units. Some issues raised by the Department for additional discussion are below.

1. With the increased base heights (greater than the UDO), is it appropriate to allow additional height through incentives without additional workforce or affordable housing units?
2. The petitioner has proposed less sustainable measures required for incentives. Is that appropriate?
3. How is it best to plan the phasing of affordable or workforce units?
4. Should nursing home or assisted living beds be counted as units if Medicaid is an option for payment, as the petitioners have proposed?

## **OVERALL CONSIDERATIONS:**

The proposed PUD is large, and the remaining undeveloped portion of an even larger PUD that was once approved and partially constructed. The opportunity to develop this land is an important one for Bloomington, as we have few large expanses left. The Qualifying Standards for a PUD necessitate that we review any PUD proposals to analyze what the PUD is allowing that conventional zoning would not allow and what high-value design features the PUD is offering. In this case, the petitioner plans to dedicate land for a trailhead and a new fire station on the eastern side of the petition site. Some issues raised by the Department for additional discussion are below.

1. Why does this need to be a PUD? What are we getting/giving here that traditional zoning cannot cover?
2. How are the deviations requested from the UDO improving the future development of this site for the community?
3. What is an appropriate phasing schedule for this development? Do different aspects need to follow different timelines, such as the main roadways and separate neighborhood development?
4. What highly-valued design features are being included in this design?

---

**COMPREHENSIVE PLAN:** This property is designated as *Neighborhood Residential*. The Comprehensive Plan notes the following about the *Neighborhood Residential* area:

- The Neighborhood Residential district is primarily composed of residential land uses with densities ranging from 2 units per acre to 15 units per acre.
- Single family residential development is the dominant land use activity for this district.
- These areas are largely built out, homogenous neighborhoods, but some vacant tracts of land exist as well as opportunities for small-scale neighborhood redevelopment activity...
- For larger tracts of land, single-family, attached single-family, and multifamily residential uses may be appropriate, and in some instances small-scaled neighborhood mixed use is

also appropriate.

- Create neighborhood focal points, gateways, and centers.
- Ensure that appropriate linkages to neighborhood destinations are provided.
- Large developments should develop a traditional street grid with short blocks to reduce the need for circuitous trips.
- Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).

---

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

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

#### **PROPOSED FINDING:**

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

- i. Consistency with Comprehensive Plan and Other Applicable Plans
 

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

The proposed use and development shall be consistent with any adopted intergovernmental agreements and shall comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this UDO.
- iii. Minimization or Mitigation of Adverse Impacts
  1. The proposed use and development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.
  2. The proposed use and development shall not result in the excessive destruction, loss or damage of any natural, scenic, or historic feature of significant importance.
  3. The proposed use and development shall not result in significant adverse fiscal impacts on the city.
  4. The petitioner shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in the pre-submittal neighborhood meeting for the specific proposal, if such a meeting is required.
- iv. Adequacy of Road Systems
  1. Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed use and development shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services.
  2. The proposed use and development shall neither cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
- v. Provides Adequate Public Services and Facilities

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

vi. Rational Phasing Plan

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

**PROPOSED FINDING:**

**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.

**PROPOSED FINDING:**

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**CONCLUSION:** The proposed PUD would develop a large piece of property that has not been fully developed since the existing PUD was approved in 1999. That PUD was built out until it ran into triggers for public improvements. The Department wants to carefully consider triggers in this PUD based on both development and time to insure that the public improvements expected with this petition are provided. Staff from the Department has been meeting with the petitioner to work on overall concepts and design details. Development of the parcel is an exciting prospect for the City, but we must make sure that the scale and improvements are appropriate. There will be changes and more details to discuss in the coming months, as the proposal is refined.

---

**RECOMMENDATION:** The Planning and Transportation Department recommends that the Plan Commission forward the petition to the required second hearing.





City of Bloomington  
Bloomington Environmental Commission

## MEMORANDUM

Date: July 10, 2023

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: PUD-18-23: Sudbury Development Partners, LLC. (Summit District PUD)  
South Weimer Road  
Request to rezone to a Planned Unit Development and a request for approval of a District Ordinance and Preliminary Plan  
Hearing #1

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The purpose of Environmental Commission's memorandums to the Plan Commission (PC) is to express the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to safeguard and enhance the environment-enriching attributes that provide ecosystem services to all of Bloomington. Sometimes these data-driven recommendations are environmental best management practices that exceed the minimum regulations found in the Unified Development Ordinance (UDO). And sometimes, as in this memorandum, they are meant to require a Planned Unit Development District Ordinance to be *at least* as environmentally protective as any regular development that would be following the standard UDO regulations. The purpose of a PUD is not to avoid environmental standards.

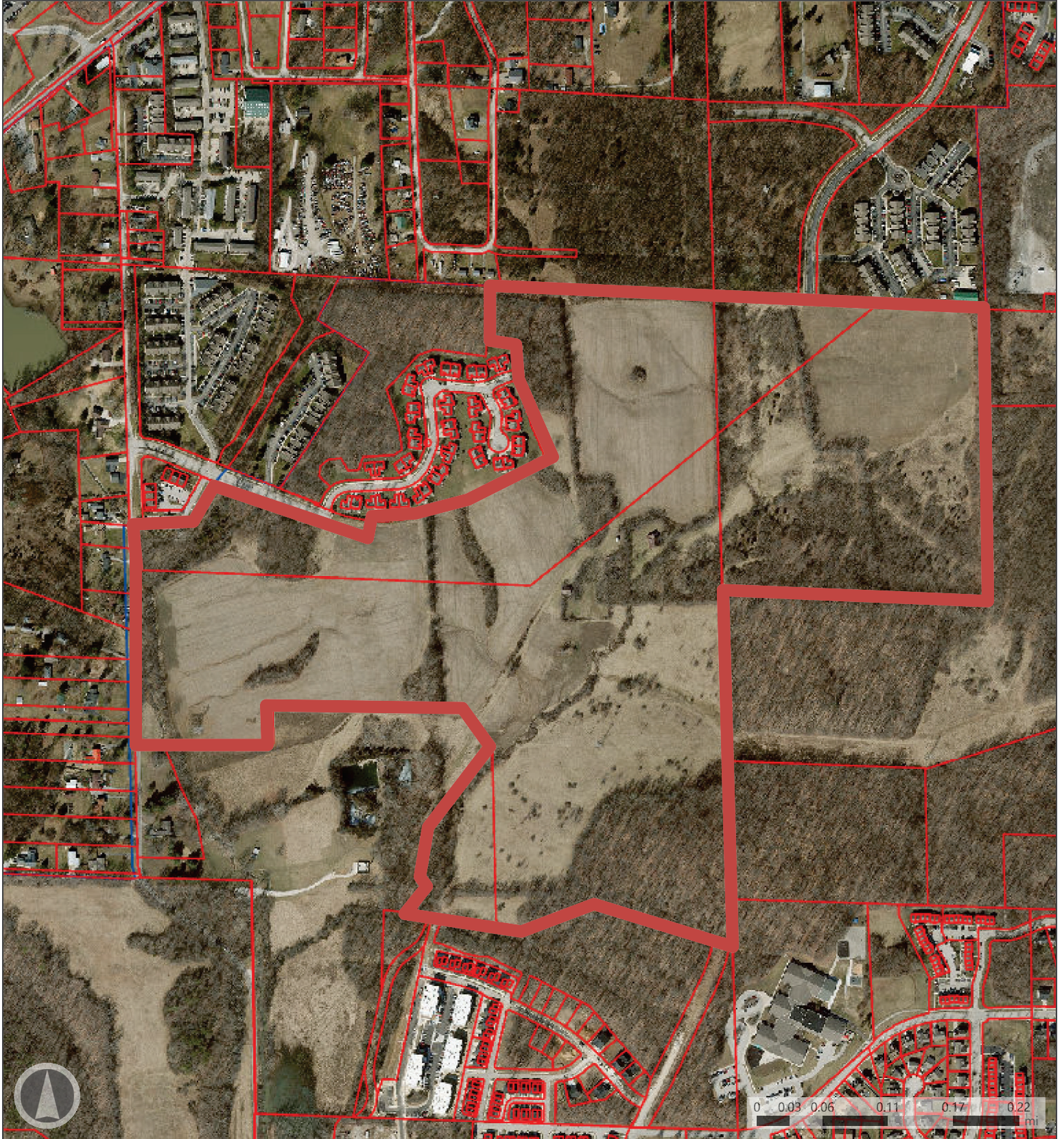
The EC has not yet toured this site, although there is a date set to go after this PC meeting. Therefore, this memorandum serves as a place holder for the EC's thorough discussion of this proposal at the next PC hearing.

This is a large site that will influence about 140 acres of Bloomington's ecosystem services, carbon footprint, and plant and animal biodiversity. The size of this site alone necessitates the very best environmental protections. In addition to the large size, there are countless environmental features dotting the entire area, including mature tree stands, streams and riparian buffers, steep slopes, wetlands, sinkholes, and biodiversity.

This site has the potential to be a textbook development for people and the environment, but this proposed PUD District Ordinance asks for numerous environmental exceptions that will have excessive impacts on environmental resources, which may not be necessary. The EC understands the current need for housing, but is opposed to prioritizing that need over environmental protection during this time of climate and ecological crisis. Climate, thus environmental, change has long term impacts on all

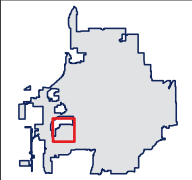
residents and must be prioritized. However, this District Ordinance currently proposes significant reductions in many environmental protections.

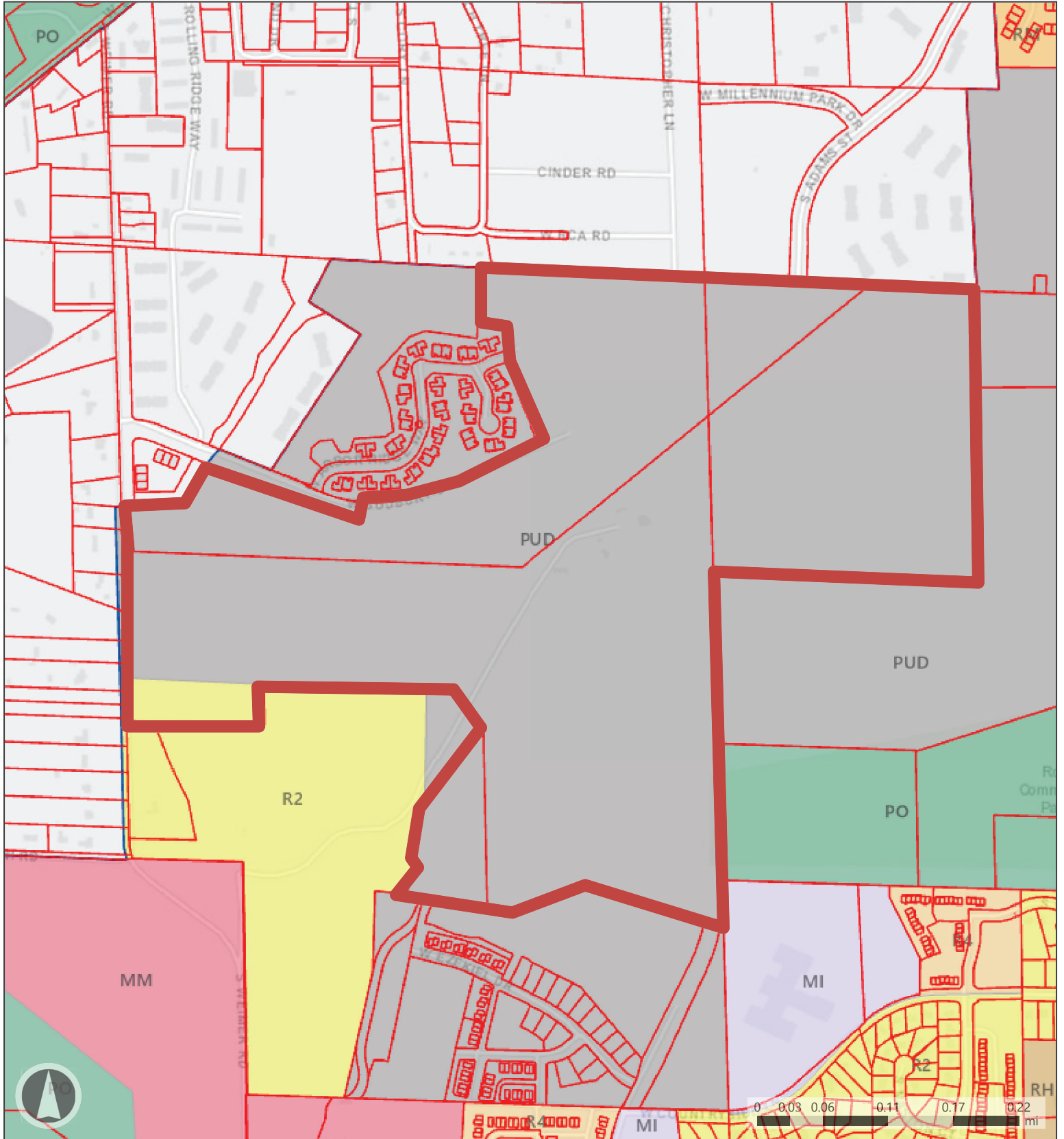
The EC continues to believe that any PUD District Ordinance should not water-down the environmental protection requirements to less than the minimum UDO standards. The trend in Bloomington has generally been to strengthen its environmental standards over time, not decay them. Thus, the EC stands against this PUD District Ordinance until the Petitioners prioritizes appropriate environmental mitigating standards. Correspondingly, the EC looks forward to working together with the Petitioner to craft a forward-thinking PUD District Ordinance that will be a showpiece for what an environmentally-progressive neighborhood can be.



Map Legend

- Parcels
- Bloomington Municipal Boundary



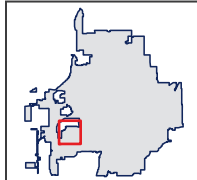


**Map Legend**

- Parcels
- Bloomington Municipal Boundary

- Code : Description**
- R2 : Residential Medium Lot
  - R4 : Residential Urban

- RH : Residential High-Density Multifamily
- RM : Residential Multifamily
- MI : Mixed-Use Institutional





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**RE: Summit District PUD  
Petitioner's Statement and Preliminary Plan  
June 26, 2023**

**A. Project: Description of Character:**

Summit District PUD is a proposed major-scale development that encompasses planning for nearly 140 acres of unimproved land located in the southwest quadrant of the municipal boundaries of the City of Bloomington. The property is currently in a zoned planned unit development with a small southern portion in the R2 zoning district. The current zoning designations have not been fully implemented and upon examination, the current zoning is insufficient to achieve the overall vision and planning goals for this property. Instead of amending the existing PUD, the most effective approach is to wholly redesign the development plan for the undeveloped portion and propose a new PUD to meet current and future planning objectives, consistent with the City's Comprehensive Plan, Transportation Plan and related policy and vision documents.

The Summit District PUD presents new and imaginative concepts in urban design and land use development over a broad area. The PUD is crafted to promote and improve the health-safety, and general welfare of the residents of the City and to create distinct developments with unique urban design, mixed uses, enhanced ecosystems, and substantial benefit to the City that would not otherwise result from the general application of the UDO. Summit District PUD will accommodate innovative development layouts and preserve and enhance the natural, environmental, and scenic features of the site and will further address challenges presented by specific site conditions within the Summit District.

The Summit District PUD faithfully meets all requirements of the UDO, as more fully set forth below, and provides for a longer-term development effort to create various types of residential housing, with specifically designed intensity and density of development, coupled with supportive services, commercial opportunities and a resultant series of neighborhood concepts to promote quality of life and place within the City. The PUD reflects the vision, objectives and policies of the City's Comprehensive Plan adopted in 2018. In particular, the Comprehensive Plan objectives aimed toward the Environment, Housing & Neighborhoods, Transportation, and Land Use are all included in the overall plan and design of Summit District.



Summit District will offer a wide variety of quality housing options, including much-needed affordable and workforce housing that will also promote homeownership. The PUD will further the City's stated policies for land use as articulated in the Comprehensive Plan, which include:

- (1) Neighborhood focal points, gateways and urban centers with accessible public and private services (e.g. transit, police, fire, sewer/water, telecommunication, modern utilities)
- (2) Linkages to neighborhood destinations to promote a "20 minute neighborhood metric"
- (3) Respect and enhance environmental assets and natural features
- (4) Promote innovative architectural design strategies
- (5) Develop connectivity in neighborhoods with street, bike & pedestrian pathways
- (6) Support incentive programs to increase owner-occupancy and affordability
- (7) A diverse mix of housing types and densities including small-scale commercial complements

Summit District PUD is designed to create a new identity for use of this land and the natural attributes of the property. The development principles include mixed-use, green building, grid circulation, appropriate densities, housing diversity, including workforce/affordable housing and commercial/employment development within higher-density areas within the property. Access and connectivity are thoughtfully designed to create roadways, pathways and connections to the areas within the PUD as well as adjacent amenities and services. The City's Transportation Plan envisions both north-south and east-west connectivity at this location, which are included in the overall development plan of the PUD. The plan includes appropriate connectivity to adjacent off-site areas to further the City's vision within the municipal boundaries.

#### **B. Property and Plan**

Sudbury Development Partners, LLC acquired the 140-acre tract of land on February 6, 2023 with the express purpose of creating significant scale development on property that has been idle for many years in spite of prior planning efforts. A legal description of the land is included in the PUD to define the area legally forming the zoning district. A survey of the land is attached here for reference. Mapping included in the PUD separates the nearly 140 acres into distinct areas for development. The PUD sets forth five areas of development, with sub-areas designated for refined and targeted zoning consideration. Given the massive size of the Property, the planning and development period is expected to take place over a period of years (7-9 years). Based on the availability of existing infrastructure and connections, including utility and roadways, the development is anticipated to begin along the south and west boundaries of the property, to the north and east side of the property, continue to the north and east; then south and to the west. Each separate development project (smaller parcels with street frontage and access as planned) will necessarily result in subdivision of the Property with platting and site plans submitted by individual development parcel. The development process will be necessarily connect to the City's participation through defining utility capacity and expansion opportunities, as well as



developing funding sources, including tax incremental financing, to support road and related infrastructure completions through a separate understanding between the petitioner and the City.

Affordability and sustainability, along with the incentives available for each will accompany development plans submitted to achieve goals articulated in this ordinance. A minimum of 15% of the residential housing offered by this Project will fall in the affordable category and be income-limited, as provided by the UDO (eff. Jan. 2023). Units will be designated as affordable to meet the requirement and to provide diversity in housing types and affordable units across the entire project. The entire project will achieve the minimum 15% dedication of affordable residential housing and integrated over the entire Property by development area and sub-area, as further described in the PUD. This integration of this housing requirement across the entire scope of the development will ensure that there is no single concentration of affordable housing to attain the 15% calculation, but that it is appropriately disbursed throughout the Property. The calculation for each development project will be carried forward from area-to-area such that the aggregate housing dedicated to affordability will total a minimum of 15%, thereby meeting and likely exceeding the PUD requirement for affordability.

Each separate development area within the PUD will necessarily result in further subdivision of the property, with platting and site plans submitted by individual development parcels moving forward. As parcels are planned for development, other participants will accept ownership of tracts through a subdivision process to develop to specific uses and purposes as defined by the PUD.

A Development Schedule is included in Chapter 1 of the PUD to describe the phasing of the development, triggers to move it forward, and housing unit goals for each area of development.

### **C. Qualifying Standards (UDO: Section 20.02.040)**

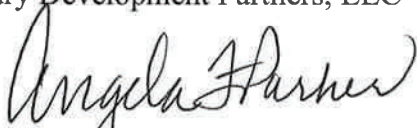
- (1) The PUD zoning district is 140 acres, well more than the 5-acre minimum requirement.
- (2) The PUD zoning district is not within the Mixed-Use Downtown (MD) zoning district, prohibited by the UDO.
- (3) A minimum of 15% of the proposed dwelling units will be permanently income-limited through deed restriction to households earning less than 120 percent of the HUD AMI for Monroe County, Indiana and the development will be subject to the applicable standards of Subsection 04.04.110(c) Affordable Housing.
- (4) Summit District PUD would not be feasible through the conventional zoning regulations and standards found in the UDO and is best served by a planned unit development ordinance. Given the massive scale development of the singularly owned and un-subdivided parcel, a broader planning approach is critical to the orderly development of the land and implementation of the overall vision for housing and complementary services and commercial activity. The PUD is optimal to meet the objectives of the Comprehensive Plan and Transportation Plan adopted by the City.



Page 4

- (5) Summit District land is singularly owned by Sudbury Development Partners, LLC under Deed Record, Instrument No 2023001200, recorded with the Recorder of Monroe County, Indiana on the 6th day of February 2023.
- (6) Summit District is protective of highly-valued design features that include specific natural, environmental and scenic resources and green spaces as well as retaining natural landforms throughout the development, including:
  - a. Protecting the natural features through inventive design that consider the natural characteristics of the site;
  - b. Retaining the natural landforms to the extent possible while designing residential densities to meet the needs of the community;
  - c. Designing low impact design in areas of sensitivity and more intense development where appropriate; and
  - d. Utilizing green incentive and passive energy design strategies, where feasible.
- (7) Summit District is designed in a manner that no block perimeter will exceed 1400 feet, it will retain and introduce greenspace, trails, pedestrian and bike paths as well as open spaces, incorporating the following factors:
  - a. Connectivity to promote pedestrian, public transportation and the “20-minute neighborhood” concept;
  - b. Design of Summit Center to adequately support the neighborhood and larger community;
  - c. Connectivity to the existing and planned infrastructure as prescribed in the Comprehensive and Transportation Plans adopted by the City; and
  - d. Designs that promote and support the use of renewable energy.

Respectfully submitted,  
Sudbury Development Partners, LLC



By Angela F. Parker, Counsel  
442815/25528-1





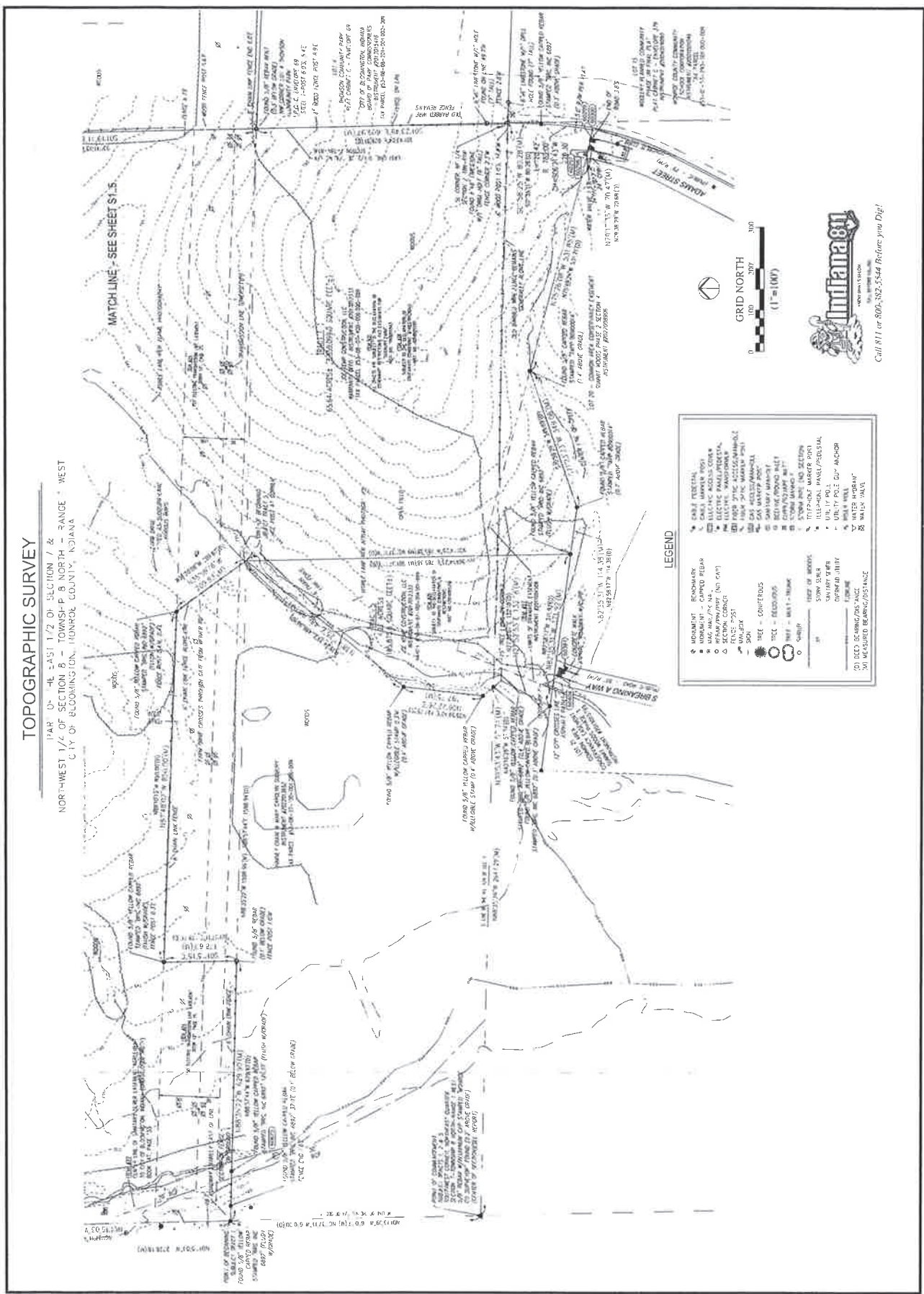


DATE	REVISION	BY



**SUDBURY PUD**  
**BLOOMINGTON, INDIANA**  
**TOPOGRAPHIC SURVEY**  
TRG DEVELOPMENT LLC

Scale: 1" = 100'  
Date: 10/15/2022  
Project: SUDBURY PUD  
Sheet: 901.6  
Title: TOPOGRAPHIC SURVEY





SUMMIT  DISTRICT

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# SUMMIT DISTRICT PUD

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# SUMMIT DISTRICT PLANNED UNIT DEVELOPMENT Bloomington, Monroe County, Indiana

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## Chapter 01.01.010 DEVELOPMENT, DESCRIPTION, AND PHASES

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### (a) Legal Description

The Land subject to this development ordinance is a combined total of 138.51 acres and is legally described as follows:

TRACT 1: 53-08-07-400-006.000-009

A part of the East half of Section 7, Township 8 North, Range 1 West, Monroe County, Indiana, more particularly described as follows:

Commencing at a 5/8 inch rebar at the Southwest corner of Northeast quarter of said Section 7; thence North 01 degree 37 minutes 11 seconds West along the west line of said quarter of a distance of 610.00 feet to a 5/8 inch rebar with yellow plastic cap stamped "BRG, INC 6892", hereinafter referred to as a rebar with BRG cap, at the Point of Beginning; thence North 01 degree 37 minutes 11 seconds West along said west line a distance of 753.08 feet to a mag nail at the Southwest corner of the North half of said quarter; thence South 88 degrees 01 minute 59 seconds East along the north line of said north half of a distance of 1796.39 feet; thence North 50 degrees 34 minutes 15 seconds East 1061.42 feet to the east line of the Northeast quarter of said Section 7; thence South 02 degrees 31 minutes 28 seconds East along said east line a distance of 704.03 feet to a drill hole in the top of a 8" x 8" stone at the Southeast corner of the Northeast quarter of said Northeast quarter; thence South 01 degree 41 minutes 33 seconds East along the east line of said Northeast quarter a distance of 710.38 feet to a 5/8 inch rebar at the northwest corner of Lot 4 in Thompson Community Park, of record in Plat Cabinet C, Envelope 69 in the office of the Recorder of Monroe County, Indiana; thence South 01 degree 43 minutes 04 seconds East along the east line of said quarter and the west line of said Thompson Community Park a distance of 609.81 feet to a drill hole in the top of an 8" x 8" stone at the Southeast corner of said Northeast quarter; thence South 01 degree 35 minutes 11 seconds West along the west right-of-way of Adams Street Extension as dedicated by the plat of Woolery Planned Community Phase VIII, of record in Plat Cabinet C, Envelope 379 in the office of the Recorder of Monroe County, Indiana, a distance of 80.28 feet to a rebar with BRG

cap at the beginning of a curve concave westerly having a radius of 785.00 feet and a chord which bears South 05 degrees 57 minutes 18 seconds West 119.96 feet; thence Southerly along said curve an arc length of 120.08 feet to a rebar with BRG cap on the north line of the property conveyed to Philip and Barbara Tapp by Instrument Number 2011001304 in the office of the Recorder of Monroe County, Indiana; thence along the north line of Tapp the next four (4) courses:

1. North 79 degrees 38 minutes 29 seconds West 70.68 feet to a 5/8 inch rebar with Tapp cap; thence
2. North 75 degrees 49 minutes 21 seconds West 531.71 feet to a 5/8 inch rebar with Tapp cap; thence
3. South 70 degrees 59 minutes 29 seconds West 349.09 feet to a 5/8 rebar with Tapp cap; thence
4. North 82 degrees 58 minutes 17 seconds West 114.38 feet to a rebar with BRG cap; thence North 01 degree 37 minutes 11 seconds West 785.38 feet to a rebar with BRG cap; thence North 36 degrees 20 minutes 08 seconds West 209.87 feet to a rebar with BRG cap; thence North 88 degrees 10 minutes 15 seconds West 850.00 feet to a rebar with BRG cap; thence South 01 degree 37 minutes 11 seconds East 178.71 feet to a rebar with BRG cap; thence North 88 degrees 57 minutes 44 seconds West 629.92 feet to the Point of Beginning, containing 65.63 acres, more or less.

TRACT 2: 53-08-07-101-006.004-009

A part of the North half of the Northeast quarter of Section 7, Township 8 North, Range 1 West, Monroe County, Indiana, more particularly described as follows:

Commencing at a 5/8 inch rebar at the Southwest corner of said Northeast quarter; thence North 01 degree 37 minutes 11 seconds West along the west line of said quarter a distance of 610.00 feet to a 5/8 inch rebar with yellow plastic cap stamped "BRG, INC 6892", hereinafter referred to as a rebar with BRG cap; thence continuing along said west line North 01 degree 37 minutes 11 seconds West 753.08 feet to a mag nail at the Southwest corner of the North half of said Northeast quarter and the Point of Beginning; thence continuing along said west line North 01 degree 37 minutes 11 seconds West 194.56 feet to a mag nail; thence North 88 degrees 34 minutes 57 seconds East along the south line of Lot 3 in Sudbury Farm, Phase 1, of record in Plat Cabinet C, Envelope 272 in the office of the Recorder of Monroe County, Indiana, a distance of 258.71 feet to a mag nail at the Southeast corner of said Lot 3; thence North 28 degrees 40 minutes 00 seconds East along the east line of said Lot 3 a distance of 245.45 feet to a rebar with BRG cap at the northeast corner of said Lot 3; thence South 67 degrees 55 minutes 45 seconds East along the south line of Sudbury Drive, as dedicated by the plat of said Sudbury Farm, a distance of 529.86 feet to a rebar at the beginning of a curve concave Northerly having a radius of 680.00 feet and a chord which bears South 74 degrees 47 minutes 28 seconds east

161.56 feet; thence Easterly along said curve an arc length of 161.94 feet to a rebar at the southeast corner of said platted Sudbury Drive; thence North 08 degrees 27 minutes 32 seconds East 80.09 feet to a rebar on the south line of the Arbor Ridge at Sudbury Farm, a Replat of Lot 7 in Sudbury Farm, Phase 1, of record in Plat Cabinet C Envelope 272 in the office of the Recorder of Monroe County, Indiana and the beginning of a non-tangent curve concave Northerly having a radius of 600.00 feet and a chord which bears North 82 degrees 19 minutes 57 seconds East 330.58 feet; thence along the south and east lines of said Arbor Ridge the next seven (7) courses:

1. Easterly along said curve an arc length of 334.91 feet to a rebar with BT cap; thence
2. North 66 degrees 18 minutes 33 seconds East 517.50 feet to a rebar with BT cap at the beginning of a curve concave Westerly having a radius of 25.00 feet and a chord which bears North 21 degrees 12 minutes 02 seconds East 35.42 feet; thence
3. Northerly along said curve an arc length of 39.36 feet to a rebar with BT cap; thence
4. North 23 degrees 32 minutes 04 seconds West 160.11 feet to a rebar with BT cap at the beginning of a curve concave easterly having a radius of 1030.00 feet and a chord which bears North 13 degrees 52 minutes 16 seconds West 354.74 feet; thence
5. Northerly along said curve an arc length of 356.52 feet to a rebar with BT cap; thence
6. North 85 degrees 42 minutes 27 seconds West 130.48 feet to a rebar with BT cap; thence
7. North 01 degree 30 minutes 36 seconds East, passing a rebar at 236.74 feet, a total distance of 246.82 feet to a rebar with BRG cap on the north line of said Northeast quarter; thence South 87 degrees 18 minutes 14 seconds East along said north line a distance of 1017.37 feet to a 4" x 4" cut limestone at the Northeast corner of said quarter; thence South 02 degrees 31 minutes 28 seconds East along the east line of said quarter a distance of 627.00 feet; thence South 50 degrees 34 minutes 15 seconds West 1061.42 feet to the south line of the North half of said Northeast quarter; thence North 88 degrees 01 minute 59 seconds West 1796.39 feet to the Point of Beginning, containing 33.52 acres, more or less.

TRACT 3: 53-08-08-200-004.000-009

A part of the Northwest quarter of the Northwest quarter of Section 8, Township 8 North, Range 1 West, Monroe County, Indiana, more particularly described as follows:

Beginning at a 4"x 4" cut limestone at the Northwest corner of said quarter quarter; thence South 84 degrees 51 minutes 05 seconds East along the north line of said quarter a distance of 20.38 feet to a rebar with BFA cap at the Southwest corner of Seminary Lot 178; thence continuing along the north line of said quarter quarter South 88 degrees 14 minutes 26 seconds East a distance of 739.62 feet; thence South 50 degrees 34 minutes 15 seconds West 947.62 feet to the west line of said quarter quarter; thence North 02 degrees 31 minutes 28 seconds West along said west line a distance of 627.00 feet to the Point of Beginning, containing 5.44 acres, more or less.

TRACT 4: 53-08-08-200-005.000-009

A part of the Northwest quarter of the Northwest quarter of Section 8, Township 8 North Range 1 West, Monroe County, Indiana, more particularly described as follows:

Beginning at a drill hole in the top of an 8" x 8" stone at the Southwest corner of said quarter quarter; thence North 02 degrees 31 minutes 28 seconds West along the west line of said quarter quarter a distance of 704.03 feet; thence North 50 degrees 34 minutes 15 seconds East 947.62 feet to the north line of said quarter quarter; thence South 88 degrees 14 minutes 26 seconds East along the said north line a distance of 395.00 feet; thence South 02 degrees 31 minutes 28 seconds East, parallel with the west line of said quarter quarter, a distance of 1325.21 feet to the south line of said quarter quarter; thence North 88 degrees 28 minutes 09 seconds West along said south line a distance of 1154.54 feet to the Point of Beginning, containing 29.65 acres, more or less.

TRACT 5: 53-08-07-100-004.001-009

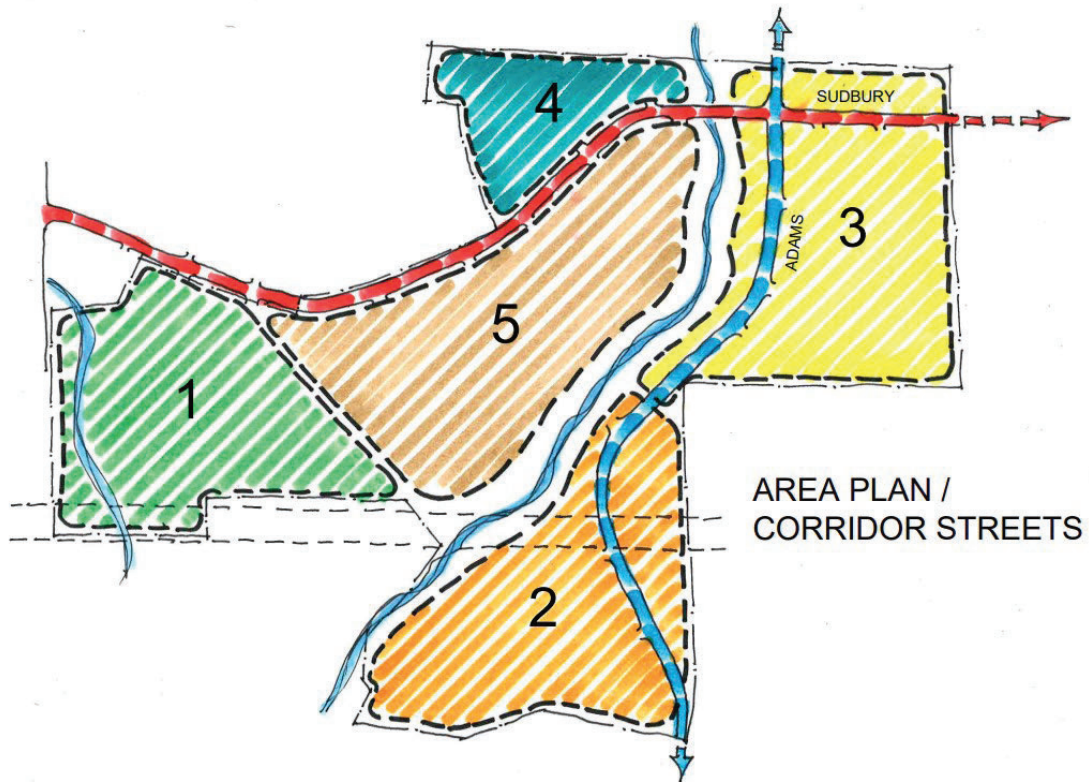
A part of the East half of Section 7, Township 8 North, Range 1 West, Monroe County, Indiana, more particularly described as follows:

Commencing at a 5/8 inch rebar at the Southwest corner of the Northeast quarter of said Section 7; thence North 01 degree 37 minutes 11 seconds West along the west line of said quarter a distance of 610.00 feet to a rebar with yellow plastic cap stamped "BRG INC 6892", hereinafter referred to as a rebar with BRG cap; thence South 88 degrees 57 minutes 44 seconds East 1598.94 feet to a rebar with BRG cap at the Point of Beginning; thence South 01 degree 37 minutes 11 seconds East 785.38 feet to a rebar with BRG cap on the north line of the property conveyed to Philip and Barbara Tapp by Instrument Number 2011001304 in the office of the Recorder of Monroe County, Indiana; thence North 82 degrees 58 minutes 17 seconds West along said north line a distance of 371.92 feet to a rebar with BRG cap; thence North 27 degrees 30 minutes 07 seconds East 132.19 feet to a rebar with BRG cap; thence North 40 degrees 16 minutes 29 seconds West 57.74 feet to a rebar with BRG cap; thence North 05 degrees 59 minutes 40 seconds East 197.75 feet to a rebar with BRG cap; thence North 38 degrees 24 minutes 39 seconds East 486.98 feet to the Point of Beginning, containing 4.27 acres, more or less.

## (b) Areas and Sub-Areas

The area and sub-areas for development with the Summit District PUD are depicted in the below map. The numbered areas are then further divided into sub-areas, which correspond to development plans and sub-zoning districts of the PUD.

Figure 1: Area Plan/Regional Street Map



### Sub-Area 1: Shasta Meadow

Sub-Area 1 consists of approximately 25.8 acres and will be subdivided and developed into sub-areas with expected delivery in 2025-2026. The zoning district will be Mixed Residential (RH1) and Mixed Multi-family (RH2) drawing off the RH zoning, however allowing for small residential structures as well as larger multi-family developments focused on affordability and homeownership including single family to multifamily products. The area will allow for the development of attached or multi-family homes, including but not limited to plex style homes, townhomes, condominiums, and apartments, senior or assisted living facilities as outlined on the allowed use table. The preservation of the woods, floodway, and stream along the western portion of this area will also be preserved. The area will also allow for the development of buildings ranging from 3-4 stories with limited commercial uses in specific areas near the district center.

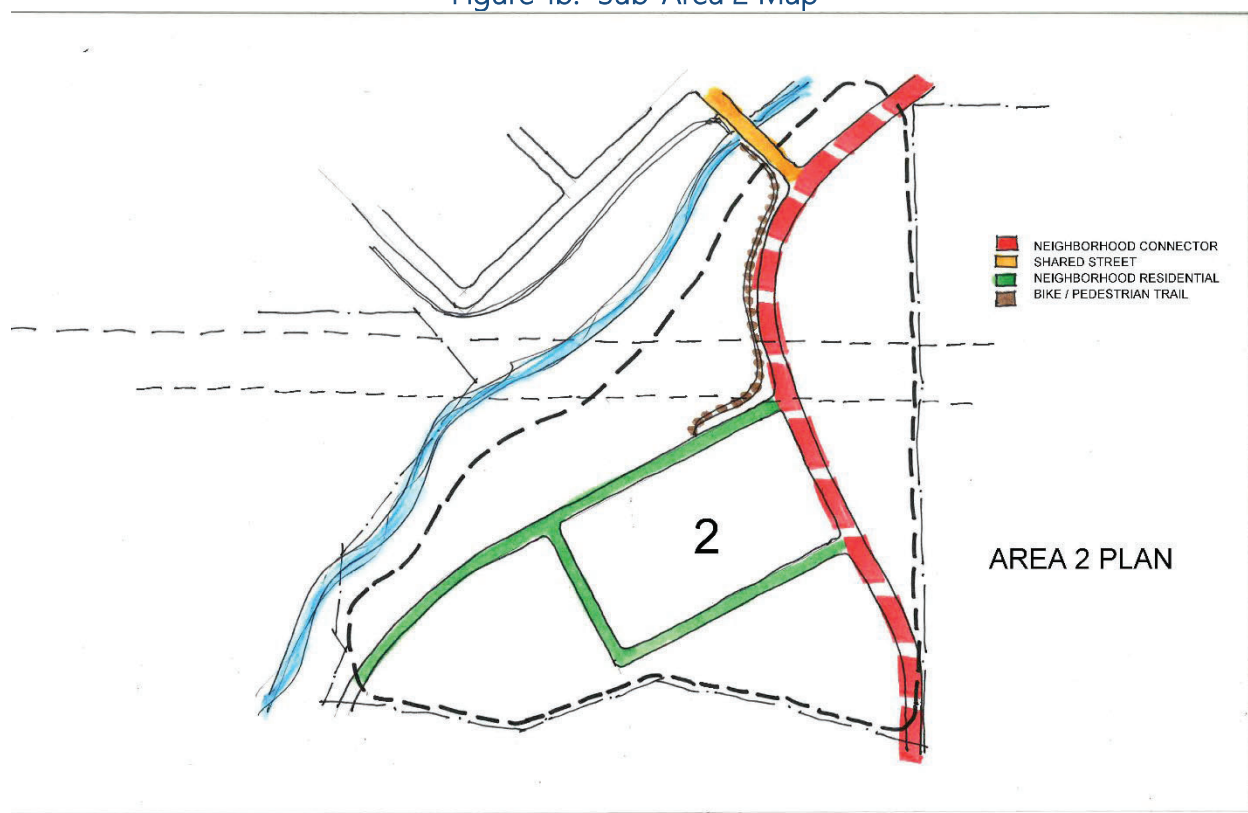
Figure 1a: Sub-Area 1 Map



Sub-Area 2: Denali Woods

Sub-Area 2 consists of approximately 32.7 acres and will be subdivided and developed into sub-areas with expected delivery in 2025-2026. The zoning district will be Mixed Residential (RH1) and Mixed Multi-family (RH2) drawing off the RH zoning. The development will allow for single-family to multi-family structures with emphasis on ownership and affordability. The area will allow for the development of buildings ranging from 3-5 stories. This area will also include public spaces for a fire station and trail access near the existing Duke easement and future trail. The mature trees located in the southern part of this area will be preserved providing connectivity of the conservation area to the south and the RCA park woods to the east. The continuation of Adams to the north will be included as part of this area and the potential connectivity of a neighborhood and the district center.

Figure 1b: Sub-Area 2 Map



### Sub-Area 3: Blanc Place

Sub-Area 3 consists of approximately 31.2 acres, with expected delivery in 2028-2029. The zoning district will be Mixed Residential (RH1), Mixed Multi-family (RH2) and mixed commercial (MN) providing a diversity of housing types and intensities as well as the continuation of the district center to the east. The development will promote high-density mixed-use buildings providing services and amenities to the neighborhood. These areas will have the greatest density of the PUD outside the District Center or Everest Center. The area will allow for the development of including attached or multi-family homes, including but not limited to plex style homes, townhomes, condominiums, and apartments, senior or assisted living facilities as outlined on the allowed use table, limited commercial uses are also allowed. The larger scale development will be to the north of this area, while the southern areas will be lower scale and designed to consider the environmental features of the area. Connectivity for this area will include the continuation of Adams to the north, Sudbury to the east and the pedestrian crossing across the creek to the district center. These structures are designed to be 3-6 stories to allow for density and transition to the District Center. This area has some natural features that will require special development criteria as outlined in the development standards.

Figure 1c: Sub-Area 3 Map

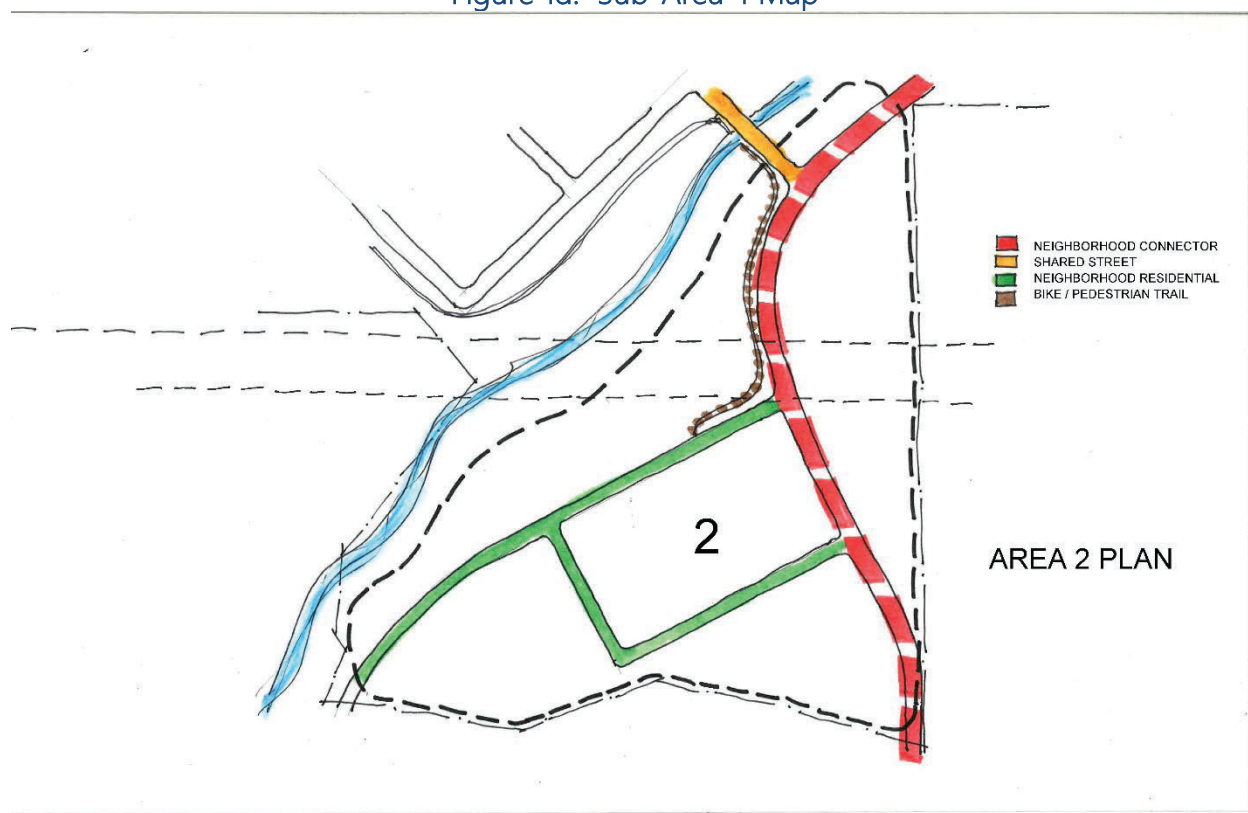




Sub-Area 4: Whitney Glen

Sub-Area 4 consists of approximately 12.3 acres and will be subdivided into sub-areas, with expected delivery in 2028-2030. The zoning district will be Mixed Residential (RH1) and Mixed Multi-family (RH2) drawing off the RH zoning, providing a diversity of housing types and intensities. The areas will allow for the development of including single family homes, attached or multi-family homes, including but not limited to plex style homes, townhomes, condominiums, and apartments as outlined on the allowed use table, limited commercial uses are also allowed. These structures are designed to be 3-5 stories to allow for density and transition to the District Center and the existing residential areas to the north and west.

Figure 1d: Sub-Area 4 Map



## Sub-Area 5 Everest Center

Sub-Area 5 consists of approximately 35.4 acres and will be subdivided into three sub-areas with expected delivery in 2026-2028. The zoning district draws from the MN zoning designation of the UDO, however, expands the uses to include a wider range of commercial and residential uses as well as open space and parking facilities. The district center will be developed in accordance with the diversity of housing types including both owner and tenant occupied buildings. The development of the area will promote high-density mixed-use buildings providing services and amenities to the neighborhood. This area will include the public spaces and access to the stream as well as the most intense development in the center near the upper and lower public spaces. This area will also include some common green space near the center of the district center as shown on the concept map. The areas will include street and structured parking as well as the potential of interim surface parking areas. The area will allow for the development of mixed-use buildings ranging from 5-8 stories with high density residential above commercial uses on the ground floor. While ground floor residential is allowed the area will promote walkability and nonresidential uses at the street. As part of this area Sudbury will be continued to the east to connect with the new Adams Street extension. These areas will have a very grided street pattern like the downtown areas, with street parking and on-street parking.

Figure 1e: Sub-Area 5 Map

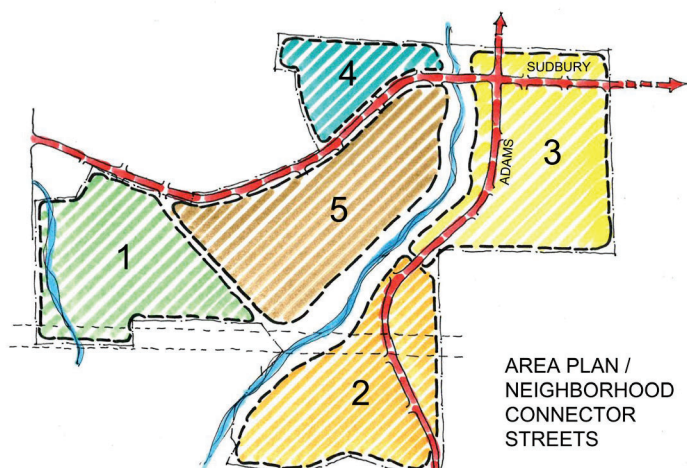


### (c) Summit District Development Standards

- (1) Summit District PUD sets forth sub-zoning districts and design and development standards, creating a combination of sub-zoning and standards that will enhance overall development of the property in an orderly manner.
- (2) Summit District PUD is designed to set forth residential and mixed-use sub-zoning districts with specifically defined standards, dimensions, scale, and design & development standards unique to the development. The PUD wholly defers to and incorporates the UDO to determine, the following Development Standards:
  - a. Floodplain (Section 20.04.040)
  - b. Outdoor Lighting (Section 20.04.090);
  - c. Operation & Maintenance (Section 20.04.120);
  - d. Easements (Section 20.05.040)
- (3) The overall project and development of the site will span a period of years. It is anticipated that during that development period, as changes are made in the UDO to enhance and encourage orderly development, those changes may be beneficial to the PUD, as well. As such, upon request of the property owner, the Planning and Transportation Director is authorized and empowered to incorporate specific changes in or amendments to the UDO, which changes or amendments have been expressly approved and adopted by the City Council, into the PUD with the ultimate goal that once fully developed, the PUD will sunset, and the provisions made by the UDO will control land use into the future.

### (d) Preliminary Phasing and Triggers for Infrastructure

Final plans can be approved and construction of required infrastructure to take place consistent with the proposed phase plan of PUD areas as outlined below. Final occupancy of the units may require compliance with the standards set forth below.



### Sub-Area 1

- Delivery anticipated 2025-2026
- 25.8 acres
- Primary use residential
- Developed with the extension of Sudbury to the southeast to Duke Powerline Easement.
- Internal streets and access easement for utilities to the west to meet sewer and water at Weimer
- Connection to all COB utilities is required with final occupancy
- 15% affordable units
- 10% individual ownership
- 800-1,000 units

### Sub-Area 2

- Delivery anticipated 2025-2026
- 32.7 acres
- Primary use residential
- Developed with the extension of Adams and Breaking A Way to Duke Powerline Easement and Developed with the extension of Adams to the north through this phase.
- Connection to all COB utilities is required with final occupancy.
- Construction of Adams connections north and south
- 15% affordable units
- 10% individual ownership
- 850-1,100 units

### Sub-Area 3

- Delivery anticipated 2029-2030
- 31.2 acres
- Primary use mixed residential
- Development with the connection of Sudbury to the east to county property.
- Connection to all COB utilities is required with final occupancy.
- Construction of Adams connections north and south
- 15% affordable units
- 10% individual ownership
- 1,100-1,200 units

### Sub-Area 4

- Delivery anticipated 2029-2031
- 12.3 acres
- Primary use residential
- Development with the extension of the north and west.

- Connection to all COB utilities is required with final occupancy.
- 15% affordable units
- 10% individual ownership
- 1,600-2,400 units

**Sub-Area 5**

- Delivery anticipated 2026-2028
- 35.4 acres
- Primary use mixed use
- 50% development until Adams connection is made to the north or south. Connection to all COB utilities is required with final occupancy.
- Connection to all COB utilities is required with final occupancy.
- Construction of Sudbury to Adams
- 15% affordable units
- 10% individual ownership
- 100-300 units

FIGURE 2: Triggers and Phasing

Triggers and Phasing	By Area						By Unit				By Month				
	Overall PUD	Area 1	Area 2	Area 3	Area 4	Area 5	1,000	2,000	3,000	4,000	18	24	36	48	62
<b>Streets</b>															
Adams	X						X				X				
Sudbury to Adams					X	X		X					X		
Sudbury to East Property Line				X						X					X
Breaking Away to Adams			X					X							
Main Street across creek to Adams						X				X					X
Off site requirements (Weimer Rd)										X					X
<b>Pedestrian</b>															
Adams	With Street														
Sudbury	With Street														
Duke Path - East			X									X			
Connection over Creek						X			X						X
<b>Utilities</b>															
Weimer Connection							X								
New Lift Station									X						
Remove North Lift Station									X						
Water Connections	With Streets														
<b>Other Public</b>															
Fire station land			X					X				X			
Trail head land			X					X				X			

**FN:** The above schedule is necessarily dependent on the City of Bloomington’s support concerning utility capacity and expansion, as well as developing funding sources, including tax incremental financing, to support road and related infrastructure completion.

## Chapter 02.02 Summit District PUD: Sub-Zoning Districts

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### 02.02.010 PUD Sub-Zoning Districts Established.

#### (a) Summary of PUD Sub-Zoning Districts.

The following sub-zoning districts are established in Summit District PUD, as described below. All development shall comply with standards and regulations in the Planned Unit Development except where no such PUD standard is articulated, in which case the UDO, as of January 30, 2023, shall apply as to the RH and MN districts.

Summit District has land areas which are defined by natural boundaries as well as land uses and locations on the site. These areas are designed and designated to reflect specific land uses that when put together make up the Summit District neighborhood. The district has three sub-zoned land uses and designed districts: Mixed Residential, Mix Multi-Family and District Center. These areas allow for a wide range of uses that support the overall neighborhood concept of walkability and connectivity as well as diversity in housing type and building type.

(1) Mixed Residential -RH1

The Mixed Residential area draws on the characteristics of the RH or Residential/High Density designation of the UDO, however, includes a wider range of housing types including single family and small grouped or multi-family structures (1-10 units). These areas will focus on developing in areas with limited environmental and infrastructure constraints, while continuing existing facilities including roads, streets, pathways and trails consistent with the City's vision and planning policies. Roads within the sub-area will be designed to promote connectivity and walkability including gridded patterns to the extent possible, given the constraints of the property. These areas will allow for the development of including single family homes, attached or multi-family homes, including but not limited to plex style homes, townhomes, condominiums, and apartments, senior or assisted living facilities as outlined on the allowed use table. These structures are designed to be 2-5 stories to allow for density and diversity and support affordability and home ownership. These areas will have a limited gridded street, with on-street parking, however given the boundaries of the site and the connectivity available will not represent a fully gridded road system. The areas will be served by trails, paths, and shared model facilities.

Figure 3: RH 1



## (2) Mixed Multi-Family -RH2

The Mixed Multi-Family area draws on the characteristics of the RH or Residential/High Density designation of the UDO, however, includes a wider range of housing types and nonresidential uses to better provide range of housing options and transition from the District's Everest Center to the Mixed Residential areas of 11 units or more. Development in these areas is intended to promote diversity in housing types and price points as well as allowing from nontraditional residential uses, including but not limited to, group homes, residential care facilities, hotels, and assisted living structures. A limited list of nonresidential uses is also allowed to aid in the transition from the District Everest Center. These areas will focus on developing in areas with more environmental and infrastructure constraints while continuing existing facilities, including roads, streets, pathways, and trails consistent with the City's vision and planning policies. Roads within the sub-area will be designed to promote connectivity and walkability including the continuation of Adams to the north and the soon to be construction Duke Multi-Use trail to the Thompson Park. These structures are designed to be 4-6 stories to allow for density and transition to the District Everest Center. These areas will have a limited gridded street, with on-street parking to the extent possible, however natural features will limit the overall connectivity to a larger gridded street pattern. In addition to the local streets, Adams Street and Sudbury Street will continue through these areas, which have an integrated street design to support the other shared transportation facilities.

FIGURE 4: RH 2





(3) District Center -MN

The District Everest Center area draws on characteristics of the MN or mixed-use neighborhood designation of the UDO and includes a wider range of uses and housing types to better promote the walkability of Summit District and the size and scale of the surrounding neighborhoods. Development in this area is intended to promote high-density mixed-use buildings providing services and amenities to the neighborhood. Everest Center is conceived as a gathering space for the broader neighborhood and the southwest side of the City. This area will also include common greenspace near the center of Everest Center. This designated area will include structure parking and shared parking options, as well as adequate on-street parking for the retail, service, and restaurant tenants. Roads within the Everest Center will be designed to promote connectivity and walkability, while allowing visitors to the District Center with on street and structure parking available. Mixed-use buildings will range from 5-7 stories, with high density residential above commercial uses on the ground floor. Additional stories are permitted with the applications of bonuses or incentive requirements. While ground floor residential is allowed, the area will promote walkability and nonresidential uses at the street-level. These areas will have a very gridded street pattern, consistent with the downtown areas, with street parking.

FIGURE 5: MN



## (b) Base Sub-Zoning Districts

- (1) Section 02.02.020 through Section 02.02.060 below employ a common structure to describe the purpose for each base sub-zoning district, an illustrative image, a summary of dimensional standards, and any district-specific standards.
- (2) Each of the sub-zoning districts described by this PUD authorize the land uses listed for that base district in Chapter 03.01 (Use Regulations), subject to the development standards applicable to that type of development in Chapter 04.01 Development Standards and Incentives) the subdivision standards in Chapter 05.01: Subdivision Standards and the requirements for development approval in UDO Chapter 20.06 (Administration & Procedures).
- (3) The materials shown in Sections .02.02.020 through 02.02.060 are summaries of basic provisions applicable to the base sub-zoning districts. In the event of an inconsistency between the provisions of the Summit District PUD and the provisions in UDO Chapters 20.03, 20.04, 20.05 or 20.07, the provisions of the PUD shall apply.
- (4) On the official sub-zoning map for Summit District, a standard sub-zoning district shall be labeled using the two-character abbreviation, specifically RH- Residential High Density Multi-Family and MN – Mixed Use Neighborhood Scale.
- (5) Residential. The RH district is intended to accommodate a range of housing types and varieties, including high-intensity multifamily residential development, plus related civic and residential-supportive uses, to provide an adequate mix of housing types throughout the community. The RH district can also serve as a transition between other lower density uses.
- (6) Multi-Use Neighborhood Scale. The MN district is intended to promote a mix of neighborhood-scale residential, commercial, and institutional uses with pedestrian-oriented design and multi-modal transportation availability, in order to promote context sensitive neighborhood-serving development at nodes and corridors near low- and medium-density residential neighborhoods.

## (c) PUD Official PUD Zoning Map Revisions

- (1) Only persons authorized by the Planning and Transportation Director may revise the PUD Official Zoning Map when amendments are passed. Such revisions shall be made as soon as possible after the effective date of the amendment.
- (2) During the time it takes for the formal electronic version of the PUD Official Zoning Map to be reprinted for public display, hand-drawn lines, and text on an authorized printed copy of the previous PUD Official Zoning Map will be appropriate to note sub-zoning district changes. Revisions may be made at any time to correct drafting or

clerical errors and omissions in the PUD Official Zoning Map but shall not have the effect of amending the PUD Official Zoning Map.

## 02.02.020 Standards

Upon subdivision and creation of separate developments within the Summit District PUD, the specific sub-zoning district boundaries on the PUD Official Zoning Map shall be interpreted as follows:

Sub-zoning district boundaries shown within or parallel to the lines of roads, easements, and transportation right-of-way shall be deemed to follow the centerline of the affected road, easement, or right-of-way.

- (1) Sub-zoning district boundaries indicated as following or being parallel to section or fractional sectional lot lines, or city corporate boundary lines shall be construed as following or paralleling such lines.
- (2) Sub-zoning district boundaries indicated as approximately following the center line of streams, rivers, or other bodies of water shall be construed to follow such centerlines.
- (3) Where a sub-zoning district boundary divides a lot or parcel or follows or crosses property that is not subdivided the location of such boundary, unless indicated by legal description with distance and bearing or other dimension, shall be determined by the scale of the Official PUD Zoning Map by the Planning and Transportation Director.
- (4) Whenever any street, alley, public right-of-way, railroad right-of-way, waterway, or other similar area is vacated by proper authority, the sub-zoning districts adjoining each side of vacated areas shall be extended automatically to the center of the vacated area. All areas included in the vacation shall after the vacation be subject to all regulations of the extended sub-zoning districts. In the event of a partial vacation, the adjoining sub-zoning district or sub-zoning district nearest the portion vacated, shall be extended automatically to include all of the vacated area.
- (5) Any disputes as to the exact sub-zoning district boundaries shall be determined by the Planning and Transportation Director. The Planning and Transportation Director may refuse to make a determination when he or she cannot definitely determine the location of a sub-zoning district boundary. In such cases, the Planning and Transportation Director shall refer the interpretation to the Plan Commission. The Plan Commission may then interpret the location of the sub-zoning district boundary with reference to the scale of the PUD Official Zoning Map and the purposes set forth in all relevant provisions of this PUD and the UDO, where applicable. All sub-zoning district boundary determinations made pursuant to this section may be appealed to the Board of Zoning Appeals.

## 02.02.030 Applicable to Sub-Zoning Districts

The standards set forth below are applicable to all sub-zoning districts within the Summit District PUD.

### (1) Real Estate or Model Homes

Real estate sales or model homes are permitted in any sub-zoning district on the site of the development for which the sales are taking place. They are permitted to remain on the site of the development from 15 days before homes are offered for sale until 15 days after all homes or home sites within the development are sold.

### (2) Seasonal Sales

- (A) Fireworks sales shall not be permitted.
- (B) A temporary use permit shall be required and shall be valid for a maximum of 30 consecutive days.
- (C) No property shall be issued more than three temporary use permits in a calendar year.
- (D) The temporary use shall be located on a lot that fronts on a collector or arterial street.
- (E) The temporary use shall be located at least 50 feet from any residential district.

### (3) Special Event

A temporary use permit is required for a special event and is permitted for 15 days. No property shall be issued more than one special event permit per calendar year.

### 02.02.040 District Dimensional Standards

The color-coded Area sub-zoning map is below (Figure 6). The sub-zoning district-specific dimensional standards for each sub-area on the Area Sub-Zoning Map. Additional standards from Section 02.04.010 (Dimensional Standards) also apply.

FIGURE 6: Area Sub-Zoning Map

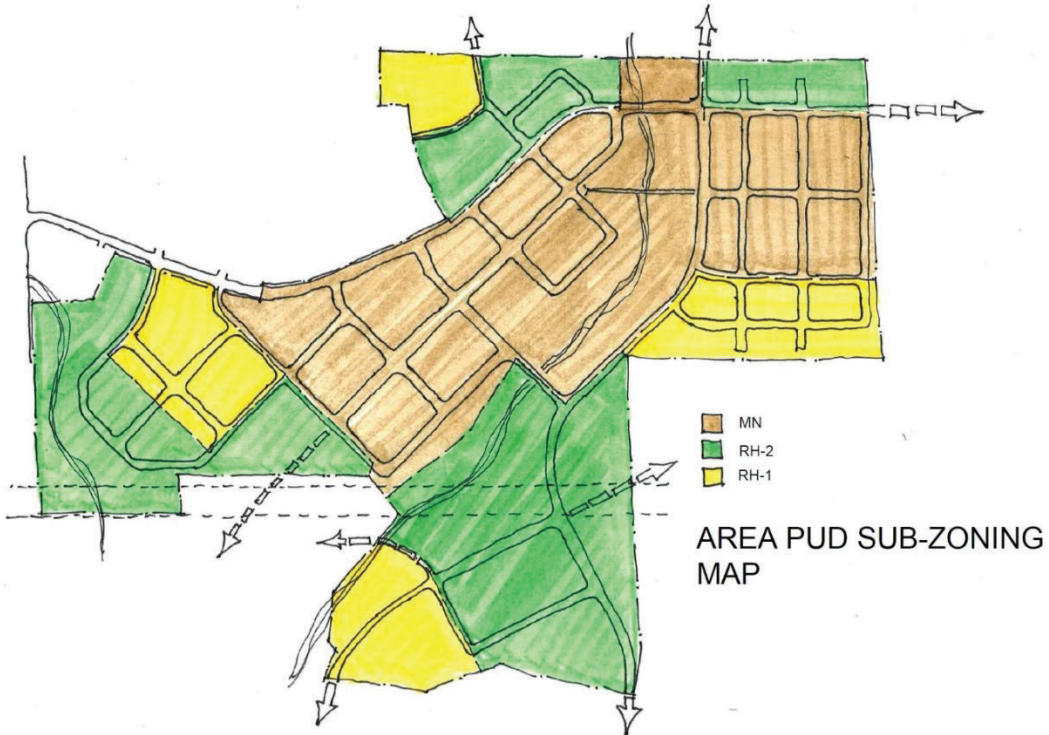


FIGURE 7: District Dimensional Standards

<b>Summit District PUD</b>			
<b>District Dimensional Standards -Subareas</b>			
Area			
	Mixed Residential	Mixed Multi- Family	District Center
Zoning Subdistrict	RH1	RH2	MN
Lot Dimensions			
A. Lot area (minimum - Sq Ft)	1,000	2,000	5,000
B. Lot width (minimum - feet)	15	20	50
Building Setbacks (Minimum)			
C. Front build to (range - feet)	None	None	0-10
Front set back (maximum -feet)	20	20	20
D. Front building façade at build-to-range (min)	N/A	N/A	80%
Attached Dwelling side (minimum - feet)	0	0	N/A
Attached Dwelling rear (minimum - feet)	0	0	N/A
E. Detached Dwelling side (minimum - feet)	5	5	N/A
F. Detached Dwelling rear (minimum - feet)	5	5	N/A
J. Primary structure hight (maximum - story / feet)	4 (52 ft)	4 (52 ft)	7 (90 ft)
Other			
K. Additional storeys with step back (maximum - story)	1	1	3
L. Additional Storeys with minimum setback - feet	5	5	7
M. Front builidng façade required step back (min) on main street frontage	100%	100%	25%
N. Accessory structure hight (maximum - feet)	30	30	30
O. Front parking setback (minimum feet) (behind primary structures front buidling wall)	None	None	0
P. Impervious surface coverage (maximum)	80%	80%	100%
Q. Landscape area (minimum)	20%	20%	0%

Note: See Section 04.04.070 (Incentives for Alternative Standards)

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## Chapter 03.03: Summit District Use Regulations

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### Section 03.03.010: General

- (1) In the Allowed Use Table, land uses are classified into general use categories and specific uses based on common functional, product, or physical characteristics such as the type and amount of activity, the type of customers or residents, how goods or services are sold or delivered, and site conditions. This classification provides a systematic basis for assigning present and future land uses into the appropriate sub-zoning district. In the Summit District PUD, all designated uses are permitted in the sub-zoning district as noted (either RH or MN sub-zoning districts).
- (2) A lot or parcel may include multiple principal uses, including a combination of residential and non-residential uses.
- (3) When a proposed land use is not explicitly listed in the Allowed Use Table, the Planning and Transportation Director shall make a determination in accordance with UDO Section 20.06.080(c).
- (4) All uses required by any unit of local, state, or federal government to have an approval, license, or permit to operate are required to have that local, state, or federal approval, license or permit in effect at all times, and failure to do so is a violation of this PUD and the UDO.
- (5) All uses subject to operational standards of a local, state or federal government agency, including without limitation the regulations of the Bloomington Municipal Code, and regulations of the Indiana Department of Health and Human Services, shall operate in compliance with those standards and regulations at all times and failure to do is a violation of this PUD and the UDO.
- (6) The sub-area map with use areas corresponding to Figure 8 is below:

Figure 8 Summit District PUD Allowed Use Table

Summit District PUD															
Allowed Use Table															
	1A	1B	1C	2A	2B	2C	3A	3B	3C	4A	4B	4C	5A	5B	5C
<b>RESIDENTIAL USES</b>															
<b>Household Living</b>															
Dwelling, single family (detached)	P			P			P			P					
Dwelling, single family (attached)	P	p		P	P		P	P	P	P	P				
Dwelling, duplex	P	p		P	P		P	P	P	p	P				
Dwelling, triplex	P	p		P	P		p	P	P	p	P				
Dwelling, fourplex	P	p		P	P		p	P	P	P	P				
Dwelling, multifamily	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Dwelling, live/work	P	P		P	P		P	p	P	P	P	P	P	P	P
<b>Group Living</b>															
Assisted living facility		P	P				P	P	P	P		P	P		
Continuing care retirement facility		P	P				P	P	P	P		P	P	P	P
Group care home, FHAA small		P	P		P	P	P	P	P						
Group care facility, FHAA large		P	P		P	P		P	P						
Nursing or convalescent home		P	P		P	P		P	P	P	P	P			
Supportive housing, small		p	P	P	P	P	P	P	P						
Supportive housing, large			P		P	P			P			P			
<b>PUBLIC, INSTITUTIONAL, AND, CIVIC USES</b>															
<b>Community and Cultural Facilities</b>															
Art gallery, museum, or library							P	P	P				P	P	P
Community center	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Day-care center, adult or child									P				P	P	P
Meeting, banquet, or event facility							P	P	P				P	P	P
Places of worship, club or cultural facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
<b>Schools, Public or Private</b>															
School, public or private		P	P					P	P				P	P	P
School, trade or business		P	P					P	P				P	P	P
School, university								P	P				P	P	P



**COMMERCIAL USES**

	1A	1B	1C	2A	2B	2C	3A	3B	3C	4A	4B	4C	5A	5B	5C	
<b>Healthcare Facilities</b>																
Medical clinic														P	P	P
<b>Agricultural and Animal Uses</b>																
Pet Grooming														P	P	P
Veterinarian clinic														P	P	P
<b>Entertainment and Recreation</b>																
Amenity center		P	P		P	P	P	P	P	P	P	P	P	P	P	P
Recreation, indoor		P	P		P	P	P	P	P	P	P	P	P	P	P	P
Recreation, outdoor			P			P	P	P	P	P	P	P				
<b>Food, Beverage, and Lodging</b>																
Bar or dance club														P	P	P
Bed and Breakfast	P	P		P	P		P	P		P	P			P	P	P
Brewpub, distillery, or winery								P	P					P	P	P
Hotel or motel								P	P					P	P	P
Restaurant		P	P				P	P	P			P	P	P	P	P
<b>Office, Business, and Professional Services</b>																
Artist studio or workshop		P	P		P	P	P	P	P	P	P	P	P	P	P	P
Financial institution							P	P	P					P	P	P
Fitness center, small							P	P	P					P	P	P
Fitness center, large							P	P	P					P	P	P
Office							P	P	P					P	P	P
Personal service, small							P	P	P					P	P	P
Personal service, large														P	P	P
Tattoo or piercing parlor														P	P	P
<b>Retail Sales</b>																
Grocery or supermarket														P	P	P

	1A	1B	1C	2A	2B	2C	3A	3B	3C	4A	4B	4C	5A	5B	5C
<b>COMMERCIAL USES, continued</b>															
Liquor or tobacco sales													P	P	P
Retail sales, small													P	P	P
Retail sales, medium													P	P	P
<b>Vehicles and Equipment</b>															
Off site parking / Surface parking lot shared		P	P		P	P		P	P		P	P	P	P	P
Surface parking lot													P	P	P
Vehicle fleet operations, small													P	P	P
Vehicle fuel station													P	P	P
Vehicle parking garage		P	P		P	P	P	P	P		P	P	P	P	P
Vehicle sales or rental													P	P	P
<b>Employment</b>															
Artisan Manufacturing								P	P				P	P	P
<b>UTILITIES AND COMMUNICATION</b>															
Solar collector, ground- or building-mounted	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Utility substation and transmission facility			P			P		P	P		P	P	P	P	P
Wind energy system, small	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
<b>ACCESSORY USES</b>															
Detached garage	P	P	P	P	P	P	P	P	P	P	P	P			
Dwelling, accessory unit	P	P		P	P		P	P	P	P	P				
Electric vehicle charging facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Home occupation	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Swimming pool	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
<b>TEMPORARY USES</b>															
Real estate sales or model home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Special event	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

FIGURE 9: Use Maps



FIGURE 9 a – Sub-Area 1 Use Map



FIGURE 9b: Sub-Area 2 Use Map



FIGURE 9c: Sub-Area 3 Use Map

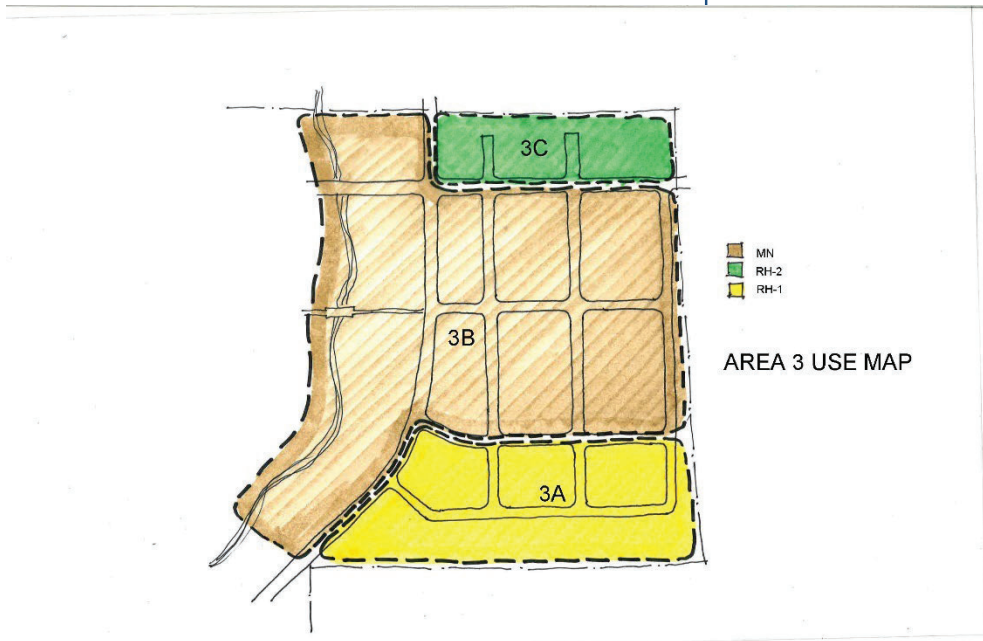


FIGURE 9d: Sub-Area 4 Use Map



FIGURE 9e: Sub-Area 5 Use Map



### Section 03.03.020 Use-Specific Standards

#### (a) Generally

The Use Specific Standards listed in this Section 03.03.020 apply to those uses listed in Figure 8.

#### (b) Residential Uses

##### (1) Dwelling, Single-Family (Detached)

(A) Occupancy of a single-family detached dwelling unit is subject to the definition of "family" in UDO Chapter 20.07: (Definitions).

##### (2) Dwelling, Single-Family (Attached) (2-10 residential units)

###### (A) Access

- i. Each individual dwelling unit shall have a separate entrance facing the street frontage to which the building address is

assigned. Buildings on corner lots may have entrances facing either street frontage.

**(B) Occupancy**

- i. Occupancy of single-family attached dwelling units is subject to the definition of "Family" in UDO Chapter 20.07: (Definitions).

**(3) Dwelling, Multifamily (11 or more residential units)**

**(A) Access**

- i. Each individual building shall have a separate entrance facing the street frontage (Public or Private) to which the building address is assigned. Buildings on corner lots may have entrances facing either street frontage.

**(A) Occupancy**

- ii. Occupancy of single-family attached dwelling units is subject to the definition of "Family" in UDO Chapter 20.07: (Definitions).

**(4) Dwelling, Live/Work**

- (A) The residential living space shall be occupied by the owner of the commercial or manufacturing activity or the owner's employee, including that person's household.

- (B) The resident owner or employee is responsible for the commercial or manufacturing activity performed.

- (C) Signs are limited to not more than two internally illuminated wall or window signs not exceeding 10 square feet in total area.

- (D) The work activities shall not adversely impact the public health, safety, or welfare of adjacent properties.

**(5) Group Care Home, FHAA (Small and Large)**

- (A) Group homes for the exclusive use of citizens protected by the provisions of the federal Fair Housing Act Amendments of 1988 (FHAA), as defined in that Act and interpreted by the courts, or by any similar legislation of the State of Indiana, may be established in any Residential sub-zoning district or portion of a Mixed-Use sub-zoning district that permits residential dwellings, provided that they meet the definition of "small" and "large" facilities in Chapter 20.07: (Definitions) and are located in sub-zoning districts where facilities of that size are allowed

pursuant to Figure 8, and subject to the licensing requirements of the state and the City of Bloomington.

- (B) Group homes shall not be designed for or occupied by more than 20 residents living together.

(c) **Commercial Uses**

(1) **Brewpub, Distillery, or Winery**

- (A) Brewpubs, distilleries, or wineries shall not manufacture more than 5,000 barrels of beverage (all beverages combined) annually.
- (B) Brewpubs, distilleries, or wineries shall maintain copies of all reports filed with the bureau of alcohol, tobacco and firearms (ATF) and shall be able to demonstrate, upon request of the city, that they have not exceeded the annual beverage production limit in any 12-month period.
- (C) Brewpubs, distilleries, or wineries shall maintain at least 15 percent of the gross floor area of the facility or 500 square feet of floor space, whichever is greater, for public use as a tavern, restaurant, or tasting area.
- (D) Brewpubs may ship beverages for consumption at other sites, but only if it is demonstrated that:
  - i. The location and flow of shipping traffic does not impact access by other users; and
  - ii. The proposed shipping routes are designed to accommodate the weight of the delivery vehicles.

(2) **Vehicle Fuel Station**

- (A) The use shall be limited to a total of eight metered fuel dispenser units. For the purpose of this section, each hose shall count as one fuel dispenser unit.
- (B) Major overhaul, body and fender work, upholstery, welding and spray painting shall be prohibited as an accessory use of a vehicle fuel station.
- (C) All activities other than vehicle fueling shall be conducted within a completely enclosed building.
- (D) No outdoor storage of automobile parts, discarded tires, or similar materials shall be permitted.



- (E) Outdoor storage of more than one wrecked or temporarily inoperable vehicles awaiting repairs shall be prohibited.
- (F) All structures including fuel canopies shall be similar in appearance to the surrounding development with respect to architectural style, color, and materials;
- (G) Fuel canopies shall be located to the side or rear of properties to minimize visual impact from public streets; and
- (H) At least 50 percent of the total number of dispenser units shall provide alternative fuels including, but not limited to biodiesel, electricity, majority ethanol blend, hydrogen or natural gas.

**(3) Vehicle Parking**

**(A) Garage**

A freestanding primary use vehicle parking garage, or a parking garage that is attached to but not located within the building envelope of a structure containing another primary use shall be permitted. If exterior facades of a parking garage structure are not covered with residential or commercial spaces, then the following design elements shall all be included:

- i. Exterior facades shall utilize a punched-out window design with a minimum of 2' solid space between openings and defined lintels and sills that utilize different finishing material than adjacent facade.
- ii. A minimum of one pedestrian entrance with required entrance detailing is required per street frontage.
- iii. A minimum of 25% of each facade facing a public street shall incorporate public art, planter boxes, or similar elements.

**(B) Surface Parking**

A freestanding primary use vehicle surface parking area shall be permitted in accordance with these provisions:

- i. The surface parking lot shall have ingress and egress to adjacent roadways that are clearing marked with directional signage.
- ii. In an MN sub-zoning district only, surface parking shall be limited by a minimum of 600' separation by distance from another surface parking area.
- iii. Surface parking may be shared by the public or owners through a Shared Parking Agreement.
- iv. Surface parking shall be approved for use for a period not to exceed five (5) years from the date of approval of the final site

plan and may be extended for a period of up to five (5) years by the Director of Planning and Transportation but only upon submission of a study by petitioner demonstrating a continuing need for specified lawful, conforming uses.

- v. Upon the end of approved use of a surface parking area, the area must be converted by the owner through approved construction of improvements or a return of the surface parking area to greenspace in compliance with PUD Section 04.04.080 (Landscaping, Buffers and Fences).

**(C) Shared Parking Facilities and Areas**

- i. The owners of two or more properties may request to provide parking spaces for their respective uses in a shared parking facility or area, such as a Surface Parking area. Upon review of the request, the Planning and Transportation Department may authorize the shared use of parking facilities or areas.
- ii. Any property using shared parking facilities or areas shall be located within 600 feet of such parking facility or area, using established sidewalks and crosswalks, where available.

**(d) Utilities and Communication**

**(1) Solar Collector, Ground- or Building-Mounted**

- (A) Accessory solar collectors shall only be located behind the front yard setback or on rooftops.
- (B) Accessory building-mounted solar collectors may exceed the maximum building height requirement by a maximum of 60 inches

**(2) Utility Substation and Transmission Facility**

- (A) Utility substations and transmission facilities (not including sewer or water boost or lifting stations) shall be screened with a solid fence or wall at between eight and ten feet in height and shall provide at least one tree and three shrubs per 20 linear feet of fencing to minimize the visual impact of the use on surrounding properties, public streets, and public open spaces. Required plantings shall be located on the side of the fence closest to abutting properties.

### (3) Wind Energy System Small

- (A) In Residential sub-zoning districts, an accessory small wind energy system may exceed the maximum building height of the applicable sub-zoning district by 10 feet.
- (B) In Nonresidential sub-zoning districts, an accessory small wind energy system may exceed the maximum building height of the applicable sub-zoning district by 40 feet.
- (C) Each accessory small wind energy system shall be set back from each property line at least a distance equal to the height of the tower and blade with the blade in its highest vertical position.

### (e) Accessory Uses and Structures

#### (1) Dwelling, Accessory Unit

##### (A) Purpose

These accessory dwelling unit ("ADU") standards are intended to permit the creation of legal ADUs that are compatible with residential neighborhoods while also adding housing options for the City's workforce, seniors, families with changing needs, and others for whom ADUs present an affordable housing option.

##### (B) Generally

- i. This use shall be accessory to dwellings of 10 or less that is the principal use on the same lot or parcel.
- ii. Not more than one ADU may be located on one lot. ADUs shall not contain more than two bedrooms.
- iii. No more than one family, as defined in UDO Chapter 20.07: (Definitions), shall reside in one accessory dwelling unit; provided, however, that units lawfully in existence prior to the effective date of the ordinance from which this section derives where the number of residents located in one accessory dwelling unit lawfully exceed that provided by the definition of family in UDO Chapter 20.07: (Definitions), may continue to be occupied by the same number of persons as occupied the accessory dwelling unit on that effective date. For purposes of this section, attached ADUs with internal access that were approved under this ordinance shall be considered one dwelling unit.
- iv. A request for an ADU shall be required to submit a separate site plan petition with the Planning and Transportation Department.

**(C) Utilities**

All ADUs shall be connected to the public water main and sanitary sewer that are adjacent to the property on which the ADU is located, per City of Bloomington Utilities' Rules and Regulations or Construction Specifications.

**(D) Standards for Attached ADUs**

- i. The maximum square footage of any attached ADU shall be 1200 square feet.
- ii. The maximum height of any attached ADU shall be the same as that applicable to the primary dwelling structure in the sub-zoning district where the ADU is located.
- iii. Each ADU shall be set back from each property line by at least the same setback distance applicable to the primary dwelling structure in the sub-zoning district where the ADU is located.

**(E) Standards for Detached ADUs**

Detached ADUs shall meet the architectural and foundation requirements for a single-family dwelling as found in PUD Section 04.04.020.

- i. The maximum gross floor area of the detached ADU portion of any accessory structure shall be 1200 square feet or the maximum square footage allowed for accessory structures permitted by PUD Section 03.03.030(e) (Accessory Uses and Structures), whichever is less.
- ii. The detached ADU shall not exceed 30 feet in height.
- iii. The detached ADU shall not extend closer to any street than the existing primary dwelling structure.
- iv. A detached ADU shall be set back from any side or rear property by at least five feet.

**(F) Recorded Documents**

Prior to receiving a building permit for an ADU, the petitioner shall record a deed or title restriction with the Monroe County Recorder, in a form acceptable to the City, stating that The ADU shall not be sold separately from the primary unit.

**(1) Swimming Pools**

Swimming Pools are subject to the Indiana Administrative Code (675 IAC 20: Swimming Pool Code), the standards of this UDO, and the standards of the Bloomington Municipal Code (BMC Section 14.36.160).

Pool and Pool equipment shall be located no closer than 35 feet to the front property line and five feet from side and rear property lines.

**(f) Temporary Uses****(1) Generally****(A) Permit Required**

All temporary uses shall require a Temporary Use Permit pursuant to UDO Section 20.06.050(k) (Temporary Use Permit), unless otherwise specified in the UDO. Uses not specifically authorized in Figure 8: Allowed Use Table, shall be prohibited.

**(B) Public Rights-of-way**

Temporary uses shall be arranged so that vehicles do not block a public right-of-way.

**(C) Signs**

Temporary uses shall be permitted to display one banner sign with an area of up to 16 square feet without the need to obtain sign permits, subject to regulations on permitted locations and maximum height of signs of the same type in the sub-zoning district where the temporary use is located. Temporary banner signs shall be located on a structure (not freestanding).

**(2) Construction Support Activities**

Contractor's offices, equipment storage, and portable lavatories are permitted on or adjacent to construction sites on property owned or controlled by the owner of the property on which the construction is taking place, subject to the following conditions:

- (A) Use shall only occur between 15 days before and 15 days after the construction activity. All temporary facilities shall be removed within 15 days after completion of construction.
- (B) The structures shall not contain sleeping or cooking facilities; and

(C) Portable lavatories shall be located as to minimize impacts to adjacent residential uses.

**(3) Farm Produce Sales**

A temporary use permit is not required to operate a farm produce sales use, but such use shall comply with the standards of this UDO, in addition to the following standards:

- (A) Temporary tents, structures, or stands used for the sale of farm produce shall not exceed 150 square feet;
- (B) Farm produce sales operations shall not block ADA-accessible parking areas, parking lot access aisles, or sidewalk areas, and shall not reduce the number of parking spaces below any minimum requirement for the principal use in this UDO;
- (C) Farm produce sales shall not operate on the same lot for more than 180 days in a calendar year.

# Chapter 04.04 Development Standards & Incentives

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## 04.04.010 Applicability

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### (a) New Development

The requirements of this chapter shall apply to all new development pursuant to Section 04.04.010 (Authority, Applicability, and Jurisdiction), unless otherwise exempted in this Chapter.

### (b) Activities That Trigger Compliances

- (1) Construction of any new primary structure on a lot shall require compliance with all standards in this Chapter unless an exception is stated in this PUD.
- (2) Figure 10: identifies activities that trigger compliance for conforming sites and structures with specific development standards contained in this Section 04.04. These standards shall not exempt development activity that falls below the thresholds identified in Figure 10: from complying with applicable standards of this PUD or any applicable federal, state, or local regulations. Additional information on applicability is provided in the referenced sections.
- (3) For purposes of this section, "entire site" shall mean the total area of the lot on which development is occurring. "Disturbed area" shall mean those areas of the lot or those portions of the structure that are included in the project area or that are affected by the proposed development activity.

Figure 10: Development Standards Compliance Thresholds For Conforming Sites and Structures

PUD or UDO Standard	Section	Change in Use		New Development		Redevelopment			
		Entire Site	Disturbed Areas Only	Entire Site	Disturbed Areas Only	Minor Site Plan		Major Site Plan	
						Entire Site	Disturbed Areas Only	Entire Site	Disturbed Areas Only
Dimensional Standards	04.04.020		✓	✓			✓	✓	
Environment	04.04.030		✓	✓			✓	✓	
Floodplain	20.04.040		✓	✓			✓	✓	
Access and Connectivity	04.04.040		✓	✓			✓	✓	
Parking and Loading	04.04.050		✓	✓			✓	✓	
Site and Building Design	04.04.060		✓	✓			✓	✓	
Landscape, Buffering, and Fences	04.04.080		✓	✓			✓	✓	
Outdoor Lighting	20.04.090		✓	✓			✓	✓	
Signs	04.04.090		✓	✓			✓	✓	

## 04.04.020 Dimensional Standards

### (a) Purpose

This section is intended to provide dimensional standards and uniform methods of measurement for interpretation and enforcement of the lot and building standards in this PUD.

### (b) Applicability

Compliance with this Section 04.04.020 (Dimensional Standards) shall be required pursuant to Section 04.04.010 (Applicability).

### (c) General Dimensional Standards

Figure 2 establishes the dimensional standards for residential, mixed- use, and other sub-zoning districts contained in Chapter 02.02: (Sub-zoning Districts). In case of a conflict between the dimensions shown in this Section and the dimensions shown for individual districts in Chapter 02.02: (Sub-zoning Districts), the provisions of this Section 04.04.020 shall govern.



## (1) Sub-zoning Districts

Dimensional standards for residential sub-zoning districts are shown in Figure 2: District Dimensional Standards.

**(d) Lot and Space Requirements****(1) Minimum Lot Dimensions**

No space that is needed to meet the width, setback, area, open space, impervious surface coverage, landscaping, or other requirements of this PUD for a lot or building may be sold, leased, or subdivided away from such lot or building. All lots affected by a proposed subdivision shall meet the standards of this PUD.

**(2) Number of Primary Buildings or Uses per Lot**

Where a lot or parcel is used for multifamily, mixed-use, or commercial, more than one primary building may be located upon the lot when such buildings conform to all requirements of this PUD applicable to the uses and district.

**(e) Setbacks****(1) Measurement**

- (A) Setbacks referred to in this PUD shall be measured as stated in Chapter 20.07: (Definitions), under the term "setback" and "build-to range."
- (B) For private streets, setbacks shall be measured from the edge of the curb, easement, or right-of-way, whichever distance is greater.
- (C) Where existing right-of-way is wider than that proposed on the Transportation Plan, the setback shall be measured from the existing right-of-way.

**(2) Single-Family Attached and Multifamily Dwellings**

- (A) Multifamily dwellings on one lot shall be construed as one structure for purpose of measuring setbacks.
- (B) For purposes of setback calculations for side-by-side single-family attached or multifamily dwellings, only those dwelling units that do not share a common wall with an adjacent unit (end units) shall observe the required side setback for the district.

**(3) Exceptions to Setback Requirements**

- (A) The setback exceptions established in Figure 10 shall not authorize the encroachment of any development across property lines or into a public right-of-way.
- (B) Every part of a required setback shall be unobstructed from ground level to the sky, except as follows:

**Figure 11:  
Authorized Exceptions to Setback Requirements**

DU = dwelling unit

Type of Exception	Extent of Exception
Air conditioners (ground)	Up to 5 feet if screened by a fence, wall, or appropriate landscaping.
Air conditioners (window)	Up to 30 inches.
Architectural features	Up to 18 inches.
Awnings, balconies, canopies, patios, and steps	Up to 6 feet.
Bay windows, chimneys, eaves,	Up to 3 feet.
Decks	Up to 6 feet into the side or rear setback provided that no deck is closer than 2 feet to a side property line.
Fire Escapes	Up to 6 feet into side and rear setbacks.
Front Entry	For the residential sub-zoning districts, an entry or covered front addition a maximum of 6 feet deep and with a width not to exceed one-third the width of the primary facade of the structure.
Accessible ramps	Exempt from all setback requirements.
Satellite dishes	Up to 5 feet into the front setback and no closer than one foot to the side and rear property lines.
Detached garages or carports	Where a rear alleyway provides access to a detached garage or carport, the setback from the property line that runs parallel to the alleyway to the detached garage or carport may be reduced to three feet.
Additions to existing primary structures	For residential structures, additions to existing primary structures may use existing side or rear setbacks already established on the lot, provided that the gross floor area of the existing structure is not increased by more than 50 percent. In no case shall the setback be less than 10 feet (rear) or 4 feet (side).

- (C) Where this PUD establishes a maximum setback from the front property line, that maximum setback may be increased by up to five feet to accommodate access required by the Americans with Disabilities Act, utility or access easements, or to prevent encroachment of building projections over the public right-of-way.

#### (4) Through Lots

On a through lot, the Planning and Transportation Director shall determine which lot line shall be deemed the front lot line based on the existing and/or proposed building orientation of surrounding lots.

#### (f) Building Height

##### (1) Measurement

Maximum building heights are expressed in both overall dimension and the number of stories, where applicable.

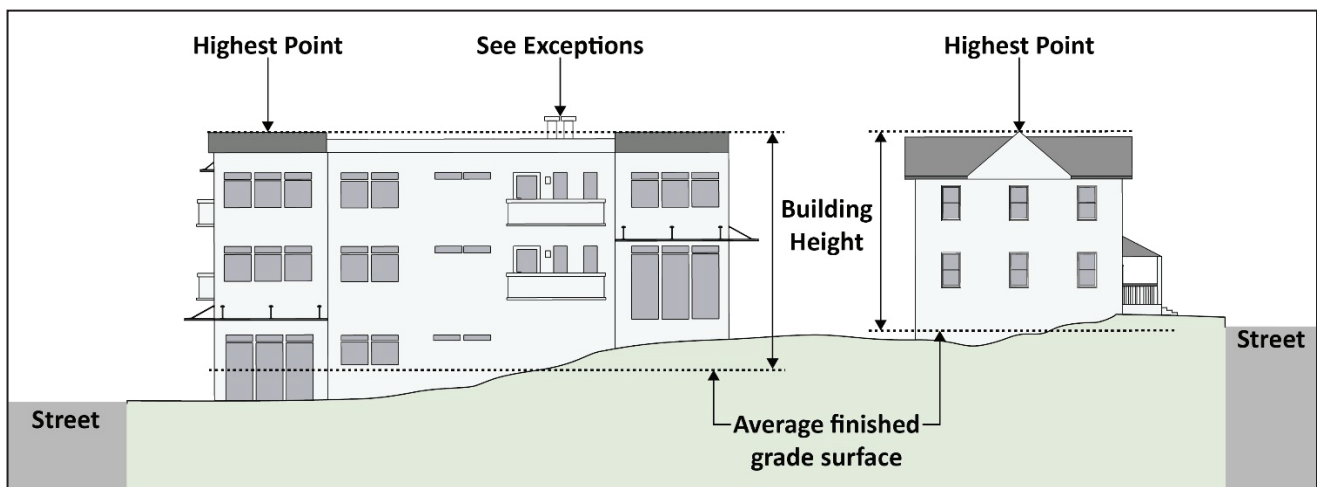
**(A) Stories**

Story height is measured between the floor of a story to the floor of the story above it. For single-story buildings and the uppermost story of a multistory building, the measurement shall be from the floor of the story to the ceiling.

**(B) Overall Dimension**

The height of buildings shall be measured as the vertical distance from the average finished grade surface of the building, structure, or wall exposed above the ground surface to the highest point of the roof, parapet wall, or uppermost part.

**Figure 12:  
Building Height**



**(C) Exceptions to Height Requirements**

No building or structure or part of a building or structure shall exceed the maximum building height within any sub-zoning unless authorized in Figure 9, or elsewhere in this PUD.

**Figure 13:  
Authorized Exceptions to Height Requirements**

Type of Exception	Extent of Exception
Place of worship elements	Steeple, bell towers, and similar features may exceed the maximum height of the applicable sub-zoning district by no more than 2 feet above the roof's highest point.
Chimneys, lights, landscaping and other ornamental architectural features	Chimneys and other ornamental architectural features may extend 20 feet above the roof's highest point.
Solar Collector	All districts, accessory building-mounted solar collectors may exceed the maximum building height requirement by a maximum five feet.
Water towers and quarry derricks	Water towers and quarry derricks are allowed up to a height of 150 feet.
Mechanical equipment and elevator bulkheads	Roof-mounted mechanical equipment including, but not limited to, utility boxes, telecommunication devices, cables, conduits, vents, chillers and fans, may extend up to 10 feet above the roof's highest point. In such cases, roof-mounted equipment shall comply with the requirements of Section 20.04.080(m)(1) (Roof-Mounted Mechanical Equipment).
Communication facilities	Communication facilities are exempt from height restrictions, subject to the limitations of 20.03.030(f)(1) (Communication Facility).

**(g) Building Floor Plate**

- (1) The area of the lot covered by the primary building shall be included in the calculation of building floor plate in all districts.
- (2) The area of a lot covered by accessory buildings, parking garages, carports, and utility and storage sheds shall not be included in this calculation.

**(h) Minor Modification**

Minor modifications to some of the dimensional standards in this section may be available through the Minor Modification process in UDO Section 20.06.080(a) (Minor Modification), which may be approved by staff during the petition process without the need to apply for a variance, provided that the criteria in UDO Section 20.06.080(a) are met.

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## 04.04.030 Environmental

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### (a) Purpose

The Bloomington area is characterized by a wide variety of environmental features that affect the way land is developed, including in the Summit District PUD. These features include karst geology (sinkholes, caves, springs, etc.), wetland areas, steep slopes, mature tree stands, and water resources such as lakes, streams and other surface watercourses. It is prudent and necessary that every area that becomes the subject of a petition for development be routinely scrutinized for the presence of environmental features in order to protect and enhance these environmental features as well as the public health, ecology, and welfare.

### (b) Applicability

Compliance with this Section 04.04.030 (Environment) shall be required pursuant to UDO Section 20.04.030 except for applicability of the criteria as established specifically for the Summit District PUD in Sections 04.04.030(c) through 04.04.030(f), below.

### (c) Steep Slopes

#### (1) Applicability

This section shall apply to all land-disturbing activities on properties that contain naturally occurring steep or excessive slopes.

#### (2) Slope Measurement

For the purposes of this section, the percent slope shall be calculated by dividing the number of feet of elevation change between the top and toe of the slope in question by the horizontal distance of the slope in question, then multiply by 100 to acquire a percent figure.

#### (3) Easements

All slope areas required to be preserved subject to this section shall be placed within conservation easements pursuant to the standards of UDO Section 20.05.040 (Easements).

#### (4) Excessive Slopes

Areas of land where the pre-development slopes are greater than 18 percent shall not be disturbed for any improvements with the exception of utility lines, roads, streets and pathways.

#### (5) Steep Slopes

Any development on slopes between 12 percent and 18 percent shall be allowed a maximum disturbance of seventy (70%) percent of the total slope. Priority for slope preservation shall be given to slope areas that exhibit one or more of the following characteristics.

- (A) A Presence of highly erodible soils as identified in the Web Soil Survey produced by the National Cooperative Soil Services and operated by the USDA Natural Resources Conservation Service;

- (B) Adjacent to slopes of greater than 18 percent;
- (C) Adjacent to water resources;
- (D) Adjacent to other environmental features that are required to be preserved as part of this PUD; or
- (E) Presence of tree canopy of 50% or more of the surface area of the slope.

**(d) Riparian Buffers**

**(1) Applicability**

- (A) The standards and conditions of the UDO Section 20.04.030(f) shall apply to all development in the Summit District PUD except as specifically provided by this Subsection 04.04.040(d).

**(2) Fringe Zone Design**

The fringe zone (Zone 3) shall be designed as follows:

**(A) Location**

Immediately outside the intermediate zone (Zone 2).

**(B) Buffer Width**

The required width shall be a minimum of 10 feet measured perpendicular from the outer boundary of Zone 2.

**(e) Tree and Forest Preservation**

**(1) Applicability**

This section shall apply to all land-disturbing activities on properties containing closed-canopy wooded areas.

**(2) Retention of Existing Canopy**

The tree canopy has a baseline coverage of 26.7 acres or 19 percent of the site, which results in a retained 50 percent retained canopy of 13.5 acres across the Summit District site.

(f) Maps establishing specific environmental site features are below:

FIGURE 14a: KARST

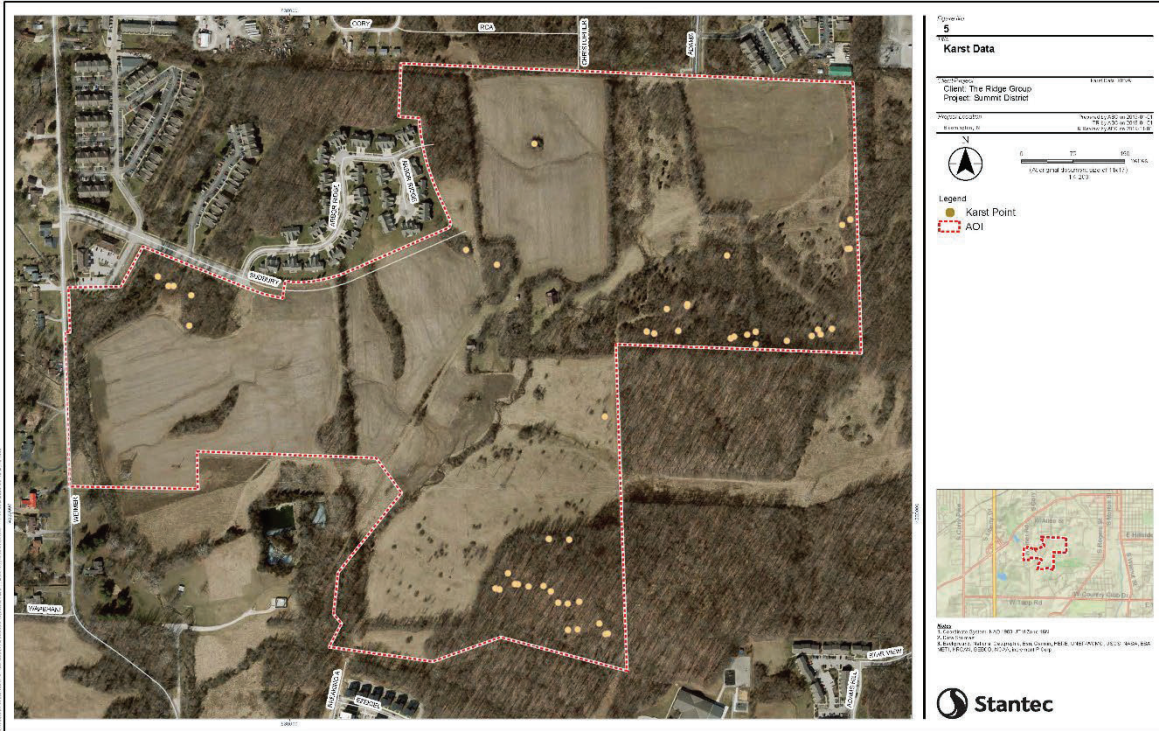


FIGURE 14b: TREE CANOPY

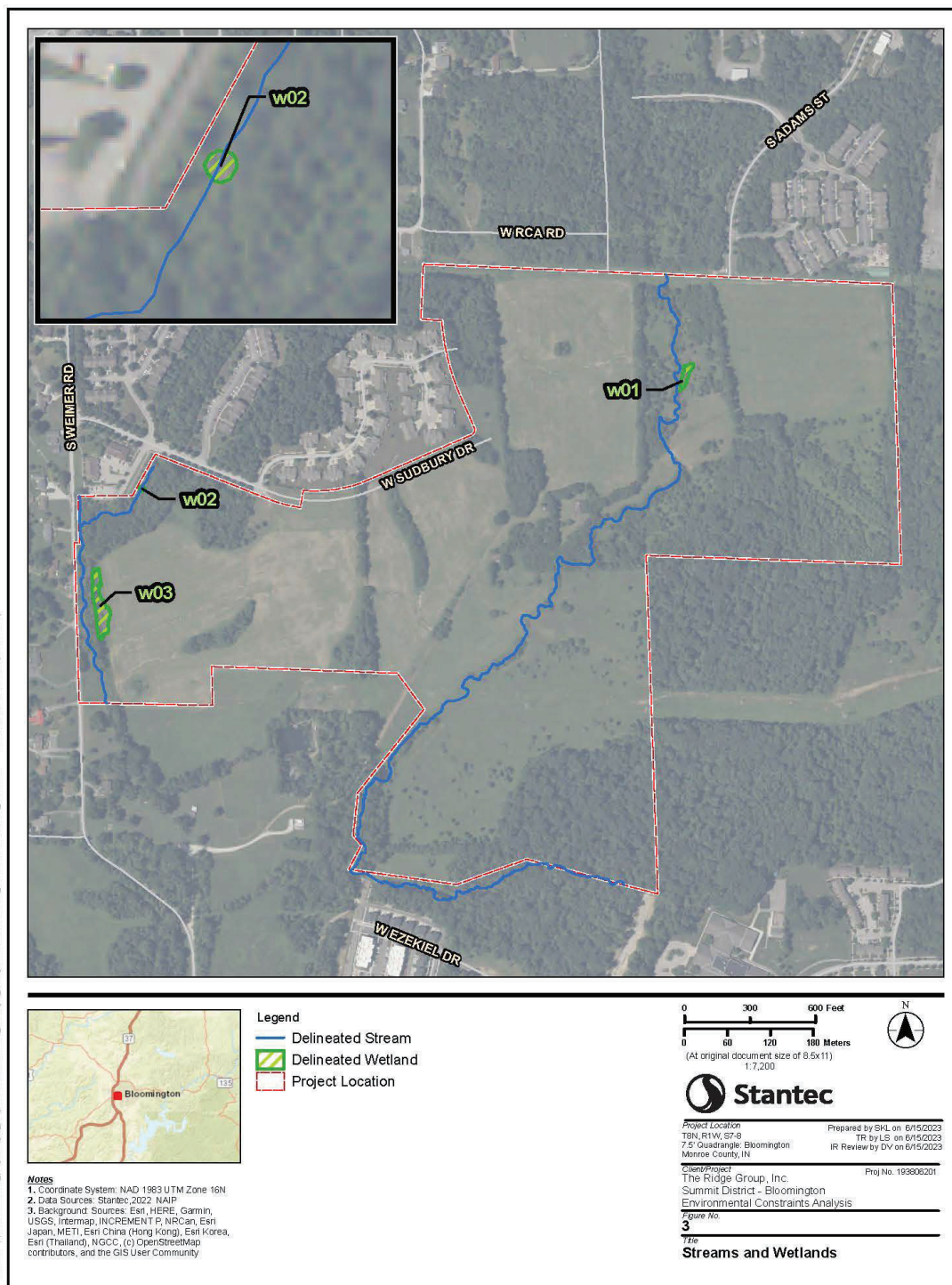


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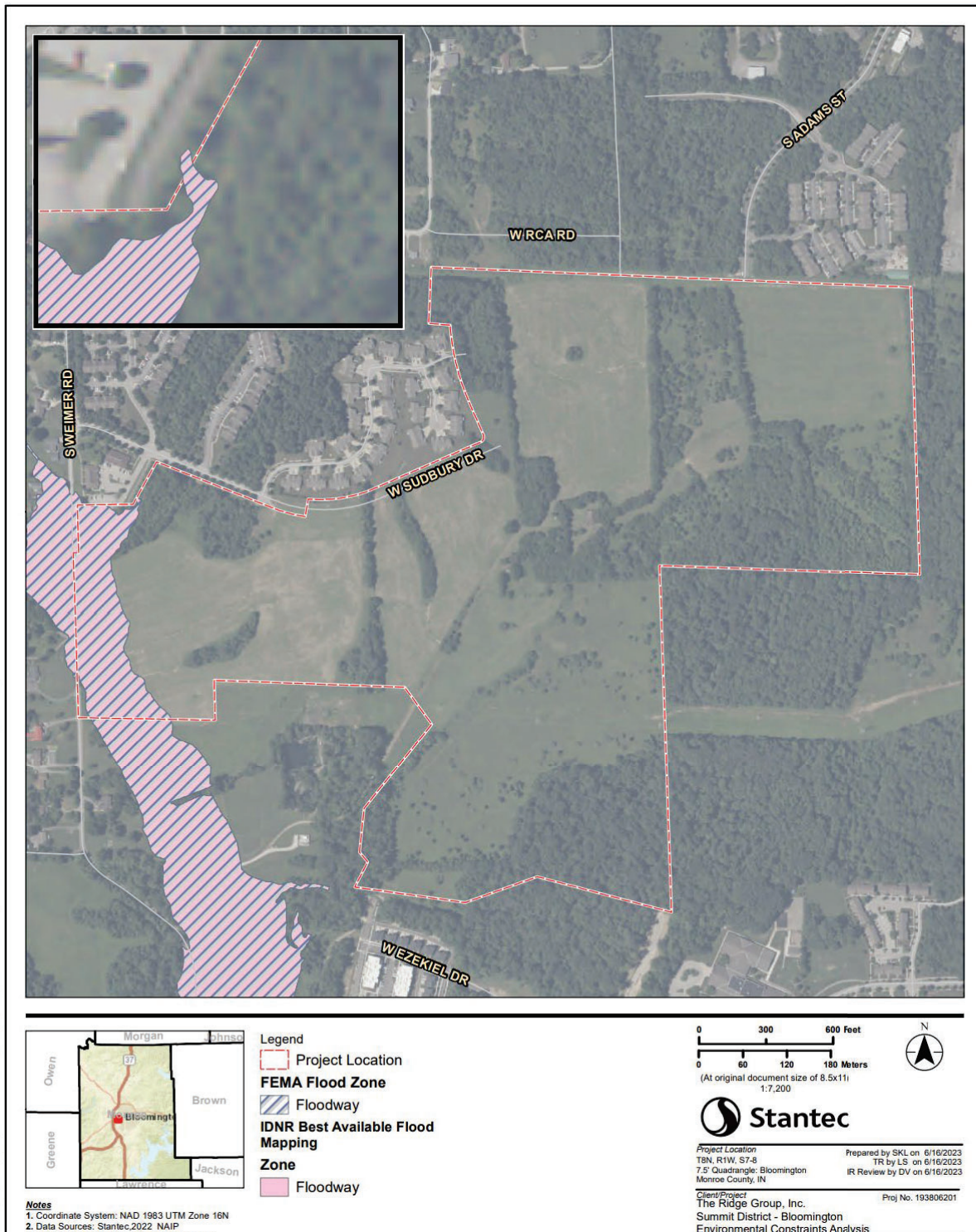


FIGURE 14d: STREAM/WETLANDS



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FIGURE 14e: FLOODZONE



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## 04.04.040 Access and Connectivity

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(a) **Purpose**

The purpose of this section is to reduce vehicle miles traveled and related greenhouse gas emissions by encouraging walking, cycling, and transit by integrating sidewalks and bicycle routes in new development and redevelopment, and by providing for shorter and more direct routes between many destinations.

---

(b) **Applicability**

Compliance with this Section 04.050 (Access and Connectivity) shall be required pursuant to Section 04.010 (Applicability) and the specific applicability criteria established in Sections 04.050(c) through 04.050(e).

---

(c) **Driveways and Access**

(1) **Number of Drives**

No property shall be permitted to have more than two driveway access points per street frontage.

(2) **Location and Separation of Drives**

(A) No entrance or drive shall be installed:

- i. Within 25 feet of any intersection.
- ii. Closer to a street than the existing or proposed front building wall running less than 45 degrees from parallel to the street right-of-way or ingress/egress easement.
- iii. For nonresidential uses located on corner lots, drive access shall be located on the street assigned the lower functional classification according to the Transportation Plan.
- iv. Multifamily dwelling developments may use garages with individual driveways accessing the street provided that the street being accessed is designated a local street and consistent with access management by the Transportation Plan or is a private street.

(B) **Street Classification**

- i. The classification of all streets shall be as indicated on the Transportation Plan as contained in the Comprehensive Plan.

(C) **Distance Calculations**

The distances applicable to the standards outlined in this Section 04.04.040 shall be determined as follows:

- i. By measuring from the intersection right-of-way line to the back of curb or edge of pavement (whichever is less) of the entrance or drive;
- or

- ii. By measuring from the back of curb or edge of pavement of the first entrance or drive to the back of curb or edge of pavement (whichever is less) to the second entrance or drive.
- iii. If the parcel is not large enough to achieve the separation required below, then the drive shall be installed at a location farthest from the intersection subject to approval by the Transportation and Traffic Engineer.

#### (D) Streets

- i. Residential Uses (Less than 20 Units)  
No entrance or drive along an arterial or collector street shall be installed within 30 feet of any intersecting street.
- ii. All Other Uses including residential of 20 units or more)
- iii. No entrance or drive along an arterial or collector street shall be installed:
- iv. Within 50 feet of any intersecting street.
- v. Within 50 feet of another driveway entrance

If the distance separation requirement cannot be met, then the entrance or drive shall be located equidistant from the two adjacent drives, or as approved by the City Engineer.

### (3) Driveway and Access Design

#### (A) Generally

- i. The City Planning and Transportation Department shall determine curb radii and other construction standards for all entrances based on the smallest design vehicle possible and to still accommodate the most common vehicle and occasional larger vehicles with appropriate encroachments, and whether an acceleration lane, deceleration lane, or passing blister is required.
- ii. Driveways shall not impede the flow of drainage. Where driveway culverts are necessary to accommodate drainage, the culvert pipe size shall be determined by a licensed engineer to prevent flooding.

#### (B) Driveway Pavement Widths

- i. **Residential Uses (less than 20 units)**  
The width of a driveway between the required front building setback and the street shall not exceed 24 feet.
- ii. **All Other Uses (including more than 20 residential units)**  
No entrance or drive located in the front yard of a property shall exceed the following pavement widths for two-way traffic (if one-way, the measurements shall be one-half of the below requirements):
  - 1. 24 feet if from a nonresidential use onto an arterial or collector street.  
The City Engineer may authorize a 34-foot entrance to accommodate heavy truck use.
  - 2. 24 feet if from a nonresidential use onto a local street.
  - 3. 24 feet if from a mixed-use multifamily residential use onto any type of street.

### (C) Surface Material

- i. Unless specifically stated otherwise in this PUD, all entrances and drives shall be asphalt, concrete, or other material approved by the city.
- ii. The Planning and Transportation Director may approve structurally engineered, permeable parking pavers for entrances and drives provided these areas are intended for low intensity or intermittent vehicular use and pavers are designed and used to mitigate the negative environmental impacts of impervious surfaces.
- iii. Areas using permeable pavers shall not be counted in impervious surface calculations. For new development, all driveway aprons onto a street shall be constructed of concrete.
- iv. Enlargement or modification of an existing driveway shall require the driveway apron to be surfaced with asphalt or concrete.
- v. Drive cuts shall ramp to meet the pedestrian and/or bicycle facility in order to keep the pedestrian and/or bicycle facility at the same grade, unless approved by the Transportation and Traffic Engineer due to site elevation constraints.

### (4) Connectivity

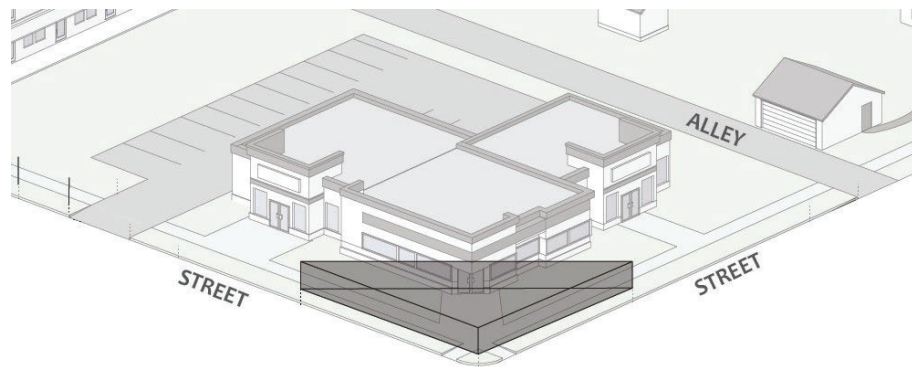
Where properties have adjacent street or access drive stubs intended for connection, these stubs shall be extended and connected on the developing property.

### (5) Vision Clearance Triangle

#### (A) Applicability

- i. A vision clearance triangle shall be maintained at every street intersection.
- ii. Vision clearance triangles for intersections may be reduced upon a determination by the City Planning and Transportation Department that such a reduction is not expected to have a significant impact on vehicle, bicycle, or pedestrian safety at the intersection and such a reduction is within engineering standards or guidelines for vehicle, bicycle, or pedestrian modes.

**Figure 15: Vision Clearance Triangle**



**(B) Vision Clearance Triangle Leg Lengths**

The vision clearance triangle leg lengths shall be as specified in the most current edition of the policy on geometric design of highways and streets published by the American Association of State Highway and Transportation Officials. Deviation from these standards shall require written approval from the City Planning and Transportation Department.

**(C) Vertical Clear Area**

No primary or accessory structures, landscaping, fences, walls or signs shall be placed in or to project into the vision clearance triangle between the heights of two and one-half feet and nine feet above the crown of the adjacent street.

**(d) Pedestrian and Bicycle Circulation****(1) Purpose**

To reduce greenhouse gas emissions and improve the health and quality of life of city residents by providing safe, convenient, and attractive pedestrian and bicycle transportation paths, sidewalks, trails, and other facilities throughout the City.

**(2) Applicability**

Pedestrian facilities shall be required on both sides of all streets, with the exception of new single- family, duplex, and triplex residences built on existing legal lots of record on non-classified (neighborhood) streets with no adjacent pedestrian facilities, and additions to existing residential structures; and except that cul-de-sac less than 300 feet in length and providing access to 10 or less residential units shall be required to provide pedestrian facilities on one side of the street. All required trails and connector paths shall be provided. Where there are conflicting standards in this PUD and the most recently adopted Transportation Plan, the Planning and Transportation Director shall determine which standard governs.

**(3) Inspection and Acceptance**

Prior to the recommendation of issuance of a final certificate of occupancy, all transportation facilities located within the adjoining public right-of-way or dedicated easements shall be inspected for compliance with standards adopted by the City of Bloomington, the Bloomington Public Transportation Corporation, and/or AASHTO standards.

**(4) Pedestrian Network Required**

All developments shall integrate an interior and exterior pedestrian network comprised of concrete sidewalks or asphalt paths for pedestrian transportation and recreation. This network shall include pedestrian facilities along street frontages, multiuse trails where indicated on the Transportation Plan, and pedestrian connector paths between developments and public destinations (e.g., schools, parks, hospitals), nearby trails, other developments, and vacant land.

All concrete sidewalk and asphalt path improvements shall be constructed as per City Planning and Transportation Department and Engineering Department requirements. All buildings shall have a sidewalk connection from the building entrance to the adjacent public street.

**(5) Type of Pedestrian Facility**

Required pedestrian facilities shall be as indicated in the Transportation Plan, unless it is determined by the Planning and Transportation Director that such facility should be altered to match adjacent facilities.

**(6) Width**

The minimum width of required pedestrian facilities shall be as indicated in the Transportation Plan unless specifically noted in street concepts.

**(7) Placement**

To the extent possible, all required sidewalks shall be located one foot inside the right-of-way to be dedicated to the City. If utility poles, trees, or other physical characteristics complicate installation, then the sidewalk or path may extend into individual lots or common area if the area of encroachment is placed within a pedestrian easement.

**(8) Minimum Tree Plot Width**

All sidewalks shall be spaced away from the back of curb to provide a tree plot and to provide pedestrian separation from vehicles. This minimum distance shall be as indicated in the Transportation Plan. Except as specified elsewhere in this PUD, tree plots may not be less than five feet and shall be planted with grass. The Planning and Transportation Director may allow tree grates, tree boxes, or other appropriate streetscape treatments in areas that anticipate increased pedestrian traffic.

**(9) Administrative Adjustment**

When the petitioner can demonstrate the need to modify or alter certain design standards relating to pedestrian facilities as described below, those standards may be modified or altered by approval of the Planning and Transportation Director. In addition, these provisions may be adjusted to allow compliance with the standards of Section 04.04.040 (Access and Connectivity).

**(10) Paths, Sidewalks, and Trails**

**(A) Construction Standards**

All path, sidewalk, and trail improvements shall be constructed as per the City of Bloomington standards and/or AASHTO requirements.

**(B) Additional Facility Amenities**

Additional amenities shall be required in accordance with the design standards identified in the Transportation Plan.

**(C) Sidewalks**

**i. Material and Width**

Sidewalks shall be constructed of durable, smooth, and skid resistant material approved by the City and a minimum width of five feet.

**ii. External Sidewalks**

Sidewalks shall be located a minimum of one foot inside the public right-of-way or within a pedestrian easement along all abutting street frontages.



iii. **Internal Sidewalks**

Sidewalks shall be provided that link abutting streets to primary entrances of primary buildings on the site, link separate facilities within the site to each other, and provide access to adjoining transit stops.

iv. **Separation**

Sidewalks shall have a minimum separation of five feet from the curb, or edge of pavement where no curb exists. In situations where the minimum separation cannot be achieved due to constraints such as limited public right-of-way, mature trees, or unsuitable topography, the sidewalk location may be designed to avoid the constraints, provided that a pedestrian easement is established for any locations where the sidewalk is not within the public right-of-way, and that the minimum five-foot separation is maintained.

1. In situations where the sidewalk must be located within a pedestrian easement on private property, the portions of the sidewalk within the pedestrian easement shall not count toward the maximum impervious surface coverage or against the minimum landscape area for the property.
2. In situations where the City Planning and Transportation Department has determined that a pedestrian easement is not feasible due to right-of-way width constraints or site elevation constraints, the City Planning and Transportation Department may approve the following design options:
  - [a] A 10-foot-wide sidewalk with reduced vegetated plot width.
  - [b] Integral sidewalk with a minimum six-inch curb and six-foot wide sidewalk.

v. **Cross-Slopes**

All sidewalks (over entrances and drives, intersections, etc.) shall be constructed to comply with the Americans with Disabilities Act and all applicable adopted City standards.

(D) **Multiuse Paths**

Where multiuse paths are identified on the Transportation Plan, or as construction of new streets warrants the provision of multiuse paths, as determined by the Planning and Transportation Director, such facilities shall be provided as follows:

i. **Minimum Width**

10 feet.

ii. **Surface**

Multiuse paths shall be paved with asphalt. Alternative surface materials, such as ADA-compliant permeable pavers, may be authorized by the Planning and Transportation Department in order to mitigate environmental impacts.

iii. **Location**

Multiuse paths shall be constructed a minimum of one foot inside the public right-of-way line or within a pedestrian easement along all abutting street frontages.

**iv. Separation**

Multiuse paths shall have a minimum separation of five feet from the curb, or edge of pavement where no curb exists. In situations where the minimum separation cannot be achieved due to constraints such as limited public right-of-way, mature trees, or unsuitable topography, the multiuse path location may be designed to avoid the constraints, provided that a pedestrian easement is established for any locations where the multiuse path is not within the public right-of-way, and that the minimum five-foot separation is maintained.

1. In situations where the multiuse path must be located within a pedestrian easement on private property, the portions of the multiuse path within the pedestrian easement shall not count toward the maximum impervious surface coverage for the property.
2. In situations where the City Planning and Transportation Department has determined that a pedestrian easement is not feasible, the City Planning and Transportation Department may approve a five-foot-wide multiuse path with reduced vegetated plot width.

**iv. Cross-Slopes**

All multiuse paths (over entrances and drives, intersections, etc.) shall be constructed to comply with the Americans with Disabilities Act and all applicable adopted City standards.

**(E) Bike Lanes**

Where development projects include the construction of new public streets and redevelopment projects include alteration of existing right-of-way that are identified as having bike lanes in the Transportation Plan, such facilities shall be provided as follows:

**i. Type**

The type of bicycle facility required shall be determined by the Transportation Plan.

**ii. Minimum Width**

A minimum of five feet, or as indicated in the Transportation Plan. Any adjacent curb and gutter shall not be included in the bike lane width measurement.

**iii. Location**

Striped bike lanes shall be located at the outer edge of the street, adjacent to the curb, or as indicated in the most recent Transportation Plan.

**iv. Substitution**

Substitution of a 10-foot-wide multiuse path may be allowed if approved by the City Planning and Transportation Department and such substitution is consistent with the most recent Transportation Plan.

**(F) Multiuse Trails**

Where multiuse trails are identified on the Transportation Plan, such facilities shall be provided as follows:

**i. Minimum Width**

Pavement width shall be a minimum of 12 feet, and the paved trail shall have two-foot-wide shoulders on both sides and shall be surfaced as determined by the Parks and Recreation Department.

**ii. Surface**

Multiuse trails shall be paved with asphalt. Alternative surface materials may be authorized by the City Planning and Transportation Department to mitigate environmental impacts.

**ii. Dedication**

All multiuse trails shall be dedicated to the City Parks and Recreation Department within rights-of-way of at least 50 feet in width. Right-of-way width for multiuse trails may be reduced by the City Planning and Transportation Department after approval by the City Parks and Recreation Department.

**(G) Connector Paths**

Where a development is adjacent to a public park, school, commercial area, or existing or proposed multiuse trail as identified in the Transportation Plan, connector paths shall be provided as follows:

**i.** The design of any required connector path that will connect to a public park or multiuse trail shall be subject to the approval of the city parks and recreation department. The parks and recreation department may waive the connector path requirement if it determines that the proposed connection to a public park or multiuse trail is not desirable or is redundant to existing facilities.

**ii. Minimum Width**

Connector paths shall be a minimum of 10 feet in width.

**iii. Surface**

Connector paths shall be constructed of asphalt or concrete. Alternative surface materials may be authorized by the City Planning and Transportation Department to mitigate environmental impacts.

**iv. Easement**

Connector paths shall be contained within pedestrian easements of at least 20 feet in width pursuant to Section 20.05.040 (Easements).

**v. Undeveloped Properties**

Where vacant or undeveloped properties are adjacent to a property under development, connector paths shall be stubbed to the property line to allow for future connection when adjacent properties are developed.

## (e) Public Transit

### (1) General Standards

(A) For the purposes of this section, transit facilities shall include:

- i. Benches;
- ii. Shelters; or
- iii. Other similar transit stop amenities.

(B) Where a development is required to install one or more transit facilities, the type and location of such facilities shall be as determined by the Bloomington Public Transportation Corporation. Where such facilities are proposed within the public right-of-way, approval by the City Board of Public Works shall also be required.

(C) The Bloomington Public Transportation Corporation may waive a required transit facility if that Corporation deems it unnecessary based on existing facilities.

- i. Another site approved by the Bloomington Public Transportation Corporation that is or will be contained within a transit facility easement.

### (3) Future Public Transportation Routes

#### (A) Transit Facility Easement

For any development where one or more public transportation routes are reasonably expected to exist on adjacent public streets in the future, and where the development is expected to generate public transit usage, transit facility easements shall be established on each future route if one or more of the following criteria exist:

##### i. Route Overlap

The routes do not cross or overlap in a fashion that would allow the placement of a single transit facility to serve all routes; or

##### ii. Insufficient Right-of-way

Insufficient right-of-way exists to reasonably allow a transit facility and/or transit service access.

#### (B) Location

Transit facility easements shall occupy:

- i. A site adjacent to the right-of-way on which the public transportation route is established; or
- ii. Another site as approved by the Bloomington Public Transportation Corporation.

#### (C) Pedestrian Accessibility

Transit facilities shall be connected to the public sidewalk system and ADA-accessible routes.

#### (4) Transit Facilities and Easements

##### (A) Pedestrian Traffic

Public transit facilities shall be designed so that they will not interfere with the normal flow of pedestrian traffic on public or private sidewalks.

##### (B) Construction Standards

Public transit facilities shall be built to meet the requirements of the Bloomington Public Transportation Corporation.

##### (C) Setback Exemption

Public transit facilities shall be exempt from the building setback standards of the sub-zoning district.

##### (D) Minimum Easement Depth

10 feet.

##### (E) Minimum Easement Width

15 feet.

##### (F) Recording of Easements

See UDO Section 20.05.040 (Easements).

#### (5) Bus Turnout Areas

##### (A) Bus Turnout

Bus turnout areas shall be constructed in conjunction with a transit route if a transit stop is warranted, as determined by the Bloomington Public Transportation Corporation and the City, and the street on which the public transportation route is established is classified as a primary arterial on the most recent Transportation Plan.

##### (B) Dimensional Standards

Bus turnout areas shall be built to the dimensional requirements of the Bloomington Public Transportation Corporation.

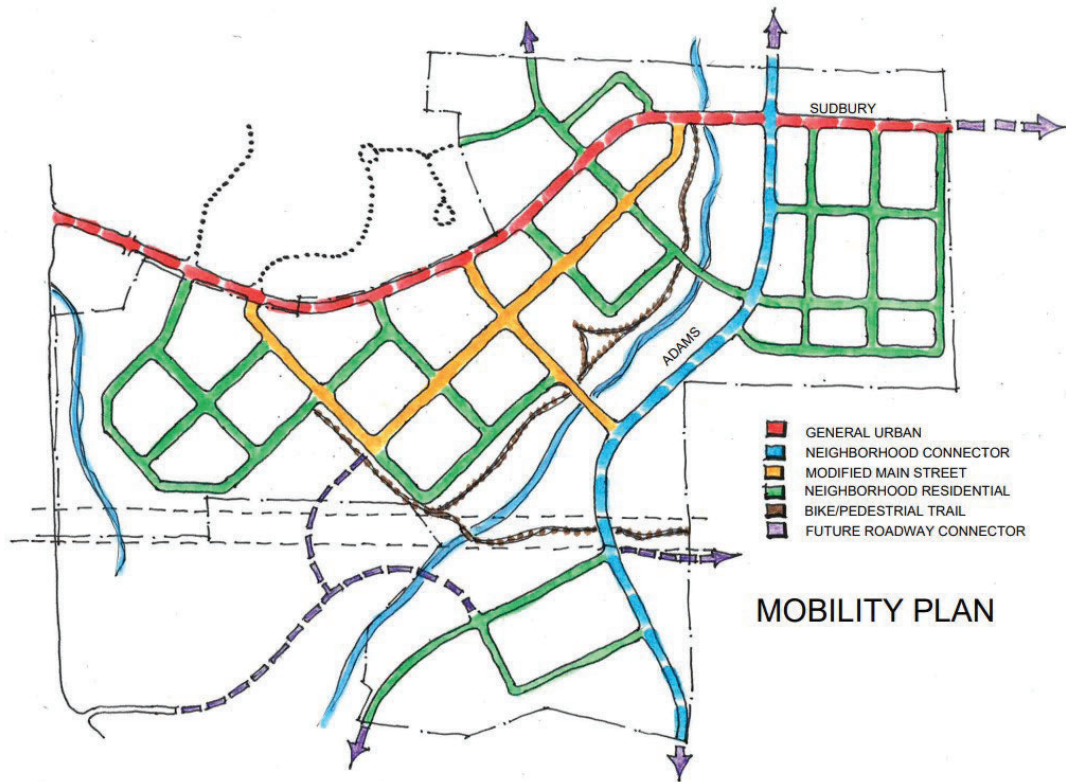
##### (C) Construction Standards

The engineering design of bus turnout areas shall be coordinated with the City Planning and Transportation Department.

(f) Mobility Map

The map establishing future points of connectivity and compliance with the Transportation for the Summit is below:

FIGURE 16: Mobility Map



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## 04.04.050 Parking and Loading

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### (a) Purpose

This section is intended to regulate the amount and design of off-street parking and loading for different land uses and to help protect the public health, safety, and general welfare by:

- (1) Avoiding and mitigating traffic congestion;
- (2) Providing necessary access for service and emergency vehicles;
- (3) Providing for safe and convenient interaction between motor vehicles, bicycles, and pedestrians; Encouraging multi-modal transportation options and enhanced pedestrian safety;
- (4) Providing flexibility to respond to the transportation, access, and loading impacts of various land uses in different areas of the city;
- (5) Reducing stormwater runoff, reducing heat island effect from large expanses of pavement, improving water quality, and minimizing dust pollution; and
- (6) Avoiding and mitigating the adverse visual impact of large concentrations of exposed parking.

### (b) Applicability

Compliance with this Section 04.04.050 (Parking and Loading) shall be required pursuant to Section 04.04.010 (Applicability) and the specific applicability criteria established in Sections 04.04.050(d) through 04.04.050(l).

### (c) Parking Calculations

#### (1) Generally

- (A) All parking and loading requirements that are based on square footage shall be calculated on the basis of gross floor area of the subject use, unless otherwise specified.
- (B) Parking spaces designed or designated exclusively for recreational vehicles, motorcycles, scooters, and other two-wheeled vehicles shall not be included in the calculation of minimum or maximum vehicle parking requirements.
- (C) Parking spaces intended for storage of business vehicles, such as fleet vehicles, delivery vehicles, or vehicles on display associated with sales or rental shall not be included in the calculation of minimum or maximum vehicle parking requirements unless otherwise stated. Businesses with parking areas designed exclusively for vehicle display shall provide a minimum of one van accessible ADA parking space.

- (D) When measurements of the maximum number of required parking spaces for vehicles or bicycles result in a fractional number, any fraction of 0.5 or larger shall be rounded down to the next lowest whole number.
- (E) Lots containing more than one use shall provide parking and loading based on the shared parking calculations in Section 04.04.050(g)(1).

**(2) Unlisted Uses**

For uses not listed in Figure 17: Maximum Vehicle, the City Planning and Transportation Department is authorized to do any of the following:

- (A) Apply the maximum off-street parking space requirement specified in Figure 12: Maximum Vehicle, for the listed use that is deemed most similar to the proposed use as determined by the City Planning and Transportation Department (based on operating characteristics, the most similar related occupancy classification, or other factors related to potential parking demand determined by the department).

Establish the maximum off-street parking space and loading requirements based on a parking study prepared by the petitioner according to 04.04.050(g) or 04.04.050(h).

**(d) Maximum Vehicle Parking Allowance**

In no case shall any land use or development subject to this Section provide more than the maximum number of vehicle parking spaces allowed for each land use listed in Table 04-10: Maximum Vehicle Parking Allowance.



**Figure 17:**  
**Maximum Vehicle Parking Allowance**

DU = dwelling unit sq. ft. = square feet

Use	Maximum
<b>RESIDENTIAL USES</b>	
<b>Household Living</b>	
Dwelling, single family (detached)	None
Dwelling, single family (attached)	None
Dwelling, duplex	None
Dwelling, triplex	None
Dwelling, fourplex	2 spaces per DU
Dwelling, multifamily	2 spaces per DU
Dwelling, live/work	2 spaces per DU
<b>Group Living</b>	
Assisted living facility	1 space per 6 infirmary or nursing beds + 1 space per 3 rooming units or DU
Continuing care retirement facility	1 space per 6 infirmary or nursing beds + 1 space per 3 rooming units or DU
Group care home, FHAA small	2 spaces per 1,000 SF - GFA
Group care facility, FHAA large	2 spaces per 1,000 SF - GFA
Nursing or convalescent home	1 space per 6 infirmary or nursing beds + 1 space per 3 rooming units or DU
Supportive housing, small	2 spaces per 1,000 SF - GFA
Supportive housing, large	2 spaces per 1,000 SF - GFA
<b>PUBLIC, INSTITUTIONAL, AND, CIVIC USES</b>	
<b>Community and Cultural Facilities</b>	
Art gallery, museum, or library	2 spaces per 1,000 SF - GFA
Community center	4 spaces per 1,000 SF - GFA
Day-care center, adult or child	4 spaces per 1,000 SF - GFA
Meeting, banquet, or event facility	4 spaces per 1,000 SF - GFA
Places of worship, club or cultural facility	5 spaces per 1,000 SF - GFA
<b>ACCESSORY USES</b>	
Detached garage	No additional
Dwelling, accessory unit	1 per ADU
Electric vehicle charging facility	No additional
Home occupation	No additional
Swimming pool	No additional
<b>TEMPORARY USES</b>	
Real estate sales or model home	4 spaces per 1,000 SF - GFA
Special event	4 spaces per 1,000 SF - GFA

Use	Maximum
<b>COMMERCIAL USES</b>	
<b>Healthcare Facilities</b>	
Medical clinic	5 spaces per 1,000 SF - GFA
<b>Agricultural and Animal Uses</b>	
Pet Grooming	4 spaces per 1,000 SF - GFA
Veterinarian clinic	4 spaces per 1,000 SF - GFA
<b>Entertainment and Recreation</b>	
Amenity center	4 spaces per 1,000 SF - GFA
Recreation, indoor	4 spaces per 1,000 SF - GFA
Recreation, outdoor	4 spaces per 1,000 SF - GFA
<b>Food, Beverage, and Lodging</b>	
Bar or dance club	5 spaces per 1,000 SF - GFA
Bed and Breakfast	1 space per guest bedroom
Brewpub, distillery, or winery	5 spaces per 1,000 SF - GFA
Hotel or motel	1 space per guest room
Restaurant	15 spaces per 1,000 SF - GFA -Indoor+ 5 spaces per 1,000 SF - GFA -Outdoor
<b>Office, Business, and Professional Services</b>	
Artist studio or workshop	4 spaces per 1,000 SF - GFA
Financial institution	4 spaces per 1,000 SF - GFA
Fitness center, small	4 spaces per 1,000 SF - GFA
Fitness center, large	4 spaces per 1,000 SF - GFA
Office	4 spaces per 1,000 SF - GFA
Personal service, small	4 spaces per 1,000 SF - GFA
Personal service, large	4 spaces per 1,000 SF - GFA
Tattoo or piercing parlor	4 spaces per 1,000 SF - GFA
<b>Retail Sales</b>	
Grocery or supermarket	
<b>COMMERCIAL USES, continued</b>	
Liquor or tobacco sales	5 spaces per 1,000 SF - GFA
Retail sales, small	5 spaces per 1,000 SF - GFA
Retail sales, medium	5 spaces per 1,000 SF - GFA
<b>Vehicles and Equipment</b>	
Off site parking / Surface parking lot shared	4 spaces per 1,000 SF - GFA
Surface parking lot	4 spaces per 1,000 SF - GFA
Vehicle fleet operations, small	4 spaces per 1,000 SF - GFA
Vehicle fuel station	5 spaces per 1,000 SF - GFA
Vehicle parking garage	4 spaces per 1,000 SF - GFA
Vehicle sales or rental	4 spaces per 1,000 SF - GFA
<b>Employment</b>	
Artisan Manufacturing	
<b>UTILITIES AND COMMUNICATION</b>	
Solar collector, ground- or building-mounted	1.5 spaces per acre
Utility substation and transmission facility	1.5 spaces per acre
Wind energy system, small	1.5 spaces per acre

**(e) Accessible Parking**

- (1) Accessible spaces shall be provided and designed as required to meet the requirements of the Americans with Disabilities Act (ADA) and the Indiana Building Code (IBC).
- (2) Each accessible space shall be located adjacent to an access aisle and as close as reasonably practicable to the building entrance most accessible for persons with disabilities.
- (3) All accessible spaces shall be striped and have vertical signs identifying them as accessible spaces per the Indiana Manual on Uniform Traffic Control Devices.
- (4) Required accessible spaces shall count towards the number of maximum parking spaces permitted, unless the maximum allowed number of parking spaces is 25 spaces or less.

**(f) Vehicle Parking Location and Design**

- (1) Applicability  
The standards in Figure 17 shall apply to all surface and aboveground vehicle parking and maneuvering areas.
- (2) Location
  - (A) Generally
    - i. All parking spaces required to serve buildings or uses erected or established after the effective date of this ordinance shall be located on the same lot as the building or use served, in a shared parking facility, or in a surface or structured parking facility, unless otherwise allowed pursuant to this Section 04.04.05.
    - ii. Parking areas shall be designed to ensure safe and easy ingress, egress, and movement through the interior of the lot.
    - iii. For surface parking lots with 100 or more parking spaces, landscaped bioretention areas located below the surface level of the parking spaces, shall be provided on the interior of the parking lot to help direct traffic flow and to provide landscaped areas within such lots.
    - iv. No park strip shall be used for parking unless otherwise approved by the City Planning and Transportation Department based on considerations of pedestrian and traffic safety, visual appearance, and buffering.
    - iii. All parking shall comply with parking landscape standards in Section 04.04.080 (Landscaping, Buffering, and Fences).
- (3) Dimensions of Parking Spaces and Drive Aisles  
All on-site parking and maneuvering areas shall be constructed according to the following minimum dimensional standards and per Figure 19:
  - (A) All parking aisles shall terminate with a bump-out for turnaround maneuverability.

Figure 18:

Illustrative Scale and Character

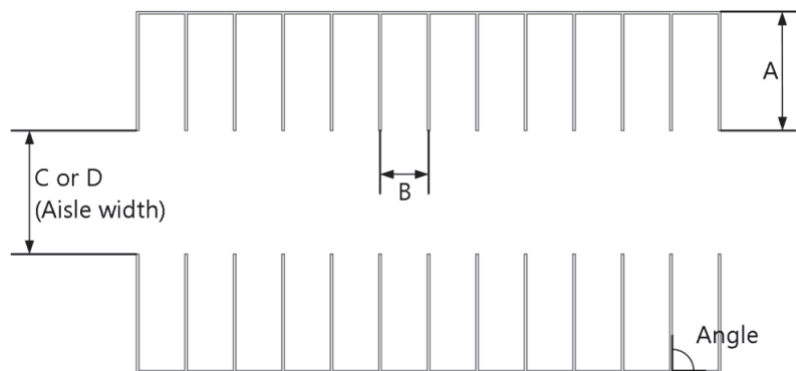


Figure 19:

Parking Dimensions (in feet)

Angle	Parking Space		One-Way Aisle	Two-Way Aisle
	A	B	C	D
0' (parallel)	8.0	20 [1]	12.0	20.0
30'	15.0	8.	12.0	20.0
44'	17.0	8.	12.0	20.0
60'	17.0	8.	16.0	20.0
90'	16.0	8.	20.0	20.0

Notes:

[1] End spaces may be a minimum of 20 feet in length where no obstruction exists.

[2] Parking spaces for motorcycles may be provided and must be a minimum of 3 feet in width and 6 feet in depth.

(B) If the petitioner can provide different acceptable standards, including but not limited to compact or alternative fueled vehicle specific standards, based on a professionally recognized source of parking lot design, the City Planning and Transportation Department may approve alternative standards pursuant to the minor modification process outlined in Section 20.06.080(a) (Minor Modification).

(4) Stacked Parking

Stacked parking arrangements are permitted.

### (5) Stormwater Drainage

- (A) Parking lots shall be constructed such that all surface water is directed into an approved landscape bumpout, island, or endcap per Section 04.04.080(h)(2) (Landscape Bumpouts, Islands, and Endcaps). Stormwater run-off that cannot be directed into approved landscape bumpouts, islands, or endcaps shall be treated using one or more of the best management practices prescribed in Section 04.04.050(f)(5) or directed into the stormwater drainage system.
- (B) Water draining from a parking lot shall not flow across a sidewalk.
- (C) Stormwater drainage plans for off-street parking lots shall be reviewed and approved by the City.
- (D) All parking lots, excluding drives that do not afford direct access to abutting parking spaces, shall have a slope of five percent or less.
- (E) For all new parking lots containing 12 or more spaces, the following best management practices shall be used to improve stormwater infiltration and water quality:
  - i. Permeable pavement materials shall be installed. If such materials are the only practice employed from this list, then they shall cover at least 25 percent of the total parking lot area; or
  - ii. Treatments such as culvert outfalls, bioretention basins, or vegetated swales designed to the specifications of City of Bloomington Utilities shall be installed; or
  - iii. Other combinations of best management practices for stormwater infiltration and water quality subject to approval by the City of Bloomington Planning and Transportation and Utilities Departments.

### (6) Surface Material

- (A) All areas used for parking shall be hard surface of concrete, asphalt, brick pavers, or other approved material.
- (B) All new driveway aprons onto a street shall be surfaced with concrete. Enlargement or modification of an existing driveway shall require the driveway apron to be surfaced with concrete.
- (C) Areas using permeable parking pavers shall not count towards impervious surface calculations.
- (D) Except for residential uses, all off-street parking spaces shall be striped or otherwise designated to clearly mark each space.
- (E) All driving lanes and parking aisles in parking lots shall be curbed, unless an alternative design allowing for adequate stormwater management is approved.

### (7) Electric Vehicle Charging

Parking areas with 50 or more parking spaces shall provide a minimum of one parking space dedicated to electric vehicles for every 25 parking spaces provided on site. The electric vehicle parking space shall be:

- (A) Located on the same lot as the principal use or shared parking facility;
- (B) Signed in a clear and conspicuous manner, such as special pavement marking or signage, indicating exclusive availability to electric vehicles; and

(C) Outfitted with a standard electric vehicle charging station.

**(8) Parking Area Landscaping**

All development shall comply with UDO Section 20.04.080(h).

**(9) Parking Area Lighting**

All development shall comply with UDO Section 20.04.90(e)(2)(c).

**(10) Pedestrian and Bicycle Circulation**

All development shall comply with Section 04.04.040(d).

**(g) Loading Area Location and Design**

**(1) Applicability**

This Section shall apply to all loading areas.

**(2) Location**

Loading berths shall be located at the rear of a structure.

**(3) Design**

(A) Loading berths shall be paved with asphalt or concrete.

(B) Loading berths shall be effectively screened from view from adjacent public streets and residential uses by solid building walls, constructed of similar building materials as the primary structure and not less than six feet in height.

(C) The design of loading berth areas shall prevent any portion of any vehicle using the loading facility from projecting into a public right-of-way.

**(h) Drive-Through Facilities and Vehicle Stacking Areas**

**(1) Applicability**

The following standards apply for all uses with vehicle stacking and/or drive-through facilities.

**(2) Minimum Number of Vehicle Stacking Spaces**

All uses with drive-through facilities shall provide the minimum number of three (3) on-site stacking spaces

**(i) Bicycle Parking Required**

**(1) Applicability**

The following standards shall apply to all uses except for residential uses of 10 or less units.

**(2) Minimum Bicycle Parking Spaces**

**(A) Generally**

- i. Each development subject to this Section 04.04.03(l) shall provide a minimum of six bicycle parking spaces or 10% of the total number of vehicle parking spaces provided, whichever is more.

**(B) Building Expansions or Changes in Use**

Building expansions or changes in use that require additional vehicle parking spaces pursuant to Section 04.04.060(b) shall also require additional bicycle parking spaces based on Section 04.04.(h)(2)(A), as applied to the building expansion area or the additional parking required by the change in use.

**(C) When No On-Site Vehicle Spaces are Provided**

Where no vehicle parking spaces are provided on site, one bicycle parking space shall be required for every 5,000 square feet of gross floor area in each primary building, or a minimum of six bicycle parking spaces, whichever is greater.

**(D) Bicycle Parking Reduction**

Subject to the approval of the Planning and Transportation Department, the number of bicycle parking spaces may be reduced if:

- i. Unique or unusual characteristics exist on a development site that would preclude safe travel of bicycles to and from the site; or
- ii. Existing bicycle parking facilities are located within the public right-of-way and within 100 feet of the building's main entrance, provided that a minimum of four bicycle parking spaces are provided on site.

**(j) Bicycle Parking Location and Design****(1) Location****(A) Rights-of-way**

Bicycle parking spaces shall not be located fully or partially within a public right-of-way without prior approval of the City.

**(B) Access and Pedestrian Obstruction**

All required bicycle parking spaces shall be located so that a minimum three-foot clear pedestrian passage space is provided to all sides of a standard six-foot bicycle parked in each required space, and so that there is at least 54 inches of clearance remaining for ADA compliance on pedestrian pathways.

**(C) Design and Proximity**

Required bicycle parking spaces shall be designed to allow bicycles to be secured with a lock to a fixed object and shall be located within 50 feet of the main entrance of each primary building on site.

**(D) Collocation**

Bicycle parking facilities may be located in a non-required vehicular automobile parking space so long as it is not a parking space required to comply with the Americans with Disabilities Act and the location meets the other provisions of this section.

**(E) Distribution**

Buildings with 10 or more dwellings shall provide a minimum of two Class II bicycle parking spaces per residential building. These spaces shall count toward fulfilling the total site requirement for bicycle parking.

**(2) Design****(A) Generally**

- i. Bicycle parking location and design shall comply with City of Bloomington standards in the Administrative Manual.
- ii. Bicycle parking shall accommodate two points of contact that are separated horizontally.
- iii. Bicycle parking shall be accessible from the pedestrian/bicycle way without the need to lift the bicycle over a curb.
- iv. Bicycle parking shall be located no farther than the closest motor vehicle parking space, excluding accessible vehicle parking spaces.

**(B) Type**

- i. All bicycle parking requirements shall be met using either long-term Class I or short-term Class II bicycle security facilities.
- ii. For multifamily residential uses, developments with 25 or more dwelling units shall provide:
  - 1. A minimum of one-half of the total required bicycle parking spaces as covered, short-term Class II bicycle parking facilities; and
  - 2. A minimum of one-quarter of the total required bicycle parking spaces as long-term Class I facilities.

**(C) Surface**

Bicycle parking areas shall be placed on a paved surface composed of concrete, asphalt, brick pavers, or the like. Bark mulch, crushed stone, stone, rock, dirt, sand or grass shall not be permitted as a surface for bicycle parking areas.

**(k) Use of Parking Areas****(1) Exclusive Use**

- (A)** Unless a shared parking agreement has been established in accordance with Section 03.03.020(c)(3)(c), required vehicle and bicycle parking spaces shall be designed, maintained and used exclusively for the tenants, occupants, and customers of the buildings or uses on the site.
- (B)** Excess or unused parking vehicle or bicycle parking spaces or loading spaces may not be rented or leased to the general public or to those who are not tenants, occupants and customers of the buildings or uses where the parking is located unless:
  - i. Otherwise allowed pursuant to 04.04.050(g)(1); or

**(2) Storage of Vehicles or Equipment**

Vehicle parking spaces, including both required and excess parking spaces, shall not be used for storing vehicles that are not used in conjunction with the primary use of the lot.



(I) **On-street Parking Standards for Private Streets**

The following standards related to on-street parking apply to all developments where the City has approved the use of private streets that have not been dedicated to the City.

(1) **No Parking Signs**

Any side of a street where parking is not permitted shall be clearly delineated with yellow curbs or no parking signs noting such restrictions.

(2) **Bump-outs**

(A) Bump-outs may be required at street intersections where on-street parking is used.

Where required, bump-outs shall use a six-inch standing curb, unless the City determines that a curb and gutter is required based on considerations of public safety, utility design, or site constraints.

(B) Bump-outs shall be designed to extend a minimum of eight feet from the curb line and may not reduce the travel lane widths below the standards of the Transportation Plan. The City may allow alternative bump-out widths based on considerations of public safety, utility design, or site constraints.

(C) Curbing may include cuts for water runoff collection into approved swale or the like to improve water quality.

(D) Bump-outs shall be installed at angles greater than 90 degrees away from the street curb to facilitate street maintenance and shall use designs approved by the Transportation and Traffic Engineer based on considerations of pedestrian and traffic safety and efficient maintenance.

## 04.04.060 Site and Building Design

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### (a) Purpose

The intent of this Section is to establish site and building design standards that foster high-quality, attractive, and sustainable development that is compatible with the Bloomington's principles and policies. The standards are further intended to:

- (1) Protect and enhance the character and quality of Bloomington's neighborhoods; Protect and enhance the long-term market value of property within Bloomington;
- (2) Enhance the human and pedestrian scale of new developments and ensure compatibility between residential neighborhoods and adjacent nonresidential uses;
- (3) Mitigate negative visual impacts arising from the scale, bulk, and mass of large buildings and centers;
- (4) Promote building designs and construction practices that are sustainable and adaptable to multiple uses for extended building lifecycles;
- (5) Minimize negative impacts of on-site activities to adjacent uses; and
- (6) Balance the community's economic and aesthetic concerns.

### (b) Applicability

(1) Compliance with this Section (Site and Building Design) shall be required pursuant to Section 04.04.010 (Applicability) and the specific applicability criteria established in Sections 04.04.060(c) through 04.04.060(e)

(2) Any exterior renovation of a building shall comply with this Section 04.04.060 for the portions of the building affected by the renovation. If the renovation is proposed for only a portion of a building, the Planning and Transportation Director may waive compliance with the site and building design standards if that renovation would be inconsistent with the overall design of the existing structure.

### (c) Building Design

#### (1) Applicability

The following standards shall apply to all development.

#### (2) Exceptions

Residential structures of 10 or less shall not be subject to the standards of this Section 04.04.060(2).

#### (3) Materials

All facades of a primary building shall consist of one or more of the following exterior finish materials:

##### (A) Primary Exterior Finish Materials

- i. Horizontal lap siding (e.g., vinyl, cementitious, wood);
- ii. Cementitious siding; Wood composite siding, such as LP Smart siding.
- iii. V-grooved tongue-and-groove siding;

- iv. Wood-grained vertical siding materials in a board-and-batten or reverse batten pattern;
- v. Cedar or other wood materials;
- vi. Stucco, plaster, or similar systems, (excluding EIFS);
- vii. Brick;
- viii. Stone;
- ix. Masonry; Split face block, ground face block,
- x. Cast or cultured stone;
- xi. Cast in place concrete;
- xii. Precast concrete;
- xiii. Transparent
- xiv; Glass.
- xv. Metal
- xvi. Earthen structural materials; or
- xvii. Other materials that replicate the look and durability of the above materials, as approved by the staff.

**(D) Exterior Facades**

All facades of a primary building shall incorporate three or more of the following design elements every 40 feet to avoid blank, uninterrupted walls:

- i. Awning or canopy;
- ii. Change in building facade height (minimum of 3 feet of difference);
- iii. Change in building facade plane (minimum of 2 feet of difference);
- iv. A regular pattern of transparent glass constituting a minimum of 50 percent of the total wall/facade area of the first-floor facade/elevation facing a street;
- v. Change in pattern or orientation of siding material: change from horizontal siding to vertical textures.
- vi. Partial Wall elevation recesses and/or projections, the depth that are at least 12".

**(E) Patterns**

All facades of a primary building visible from any roadway shall contain the following color and texture changes:

- i. Facades shall consist of at least one primary and one secondary color.
- ii. At least one of these elements, either texture or color, shall repeat horizontally across the facade.
- iii. Variations in texture and color elements shall repeat vertically a minimum of every 30 feet.

**(F) Eaves and Roofs**

Buildings with sloped roofs (those greater than 3:12 pitch) visible from any roadway shall contain overhanging eaves, extending no less than two feet past the supporting walls. Flat roofs (those less than 3:12 pitch) shall include a parapet on supporting walls.

**(G) 360-Degree Architecture**

Those sides of a building that are not visible from the street frontage shall have a finished facade that is similar to the visible facades in terms of materials and architectural detailing.

**(H) Primary Pedestrian Entry**

- i. One primary pedestrian entrance shall be provided facing a street.
- ii. On corner or through lots, the facade facing the higher classified street shall have the primary pedestrian entrance.
- iii. The pedestrian entry shall contain at least three of the following architectural details:
  - a. Pilasters or facade modules;
  - b. Public art display;
  - c. Prominent building address, building name,
  - d. Lighting;
  - e. Awning or canopy
  - f. Change in building façade colors or materials
  - g. Raised corniced entryway parapet;
  - h. Buttress and arched entry.

**(I) Windows on Primary Facades**

All first-story windows on the primary facade of a primary structure shall be transparent and shall not make use of dark tinting or reflective glass, except as required for Energy Star Performance Rating.

**(J) Anti-Monotony Standards**

In the case of any development containing more than four individual buildings there shall incorporate the following variations to break up monotony in design:

- i. At least 20% of the siding materials to be change.
- ii. At least 30% of the siding colors to be changed.
- iii. At least 20% of the siding textures to be changed.

**(K) Street Addresses**

- i. Street address displays shall consist of Arabic numerals (e.g., 1, 2, 3...) no less than eight inches in height. For multifamily uses, the address display shall a minimum of five inches and a maximum of 10 inches in height.
- ii. Street address displays shall be placed above all exterior entrances visible from a public street, private drive, or parking lot.
- iii. All street addresses shall contrast with the color of the surface on which they are mounted, shall consist of reflective materials, and shall be clearly visible and identifiable from the street.

**(3) Residential (10 units or less)****(A) Applicability**

The following standards shall apply to residential buildings of 10 or less.

**(B) Materials**

- i. Primary exterior finish building materials used on residential dwellings shall consist of any of the following:

- ii. Horizontal lap siding (e.g., vinyl, cementitious, wood); V-grooved tongue-and-groove siding;
  - iii. Wood-grained vertical siding materials in a board-and-batten or reverse batten pattern; Cedar or other wood materials
  - iv. Stucco, plaster, or similar systems (excluding EIFS); Stone;
  - v. Split face block, ground face block, or brick; Cast or cultured stone;
  - vi. Cast in place concrete; Earthen structural materials; or
  - vii. Other materials that replicate the look and durability of the above materials, as approved by the staff.
- (C) Minimum Coverage**  
Exterior finish building materials listed above, or a combination of such materials, shall extend from roofline to within six inches of finished grade.
- (D) Foundations**  
All buildings shall be placed on permanent foundations.
- (E) Roofs**
- i. For attached and detached single-family dwellings, duplex, triplex, fourplex, and multifamily dwelling units that have sloped roofs, the roof shall consist of shingles, shakes, tile, standing-seam metal, or V-grain metal. Additions to attached or detached single-family dwelling units may use flat roofs (less than a 3:12 roof pitch). Primary structures larger than 1,000 square feet of gross floor area may use a flat roof (less than 3:12 roof pitch).
- (F) Street Addresses**
- i. Street address displays shall consist of Arabic numerals (e.g., 1, 2, 3...) no less than three inches in height.
  - ii. Street address displays shall be placed on the front of the structure and on the mailbox post where mailboxes are located along the street.
  - iii. All street addresses shall contrast with the color of the surface on which they are mounted, shall consist of reflective materials, and shall be clearly visible and identifiable from the street.
- (G) Solar Ready Building Design**  
All primary structures shall meet either the following:
- i. Design building as solar or renewable energy ready and incorporate the following into the site plan:
  - ii. Roof load bearing specifications shall be sized to bear the weight of a solar installation, but no less than an additional 10 psf;
  - iii. Submit a completed U.S. EPA Renewable Energy Ready Home Solar Site Assessment or another approved solar-ready assessment is required.
  - iv. Modifications to either 1 or 2 above can be approved by the Director of Planning and Transportation.

## 04.04.070 Incentives

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### (a) Purpose and Applicability

The affordable housing and sustainable development incentives are available to all development within the Summit District PUD. The purpose of this Section 04.04.070 is to establish a framework by which affordability and sustainability standards may be implemented to achieve the requirements of the Summit District PUD. It is further designed to create standards to allow development to incorporate expanded affordability and sustainability measures by providing enhanced development incentives.

### (b) General Standards

(1) The following standards apply to all projects seeking affordable housing or sustainable development incentives in this Section.

(A) The Comprehensive Plan recognizes sustainability as a key component of nurturing Bloomington's environmental integrity.

(B) The purpose of these standards is to encourage the provision of affordable housing for very low-, low-, and moderate-income households. Affordable housing is necessary to help maintain a diverse housing stock and to allow all residents to have better access to jobs and to improve their economic status. Affordability and sustainability, along with the incentives available for each will accompany development plans submitted to achieve goals articulated in this ordinance. A minimum of 15% of the residential housing offered by this Project will fall in the affordable category and be permanently income-limited.

(C) The Summit District PUD requires 15% of the units meet the affordability standard of being income restricted to households earning below 120 percent of the HUD AMI for Monroe County Indiana.

### (2) Waiver of Fees

(A) When a petition qualifies for one or more of the incentives in this Section filing fees for the Plan Commission and/or Board of Zoning Appeals may be waived.

(B) When a petition that qualifies for one or more of the incentives in this Section has been approved by the decision-making body:

- i. Fees associated with right-of-way excavation permits for the project may be waived; and
- ii. Sewer hook-on fees for the project may be waived or reduced by the utilities service board.

### (3) Administration

- (A) A petition for these development incentives shall be included with a petition for development approval.
- (B) Projects that qualify for the affordable housing incentive and/or the sustainable development incentive established in Section 04.04.070: (Incentives), shall have the site plan portion of the petition processed as a minor (rather than major) site plan.
- (C) Staff shall determine if the project is eligible to receive incentives and if it satisfies the criteria established in this Section 04.04.070.
- (D) Where the final approval authority determines that the project satisfies the criteria of this Section 04.04.070 the final approval authority may authorize the modifications to development standards otherwise applicable to the project to allow the use of the approved incentives.
- (E) The city may withhold issuance of a Certificate of Zoning Compliance or recommendation for a Certificate of Occupancy until verification that the project satisfies the affordable housing and/or sustainable development standards approved as part of the development petition.

### (c) Incentives

- (1) All projects that meet the minimal standards set forth in the incentive Section 04.04.070 shall be entitled to the following incentives as part of such development. These incentives are further discussed in the following sections, however, include reduction in bulk requirements and increase in primary building height maximums.

The standards as well as the incentives can be applied individually for any project or accumulatively based on the standards set forth below.

- (2) For projects of more than 20 residential units or all non-residential uses, if both the affordable housing incentive and the sustainable development incentive have been earned, the maximum building floor plate may be increased by 50% and the maximum building height may be increased by four stories not to exceed 48 feet.

### (d) Affordable Housing

- (1) Purpose

The purpose of these standards is to encourage the provision of affordable housing for very low-, low-, and moderate-income households. Affordable housing is necessary to help maintain a diverse housing stock and to allow all residents to have better access to jobs and to improve their economic status. The Summit District PUD requires 15% of the units meet the affordability standard of being income restricted to households earning below 120 percent of the HUD AMI for Monroe County Indiana.

Affordability and sustainability, along with the incentives available for each will accompany development plans submitted to achieve goals articulated in this ordinance. A minimum of 15% of the residential housing offered by this Project will fall in the affordable category and be permanently income-limited. The calculus for affordability will require that for every 250 residential units developed, 15%, or 38, of those units will be designated as affordable, to comply with the requirement and to provide diversity in housing types and provide affordable units across the entire project. The entire project will achieve the 15% dedication of affordable residential housing and integrated over the entire Property. This integration of this housing requirement across the entire scope of the development will ensure that there is no single concentration of affordable housing to attain the 15% calculation, but that it is appropriately disbursed throughout the Property. The calculation for each development project will be carried forward from area-to-area such that the aggregate housing dedicated to affordability will total a minimum of 15%, thereby meeting the PUD requirement for affordability.

In an attempt to provide housing for a variety of households with diverse incomes and needs additional incentives are below to aid in the diversity of housing products, income levels and needs of the community,

- 38 affordable units (HUD income less than 120% AMI) per every 250 units.
- Some portion of the affordable units must be located in each of the five development areas of the PUD.
- 300 units can be constructed prior to the affordable covenant requirement (75 units) be placed on a portion of the property.
- Assisted care, group home or other nontraditional single family or multifamily developments that allow for individuals or households that are income restricted (i.e. Medicaid or other programs) to less than 120% HUD AMI are counted as 0.5 units and can be applied to the overall affordable housing requirement of the project. (10 residents or units income restricted X 0.5 = 5 affordable units).
- Units that are restricted to households earning less than 90 percent of HUD AMI for Monroe County for a period of 20 years or greater shall receive twice the credit as those units restricted to 120 percent HUD AMI for Monroe County, Indiana. LIHTC or other programs that require units at or below 90% HUD AMI are counted as 1.5 units and can be applied to the overall affordable housing requirement of the project, (10 income restricted units at 80% HUD AMI x 1.5 = 15 units).

## (2) Eligibility

Projects that satisfy one of the following criteria shall be eligible for the incentives established by Section 04.04.070:



**(A) Tier 1**

- i. At least 60 percent of the total gross floor area of the building (including additional area awarded with an incentive) is dedicated to residential dwellings; and
- ii. A minimum of 15 percent of the total dwelling units (including those on floors awarded with an incentive) are income-restricted for a minimum period of 20 years, unless otherwise adjusted or forfeited by the City, to households earning less than 120 percent of the HUD AMI for Monroe County, Indiana; or

**(B) Tier 2**

- i. At least 60 percent of the total gross floor area of the building (including additional area awarded with an incentive) is dedicated to residential dwellings; and
- ii. A minimum of 7.5 percent of the total dwelling units (including those on floors awarded with an incentive) are income-restricted for a minimum period of 15 years unless otherwise adjusted or forfeited by the City, to households earning below 120 percent of the HUD AMI for Monroe County, Indiana; and
- iii. A minimum of 7.5 percent of the total dwelling units (including those on floors awarded with an incentive) are income-restricted for a minimum period of 20 years, unless otherwise adjusted or forfeited by the City, to households earning below 90 percent of the HUD AMI for Monroe County, Indiana.

**(3) Nonresidential Projects**

Nonresidential projects that satisfy the following criteria shall qualify for the incentives established by Section 04.04.070:

**(A) The petitioner takes one of the following actions:**

- i. The petitioner constructs and restricts at least 20 affordable dwelling units, and each of those affordable dwelling units (a) are located off site, and (b) are deed-restricted to meet the Tier 1 or Tier 2 criteria for affordability levels and length of income restriction in Section 04.04.070(c), and (c) complies with the standards in Section 04.04.070(c)(6); or
- ii. The petitioner purchases/restricts at least 20 existing market-rate dwelling units and converted to an affordable dwelling unit that
  - (a) are deed-restricted to meet the Tier 1 or Tier 2 criteria for affordability levels and length of income restriction in Section 04.04.070 (c), and
  - (b) comply with the standards in Section 04.04.070(c)(6); or
- iii. The petitioner submits a payment-in-lieu of the construction or purchase of 20 affordable dwelling units described in subsection (i) and (ii) above, pursuant to Section 04.04.070(c)(7), calculated on a per unit rate.

**(4) Other Standards**

The following standards shall apply to all affordable housing projects seeking incentives under this section 04.04.070(c).

**(A) Agreement Required**

Petitioners shall enter into an affordable housing program or agreement administered by the federal, state, or local governments, or an organization approved by those governments to ensure that no person shall sell, rent, purchase, or lease an affordable housing unit created pursuant to this Section 04.04.070(c)(5) except to income-eligible households and in compliance with the provisions of this section.

**(B) Advertising Requirement**

Proof that the income-eligible units will be marketed and leased similar to the market-rate units is required before occupancy can be issued.

**(5) Payment-in-Lieu**

(A) A payment-in-lieu of providing housing that meets the Tier 1 or Tier 2 affordability criteria may be authorized by: an agreement with the City and all payments will be deposited into the Housing Development Fund.

(B) The provisions of this Section 04.04.070(c)(7) shall become effective as adopted and publicly available in the Administrative Manual within the Planning and Transportation Department. The procedures used for calculating, collecting, accounting for, and spending shall be reviewed frequently and updated as local housing market conditions change. The calculations may use or be based upon one or more of the following methods:

- i. Housing and Urban Development (HUD) annual rents based on Area Median Income;
- ii. Area Median Income (per person, income bracket, etc.);
- iii. Rental rates per unit or per bedroom;
- iv. Utility rates allowances per unit;
- v. Tiered rental rates based on percentages above and/or below AMI; and
- vi. Payment contribution rates.

**(6) Affordable Housing Incentives****(A) Reduced Bulk Requirements**

The following dimensional standards shall apply to all projects that meet either of the two criteria in subsection (2) above:

- i. The minimum lot area for subdivision may be reduced up to 50 percent.
- ii. The minimum lot width for subdivision may be reduced up to 50 percent.

**(B) Primary Structure Height****i. Eligibility**

In addition to the eligibility criteria in 04.04.070(c)(2), affordable housing projects seeking increased maximum primary structure height shall comply with the following criteria:

1. The building shall contain four or more dwelling units; and
2. Unit size and bedroom mix for deed-restricted units shall be comparable to those for market-rate units.

**i. Tier 1 Projects**

Projects that meet the Tier 1 affordability standards may increase the primary structure height by one floor of building height, not to exceed 12 feet, beyond the maximum primary structure height established for the sub-zoning district where the project is located, as identified in the Section 02.02.040 District Dimensional Standards.

**ii. Tier 2 Projects**

Projects that meet the Tier 2 affordability standards may increase the primary structure height by two floors of building height, not to exceed 24 feet, beyond the maximum primary structure height established for the sub-zoning district where the project is located, as identified in the Section 02.02.040 District Dimensional Standards.

**(e) Sustainable Development****(1) Purpose**

The Comprehensive Plan recognizes sustainability as a key component of nurturing Bloomington's environmental integrity. The following incentives are intended to encourage the use of sustainable development, rehabilitation, and retrofit practices in Bloomington beyond the baseline standards required by the UDO.

**(2) Eligibility**

Projects seeking the sustainable development incentives established in Section 04.04.110(d)(3) shall meet the qualifying criteria established in 04.04.110(a), shall satisfy one of the following two options below:

**(A) Option 1**

Projects seeking the sustainable development incentives established in Section 04.04.110(d)(3) shall demonstrate compliance with three or more of the following qualifying criteria:

**i. Storm Water**

The development site shall provide low impact development stormwater management by installing permanent infiltration or collection features (e.g., swale, culvert outfall, rainwater cistern) that can retain 100 percent of the runoff from at minimum, the 80th

percentile of regional rainfall events, based on the daily rainfall data and the methodology in the U.S. Environmental Protection Agency (EPA) Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act or a successor or replacement document issued by the EPA.

ii. **Light Colored Hardscaping**

At least 80 percent of horizontal hardscaping materials shall be installed with a solar reflectance index (SRI) of 86 or greater. The SRI shall be calculated in accordance with ASTM E1980.

ii. **Covered Parking**

1. A minimum of 80 percent of parking spaces shall be provided under cover.

Any roof used to shade, or cover parking shall:

[a] Have a three-year aged SRI of at least 78 or

[b] Be 75% covered by energy generation systems, such as solar thermal collectors or photovoltaics.

2. Parking calculations shall include all existing and new off-street parking spaces that are leased or owned by the project, including parking that is outside the project boundary but is used by the project. On-street parking in public rights-of-way is excluded from these calculations.

3. Parking spaces within a parking structure shall count toward meeting this standard.

iii. **Solar Energy, Cool or Vegetated Roof** Provide a roof meeting the standards in subsections (1), (2), (3) or (4) below. Roofs containing vegetation must follow landscaping standards pursuant to UDO Sections 20.04.080(c): General Landscaping, 20.04.080(d): Permitted Plant Species, and 20.04.080(e): Prohibited Plant Species.

1. **Solar Energy.** Install an on-site solar photovoltaic system covering an area anywhere on the building or lot equal to or greater than 35 percent of the total roof area of all primary buildings, or an area equal to or greater than an amount required to provide 40 percent of estimated annual average electricity used in all primary buildings. Other renewable energy devices may be used in place of on-site solar panels so long as evidence of equivalent electricity generation capacity is provided.

2. **Cool Roof.** Install a cool roof on at least 50 percent of the total roof surface using roofing materials that have an aged SRI equal to or greater than the values 50.

3. **Vegetated Roof.** Install a vegetated roof on at least 50 percent of the total roof surface using native or adapted plant species. Vegetated roofing shall comply with a Standard Guide for Selection, Installation, and Maintenance of Plants for Green Roof Systems.

4. **Combination Roof.** Install a combination solar energy, cool roof and vegetated roof, with each portion meeting the applicable standards in subsections 1, 2, and 3 above, and together covering at least 70 percent of the roof surface.
5. **Building Efficiency.** Design the project to achieve improved building energy performance beyond the minimum required building code standards by:
  - [a] Demonstrating that the project qualifies for a minimum of 17 points from the LEED v4.1 BD+C Optimize Energy Performance credit; or
  - [b] Demonstrating that the project qualifies for a minimum of 100 points from the Assessing Energy Performance standards, as provided in Section 3.3.1.1 of the Green Globes for New Construction v1.5 Technical Reference Manual.

**(B) Option 2**

Projects seeking the sustainable development incentives established in Section 04.04.110(d)(3) shall submit proof that the project is being reviewed and expects to receive certification by the following verified third-party sustainability programs:

- i. Silver Certification by the U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system;
- ii. Silver Certification by the Home Innovation National Green Building Standard (NGBS) Green Certified rating system;
- iii. Petal Certification by the International Living Future Institute Living Building Challenge (LBC) rating system; or
- iv. Three Green Globes Certification by the Green Building Initiative (GBI) Green Globes Certification rating system;
- v. Another verified third-party sustainability program producing equal or greater sustainability benefits to at least one of the programs listed in subsections (i.) through (iv.) above, as determined by the Planning and Transportation Director.

**(3) Sustainable Development Incentives**

**(A) All Projects**

Projects that satisfy the sustainable development criteria in Option 1 or Option 2 above shall be eligible for additional primary structure height and reduction in bulk requirements as established below:

- i. The minimum lot area for subdivision may be reduced up to 50 percent.
- ii. The minimum lot width for subdivision may be reduced up to 50 percent.

- (B)** One additional floor of building height, not to exceed 12 feet, beyond the maximum primary structure height established for the sub-zoning district where the project is located, as identified in Section 04.04.020 (District Dimensional Standards).

## 04.04.080 Landscaping, Buffering, and Fences

### (a) Purpose

The landscaping standards are intended to improve Bloomington's vegetated environment and foster development that will protect and preserve the appearance, character, health, safety and welfare of the community. Additionally, the standards are intended to foster an aesthetically pleasing development that will protect and improve Bloomington's biodiversity and the ecological services provided by native species and ecosystems. Trees, vegetation, fences, walls, and other landscape elements are essential components of a project. These components act to enhance the visual quality of developments, screen land uses, and better integrate the built and natural environments.

### (b) Applicability

Compliance with this Section 04.04.080 shall be required pursuant to Section 04.04.010 (Applicability) or the specific applicability criteria established in Sections 04.04.080(l) and 04.04.080(n). In addition, the UDO sections 20.04.080 (d)(e) and (g) shall apply to this PUD.

### (c) General Landscaping

#### (1) Placement of Landscape Materials

##### (A) Rights-of-way and Easements

It shall be the responsibility of the property owner to install and maintain landscape material in rights-of-way or easements, where such improvements are permitted. Plant species shall be approved by either the City or the easement holder.

##### (B) Utility Infrastructure

- i. Trees shall be located to avoid significant interference with overhead or underground utilities, including lateral connections.
- ii. Trees shall be planted at least 10 feet from sanitary sewer, water service lines, and natural gas lines.
- iii. A tree canopy may project over a right-of-way or easement.
- iv. All landscape plans shall also be reviewed by the utilities department to ensure that there are no conflicts between proposed landscape and utility lines.
- v. Where utility lines pass overhead of a tree plot, small trees may be used.

### (C) Vehicular and Pedestrian Movement

Plant materials shall be located to avoid interference with vehicular and pedestrian movement and shall not project over sidewalks, paths, or trails below a height of eight feet. Plant materials shall not project over street curbs or pavement within rights-of-way or access easements below a height of 15 feet.

### (D) Vision Clearance

#### (2) Landscape materials shall be located to avoid interference with visibility per Section 04.04.050(c)(4) (Connectivity)

Where properties have adjacent streets or access drive stubs intended for connection, these stubs shall be extended and connected on the developing property. (Vision Clearance Triangle).

### (A) Distribution

Required landscape shall be reasonably distributed in any areas of a site not covered by a structure, parking lot or required buffer yard. It is suggested that the required plantings be planted in clusters or irregular patterns, and that native grasses and herbaceous perennial species be used for ornamentation in addition to the required plantings.

### (3) Plant Material Standards

#### (A) Live Plantings

All plant material shall be living and healthy. Dead, diseased or artificial plants shall not be recognized as contributing to required landscape treatments.

#### (B) Species Identification

New plantings shall have species identification tags on the plant or paid purchase identification labels.

#### (C) Invasive Plants

Species identified as invasive, detrimental, or noxious shall not be planted under any circumstances and will not be counted toward landscape requirements.

**(D) Species Diversity**

- i. On sites that require an aggregate total of 20 or more new trees, any given genus of tree shall be limited to a maximum of 25 percent of the total number of newly planted trees on site.
- ii. To improve pollinator habitat, at least 25 percent of planted areas shall include native flowering and nectar producing plant species.
- iii. Where shrubs are required to be planted, up to 15 percent of the total number of required shrubs may be substituted with flowering perennials, grasses, or ferns. This does not apply to shrubs required as part of a landscape buffer requirement per UDO Section 20.04.080(g). Any flowering perennials, grasses, or ferns used toward parking lot perimeter requirements shall be of species that typically grow to be at least four feet in height and shall be maintained in accordance with Section 04.04.120(b) (Landscaping).

**(E) New Planting Sizes**

The following minimum sizes shall apply to all required plant material:

- i. **Deciduous Trees**  
All newly planted deciduous trees shall be two-inch caliper.
- ii. **Evergreen Trees**  
All newly planted evergreen trees shall be at least six feet in height.
- iii. **Shrubs**  
Shrubs shall be at least three-gallon container size and a minimum of 18 inches in height.

**(F) Substitution**

- i. **Public Art**  
The Planning and Transportation Department may allow up to five percent of the minimum landscape area requirement to be replaced with public art. Public art shall not replace required parking lot landscaping required by Section 04.04.080(h) and shall not count towards impervious surface area on the lot.
- ii. **Existing Vegetation**
  1. The City Planning and Transportation Department may permit the substitution of required landscape with existing vegetation provided that the existing vegetation is in good health and quality and is found on the permitted plant list in the PUD.
  2. Vegetation preserved to meet the requirements of Section 04.04.030(i), (Tree and Forest Preservation), may be substituted for required landscaping, provided it meets the requirements of Section 04.04.080(c)(3).
  3. Existing vegetation listed in Section 20.04.080(d), shall be credited towards required landscaping based on the following values:



**[a] Deciduous Trees**

A credit of one tree per every four inches DBH of an existing qualified deciduous tree is earned. No single existing tree shall count towards more than four individual required trees.

**[b] Evergreen Trees**

A credit of one tree per every 12 feet in height of an existing qualified evergreen tree is earned. No single existing tree shall count towards more than three individual required trees.

**[c] Shrubs**

A credit of one shrub per every one existing qualified shrub is earned.

**(G) Ground Cover**

- i. Turf grass and other vegetative ground cover shall be used for all landscaped areas, except that parking lot bumpouts, islands, endcaps smaller than 324 square feet, and areas within 12 inches of a building foundation may use decorative mulch or stone.
- ii. Except as provided in Section 04.04.080(c)(2)(G)(i), decorative mulch or stone shall not be used as groundcover except one foot beyond the dripline of shrubbery and shall be no more than six feet in diameter surrounding trees.

**(4) Tree Protection**

- (A) Any existing trees intended to be preserved and counted toward minimum landscape requirements shall be protected during the entire duration of construction.
- (B) Construction activities shall be prohibited within the tree protection zone, a three-foot minimum radius surrounding the dripline of the tree.
- (C) No equipment or supply storage, equipment movement, rest or picnicking area, or any land disturbing activities shall be allowed in the tree protection zone.

**(5) Alternatives Authorized**

A reduction in the count, configuration, or location of required landscaping materials may be allowed when alternatives are justified by site or development conditions. The petitioner shall provide justification for the use of alternatives and shall demonstrate how compliance with the standard(s) from which a deviation is sought will be achieved to the maximum extent practicable. Conditions that may justify approval of an alternative landscape plan include:

- (A) Unique lot size or configuration;
- (B) The presence of existing utility or other easements; or
- (C) Preservation of natural vegetation.

### **(6) Alternative Landscape Plan Approval Criteria**

The City Planning and Transportation Department may approve alternative landscape plans that do not meet the specific requirements stated in this Section 04.04.080, when the petitioner demonstrates and the City Planning and Transportation Department determines that the alternatives meet all of the following criteria:

- (A) Are consistent with the purposes of this Section 04.04.080;
- (B) Do not include invasive vegetation included in an adopted city, county, or state list of prohibited or invasive species;
- (C) Provide equal or superior buffering of adjacent properties from anticipated impacts of the proposed development; and
- (D) Provide equal or superior visual appearance of the property when viewed from a public right-of-way.

### **(d) Permitted Plant Species**

All plant material shall be selected from Section 04.04.080(d) of the UDO and in compliance with the Permitted Plant Species section of the UDO. Substitutions to the list shall be submitted to the City Planning and Transportation Department for approval.

### **(e) Prohibited Plant Species**

Species identified in Table 04-17 of the UDO Section 20.04.080(e) are considered Prohibited Plant Species are considered unacceptable and shall not be planted because of invasive characteristics, weak wood, and/or abundant litter.

### **(f) Street Trees**

#### **(1) Number**

A minimum of one canopy tree shall be planted per 40 feet of property that abuts a public right-of-way or 20 feet for small trees under overhead utility lines.

#### **(2) Type**

Street tree species shall be subject to approval by the City's Urban Forester based on hardiness, seasonal appearance, and contribution to shading and cooling.

#### **(3) Location**

##### **(A) Freeway/Expressway**

Street trees along a limited-access highway shall be planted within 15 feet of the property line that abuts the limited-access highway. No trees shall be planted in the right-of-way.

**(B) Arterial, Collector, Local or Private Street**

Street trees along an arterial, collector, local, or private street shall be planted in a minimum five-foot wide tree plot between the sidewalk and the curb. If a tree plot is not available, then the street trees shall be planted within the front yard immediately adjacent to the street. Street trees planted within the front yard shall not count towards other landscaping requirements.

**(C) Proximity of Adjacent Street Trees**

The spacing between adjacent street trees shall be no less than 10 feet and no more than 40 feet.

**(D) Tree Grates**

Street trees may be planted in a minimum five foot by five-foot tree pit covered with an ADA compliant cast iron grate to maintain a flush grade with adjacent sidewalks.

**(E) Vision Clearance**

- i. Street trees shall be planted outside the vision clearance triangle as defined in Section 04.04.050(c)(5) (Connectivity)
- ii. Where properties have adjacent street or access drive stubs intended for connection, these stubs shall be extended and connected on the developing property.
- iii. Vision Clearance Triangle), or within that portion of the vision clearance triangle behind the sidewalk.
- iv. Low-branching species shall not be allowed within 50 feet of an intersection.
- v. Locations for street trees within 50 feet of an intersection shall be approved by the City Engineering Department.
- vi. Street trees shall be located a minimum of 10 feet from a driveway cut, traffic control sign, or streetlight, and a minimum of three feet from a fire hydrant.

**(g) Parking Lot Landscaping****(1) Parking Lot Perimeter Treatment**

Parking lots shall be screened from streets and adjacent uses using a combination of plant materials, decorative fences, decorative walls, and/or earthen berms. Parking lots with four or more spaces shall have the following perimeter treatment:

**(A) Minimum Landscape Width Generally****i. Generally**

A landscape area a minimum of eight feet in width shall be provided along all parking lot perimeter areas abutting another property or a public right-of-way.

This standard does not apply to those portions of a development site where shared parking, access, or other site features adjoined at the property line. A minimum of one of the following perimeter landscape treatments shall be applied in the

**(B) Trees**

i. **Number**

Parking lot perimeter areas shall contain a minimum of one tree per four parking spaces.

ii. **Type**

A minimum of 75 percent of the required trees shall be large, canopy trees.

iii. **Location**

Trees shall be planted within 10 feet of the parking lot edge.

**(C) Shrubs**

i. **Number**

Parking lot perimeter areas shall contain a minimum of three shrubs per one parking space.

ii. **Location**

Shrubs shall be planted within five feet of the parking lot edge.

iii. **Height**

Shrubs planted in parking lot perimeter areas shall be selected from species that grow to a minimum height of four feet.

**(2) Landscape Bumpouts, Islands, and Endcaps**

**(A) Number**

Parking lots with 12 or more parking spaces shall provide one landscape bumpout, island, or endcap per every 10 parking spaces.

**(B) Minimum Area**

The width and length of each required landscape bumpout, island, or endcap shall be equal to the width and length of the adjacent parking space.

**(C) Minimum Planting**

Each landscape bumpout, island, or endcap shall contain at least one large canopy tree. Where a bumpout, island, or endcap area is equal to the width and length of two parking spaces, a minimum of two large canopy trees shall be provided.

**(D) Stormwater Filtration**

Parking lot bumpouts, islands, or endcaps shall be installed lower than the parking surface to allow stormwater run-off to enter the bumpout, island, or endcap for natural treatment and filtration. Any parking areas with curbing shall incorporate gaps to allow stormwater to enter the bumpout, island, or endcap.

**(E) Placement**

Landscape bumpouts, islands, or endcaps shall be installed to control vehicular circulation and define major drives. Such islands shall be placed at intervals of no more than 10 consecutive spaces.

**(h) Mixed-Use and Multi-family Landscaping****(1) Interior Plantings**

The minimum landscape area on a site, as established in Section 04.04.020 (Dimensional Standards) or areas not covered by an impervious surface or required buffer yard shall be planted with the following:

- (A) 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.
- (B) 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.
- (C) 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.

**(2) Parking Lot Perimeter Plantings**

The provisions in UDO Section 20.04.080(h).

**(i) Vacant Lot Landscaping****(1) Applicability**

Except for lots where the primary land use is urban agriculture, vacant lots with frontage on a public street shall be subject to the requirements of this Section 04.04.080(i).

**(2) Timing**

Landscaping or ground cover shall be installed as required in Section 04.04.080(i)(3) on the lot where demolition activity has occurred within 180 days after the issuance of a demolition permit, unless:

- (A) The City Planning and Transportation Department has granted an extension of time due to the need for more time to complete demolition activities or due to the presence of seasonal or inclement weather; or
- (B) A site plan has been approved for the reuse of the property. If an approved site plan has expired and has not been renewed, landscaping as outlined in Section 04.04.080(i)(3) shall be installed within 180 days after site plan expiration.

### (3) Planting Requirements

- (A) For lots of one-half acre or less, the entire lot containing the demolition activity shall be covered with grass or other suitable ground cover. No ground cover is required in locations where existing vegetation, remaining structures, or parking areas serving such remaining structures still exist.
- (B) For lots greater than one-half acre, one of the following landscaping options must be selected:
  - i. The entire area disturbed for demolition shall be covered with grass or other suitable ground cover; or
  - ii. A 10-foot wide planting area shall be installed along the property line bordering the entire area disturbed for demolition from any public street. This planting area may either utilize raised planters or be level with street grade. Evergreen shrubs that grow to a minimum height of at least four feet shall be planted every three feet within these planting areas.

### (j) Screening

#### (1) Roof-Mounted Mechanical Equipment

- (A) Roof-mounted mechanical equipment shall be screened by a parapet wall or similar feature that is an integral part of the building's architectural design.
- (B) The parapet wall or similar feature shall be sufficient to screen the mechanical equipment from all sides when viewed from ground-level.
- (C) Facilities for the operation of active or passive solar energy systems and other alternate energy systems shall be exempt from the screening requirements.

#### (2) Ground-Mounted Mechanical Equipment

The following standards shall apply to all uses except for single-family, duplex, triplex, fourplex, mobile home, and manufactured home residential uses.

- (A) Outdoor ground-mounted mechanical equipment which relates to power supply, watering, heating, ventilating, and similar purposes (including, but not limited to subpanels, transformers, air conditioners, heating, cooling and ventilating equipment, kitchen hoods and vents, swimming pool equipment, pumps and heaters, propane tanks), and all other mechanical equipment shall be located where it is not visible from public open space, public trails, public streets, or from adjacent properties to the maximum extent practicable.
- (B) In cases when ground-mounted mechanical equipment is visible from a public open space, public trail, public street, or adjacent property, the equipment shall be screened from view by a solid wall or fence or a vegetative screen that satisfy the following criteria:
  - i. The wall or fence shall be of a height equal to or greater than the height of the mechanical equipment being screened and shall be compatible with the architecture and landscaping of the development; or

- ii. The vegetative screen shall be planted along the full length of the equipment to be screened and shall be of a height equal to or greater than the height of the equipment to be screened at the time of planting.
- (C) Screening of ground-mounted solar energy equipment is not required.

### (3) Loading, Service, and Refuse Areas

- (A) Outdoor loading, service, and refuse areas shall be integrated into the building design if possible or shall be located where they are not visible from public open space, public trails, public streets, or from adjacent properties, to the maximum extent practicable.
- (B) Refuse areas shall not be located within the front setback and shall be a minimum of five feet from side and rear property lines, except for:
  - i. Side and rear locations adjacent to alleyways;
- (C) In cases when loading, service, and refuse areas are visible from a public open space, public trail, public street, or adjacent property, the loading, service, and refuse areas shall be screened from view by:
  - i. A solid wall or fence a minimum of six feet in height, or high enough to ensure that the contents of the enclosure are not visible from adjacent parcels or public rights-of-way. Such enclosures shall match the general design and materials of the primary structure (but excluding unfinished CMU block). At least one side of such fence or wall shall incorporate a movable gate for access.
  - ii. The use of chain-link fencing for loading, service, or refuse area screening shall be prohibited.

### (4) Design

- (A) Outdoor trash receptacles, dumpsters, compactors and similar containers shall be placed on an impervious surface.
- (B) Screened outdoor storage facilities shall be adequately protected from damage by vehicles through the installation of bollards and shall be properly maintained and kept in good repair at all times.

## (k) Fences and Walls

### (1) Applicability

Unless otherwise provided below, this Section 04.04.080(k) shall apply to all new development.

- (A) Fences and walls used to screen trash receptacles, mechanical equipment, and other areas requiring screening are exempt from the height limits in Section 20.04.080(n)(3); however they shall not be less than six feet in height.
- (B) Utility substation and transmission facilities, quarry and stone processing, jails, detention facilities, kennels, and prisons are exempt from Section 04.04.080(k)(3).

- (C) Retaining walls are exempt from the height standards but shall be constructed in accordance with manufacturer's specifications or generally accepted engineering standards.
- (D) Fences and walls used to screen swimming pools shall not be less than five feet in height or greater than eight feet in height.
- (E) Decorative features of fences such as post tops are exempt from height requirements provided, they extend no more than 12 inches from the top of the fence and are spaced at least eight feet apart.
- (F) Fences intended exclusively to protect food garden plots from animals shall not be more than 12 feet in height. The portion of the fence that exceeds five feet in height shall, by the use of voids and solids via latticework or other similar techniques, be of open construction. This portion of the fence shall be constructed of materials widely accepted in the fence industry for garden protection.

## (2) Fence and Wall Location

- (A) Fences and walls shall be permitted up to the property line.
- (B) No fence or wall shall be located within a public or private easement unless written permission from the easement holder has been granted.

## (3) Fence and Wall Height

### (A) Interior Lots

- i. Behind the front building wall of the primary structure, fences and walls shall not exceed a combined height of eight feet, except as provided in Subsection (1)(G) above.
- ii. Forward of the front building wall of the primary structure, fences and walls shall not exceed four feet in height.

### (B) Corner Lots

On corner lots where the structure has two front building walls, one frontage shall be considered a secondary front building wall.

- i. Fences and walls along the front setback of the front building wall shall comply with Section 04.04.080(n)(k)(A).
- ii. Fences and walls along the lot frontage of the secondary front building wall, shall not exceed four feet forward of the build to line or the building setback line, whichever applies.
- iii. Behind the build to line or front building setback line, on the secondary front building wall, fences and walls shall not exceed eight feet in height, except as provided in Subsection (1)(F) above.
- iv. The portion of fences up to and between the build to line/building setback line and the secondary front building wall that exceed five feet in height, shall, by use of voids and solids via latticework or other similar techniques, be of open



construction. This portion of the fence shall be constructed of materials widely accepted in the fence industry for permanent open-topped fencing.

- v. Any determinations as to the secondary front building wall shall be decided by the City Planning and Transportation Department.

#### (C) Through Lots

On through lots where the structure has two front building walls, one frontage shall be considered a secondary front building wall.

- i. Fences and walls along the front setback of the front building wall shall comply with Section 04.04.080(k)(3)(A).
- ii. Fences and walls greater than four feet in height, along the lot frontage of the secondary front building wall, when adjacent to a local street or secondary collector street, shall meet the building setback.
- iii. Fences and walls greater than four feet in height, along the lot frontage of the secondary front building wall, when adjacent to a primary collector street or arterial street, shall be set back at least 10 feet from the property line.
- iv. The portion of fences up to and between the build to line/building setback line and the secondary front building wall that exceed five feet in height, shall, by use of voids and solids via latticework or other similar techniques, be of open construction. This portion of the fence shall be constructed of materials widely accepted in the fence industry for permanent open-topped fencing.
- v. Where no primary structure exists on the parcel, fences and walls shall not exceed four feet in height, except as provided in Subsection (1)(G) above.

#### (4) Fence and Wall Design

##### (A) Prohibitions

The following shall be prohibited from use as a component of a fence or wall:

- i. Barbed wire; or
- ii. Security wire.

##### (B) Orientation

Fences and walls shall present the nonstructural face outward towards adjacent parcels and any adjacent public right-of-way.

##### (C) Vision Clearance

#### (5) Fences and walls shall meet all vision clearance standards in Section 04.04.050(c)(4)

Where properties have adjacent street or access drive stubs intended for connection, these stubs shall be extended and connected on the developing property.

(Vision Clearance Triangle).

## 04.04.090 Signs

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### (a) Purpose

The intent of these sign standards is to:

- (1) Accomplish the goals of the Comprehensive Plan;
- (2) Avoid unnecessary proliferation of signs;
- (3) Provide developments with appropriate identification;
- (4) Create a consistent streetscape;
- (5) Maintain and enhance the aesthetic environment of the city and its City;
- (6) Eliminate potential hazards to motorists and pedestrians resulting from sign clutter; and
- (7) Promote the health, safety, and welfare of the residents of the City of Bloomington.
- (8) No part of these standards shall in any way be interpreted to infringe upon those rights guaranteed by the First Amendment to the United States Constitution or Article 1, Section 9 of the Indiana Constitution.

### (b) Applicability

No sign or advertising device shall be established, altered, changed, erected, constructed, reconstructed, moved, divided, enlarged, demolished or maintained except in compliance with this Section 04.04.090.

### (c) Permit Requirements

#### (1) Generally

A sign permit shall be required for all signs located, erected, constructed, reconstructed, moved, or altered unless specifically exempted by this Section 04.04.090

#### (2) Signs not Requiring a Permit

The following signs are exempt from the requirement to obtain a sign permit, unless specifically required by another subsection of this Section 04.04.090.

##### (A) Public Signs

Any signs erected, or required to be erected, by a unit of local, state, or federal government.

##### (B) Small Signs

Any sign of not more than one and one-half square feet in area.

**(C) Temporary Signs**

- i. In all sub-zoning districts, each property is allowed to have two signs, neither of which shall exceed five square feet in area, and one additional sign that shall not exceed eight square feet in area.
- ii. In nonresidential and mixed-use sub-zoning districts, each vacant property, or property that is under construction, is allowed to have one sign that shall not exceed 32 square feet in area.
- iii. In all nonresidential and mixed-use sub-zoning districts, each vacant tenant space, or tenant space that is under construction, is allowed to have one sign that shall not exceed 32 square feet in area that shall be attached to the wall of the vacant space.

**(D) Murals**

Murals are exempt from the requirement to obtain a sign permit.

**(E) Window Signs**

Window signs shall not exceed 25 percent of the glass area of any individual window or glass door frame and shall not count towards the wall sign allowance of the use or property.

**(F) Sandwich Board Signs**

Sandwich board signs shall comply with the standards of this Section.

**(d) Sign Measurements**

Sign height and sign area measurements shall be calculated as follows:

**(1) Wall Signs**

The area of wall signs shall be calculated as the smallest regular geometric figure needed to circumscribe any images, text, or other identifying trait placed on a structure.

**(2) Freestanding Signs**

The area of freestanding signs shall be calculated as the smallest regular geometric figure needed to circumscribe the sign, exclusive of supporting structures.

The height of a freestanding sign shall be measured from the grade beneath the sign or from the crown of the adjacent street, whichever is higher. The ground beneath a sign shall not be raised to artificially change the point at which the sign height is measured.

**(3) Double-faced Signs**

For all freestanding, projecting, or temporary signs permitted by this chapter, a double-faced sign may be erected. Only the face area of one of the two sides shall be considered

the face area of the entire sign. In such cases, the two sign faces shall be identical in area, shall be placed back-to-back, and shall be separated by a distance of no more than two feet.

### (e) Prohibited Sign Types

The following signs are prohibited in all sub-zoning districts unless specifically authorized by another provision of this Section 04.04.090:

#### (1) Animated Signs

Signs that use any motion picture, laser, or visual projection of images or text.

#### (2) Bench Signs

A sign located on the seat or back of a bench placed on or adjacent to a public right-of-way.

#### (3) Imitation of Public Signs

Signs that purport to be, are in imitation of, or resemble a public sign as described by the Manual on Uniform Traffic Control Devices. Examples include but are not limited to stop signs, yield signs, or pedestrian crossing signs.

#### (4) Off-premise Signs

Signs advertising goods, products, services, events or activities not located, sold or offered on the premises on which the sign is located, except for signs as provided in Section 20.04.100(c)(2)(B), Section 04.04.090(c)(2)(C) and Section 04.04.090(j)(10).

#### (5) Vehicle Signs

Vehicles, vans, trailers, or trucks that are parked continuously in the same general location to be used to display signs. This does not prohibit vehicle or trailer owners from having vehicles or trailers with signs, provided the vehicles or trailers are in use on a regular basis, are not continuously parked in one parking lot or parking space, and are not being used to serve in the same manner as an additional freestanding sign or temporary sign.

#### (6) Intermittent Lights

Signs that have intermittent blinking, flashing, or fluttering lights, including any device that has a changing light intensity, brightness of color, or gives such illusion, including but not limited to strobe lights.

#### (7) Pole Signs

Signs that are mounted on a freestanding pole or other support that is not part of or attached to a building or structure.

**(8) Temporary Signs**

Any temporary sign not specifically permitted in Section 04.04.090 (i)(8), Section 04.04.090(j)(8), or specifically exempted in Section 04.04.090(c)(2)(C), including but not limited to pennants, streamers, balloons, inflatable signs, spinners, feather flags, and banners.

**(9) Projecting Signs**

Any sign that projects outward more than 12 inches from the facade of a building in, except as provided in Section 04.04.090(l).

**(10) Electronic Reader Board Signs**

Any electronic reader board sign not specifically permitted in Section 04.04.090(g)(3).

**(f) Prohibited Sign Locations**

Signs shall not be installed at any of the following locations:

**(1) Public Easement**

In any public easement, unless the sign is a public sign authorized by Section 04.04.090(c)(2)(A), or is further authorized by the city.

**(2) Public Right-of-Way**

In any public right-of-way unless the sign is authorized by Section 20.04.090 (j)(10), or the sign is a public sign authorized by Section 04.04.090(c)(2)(A) and is further authorized by the city;

**(3) Roofs**

On the roof of a structure, or extending above the eave, roof line or parapet of a building, except that signs may be located on the vertical portion of a mansard roof if no vertical wall space is available on the wall space associated with that tenancy or occupancy below.

**(4) Vision Clearance Triangle**

Within a vision clearance triangle as specified in Sections 04.04.040(C)(5); Section 04.04.050.(c)(4) (Connectivity Where properties have adjacent street or access drive stubs intended for connection, these stubs shall be extended and connected on the developing property (Vision Clearance Triangle).

**(5) Miscellaneous**

On any traffic control signs, highway construction signs, fences, utility poles, street signs, trees or other natural objects.

## (g) General Design Standards

Unless otherwise stated in this PUD, the following standards apply to all signs.

### (1) Freestanding Signs

All freestanding signs shall comply with the following standards:

#### (A) Setback

All freestanding signs shall be set back a minimum of two feet from the proposed right-of-way line or outside of the required clear zone of a public sidewalk, whichever is greater, unless specifically approved by the City's Transportation and Traffic Engineer.

#### (B) Mounting

All freestanding signs shall be permanently affixed to the ground.

#### (C) Base

Sign bases shall conform to the following standards:

- i. Sign bases shall have an aggregate width of at least 40 percent of the total horizontal width of the sign; or have supports that are less than 25 percent of the vertical height of the sign.
- ii. The base and exposed foundation of all freestanding signs shall be covered with a finished material such as brick, stone, metal, or wood.

#### (D) Cap

A decorative cap may extend up to 18 inches above the height limit specified in this Section 04.04.090. The decorative cap shall have no identifying text, images, or identifying traits.

#### (E) Landscaping

- i. For any new freestanding sign, a landscaped area located around the entire base of a freestanding sign is required.
- ii. The landscaped area shall contain materials consisting of shrubs, spread no greater than three feet on center, and densely planted perennial ground cover.
- iii. The landscaped area shall be greater than or equal to the freestanding sign face area.

#### (F) Illumination

Sign lighting shall comply with the light trespass regulations in Section 20.04.090 (Outdoor Lighting).

**(2) Changeable Copy**

Unless specified otherwise in this PUD, signs may incorporate areas for changeable copy, provided that the changeable copy area does not exceed 40 percent of the total sign area.

**(3) Electronic Reader Boards**

Unless otherwise provided in this PUD, electronic reader boards may only be utilized when incorporated into permanent signage, provided that they do not exceed more than 40 percent of the total area of any sign face, and that information is displayed in increments of no less than 20 seconds.

**(h) Waiver of Right Damages**

- (1) The Plan Commission, the Board of Zoning Appeals, and the City Planning and Transportation Department are each authorized to request waivers of the right to and receipt of damages pursuant to Indiana Code 22-13-2-1.5, Indiana Code 36-7-2-5.5, and Indiana Code 32-24, in connection with any petition for a permit or other approval that may involve erection of a new sign or removal or alteration of a lawfully erected sign, including a lawful nonconforming sign.
- (2) Waivers may be requested from the following:
  - (A) The petitioner;
  - (B) The property owner;
  - (C) The sign owner; and
  - (D) Any other person with an interest in the site or the sign.
- (3) The owner and/or the petitioner shall be responsible for obtaining waivers from all persons listed in Section 04.04.090(h)(2).

**(i) Residential District Sign Standards****(1) Applicability**

This section applies to the residential districts.

**(2) Single-Family and Condominium Subdivision**

Each subdivision shall be permitted one freestanding sign per development entrance, subject to the following standards:

**(A) Freestanding Sign Area**

The maximum sign area shall not exceed 32 square feet per side.

**(B) Freestanding Sign Height**

The maximum height shall not exceed six feet in height.

**(C) Changeable Copy**

Changeable copy shall be prohibited as part of a freestanding sign.

**(D) Number**

The permitted subdivision sign may be replaced with two signs of a maximum 16 square feet in area per sign if a sign is placed on each side of the entrance.

**(E) Wall Signage**

No wall signage is permitted.

**(3) Multifamily**

(A) Multifamily developments containing between three and 14 dwelling units shall be permitted one wall sign not to exceed 24 square feet per development.

(B) Multifamily developments containing at least 15 dwelling units shall be permitted:

- i. One freestanding sign per development vehicle entrance, not to exceed 32 square feet per side in maximum sign area and not to exceed six feet in height; and
- ii. One wall sign per building not to exceed 24 square feet each.

**(4) Illumination**

Signs within residential districts shall not be internally illuminated.

**(5) Temporary Signs**

In addition to the temporary signs exempted under Section 04.04.090(c)(2)(C), conforming nonresidential uses and multifamily structures with at least 15 dwelling units are permitted to display temporary signage provided that the temporary signs comply with the following standards:

- (A) All temporary signs shall receive a sign permit from the City Planning and Transportation Department before being displayed;
- (B) A maximum of three temporary signs per display period described below are permitted;
- (C) Temporary sign types shall be limited to freestanding portable signs or materials not prohibited in 20.04.090 (e)(8);
- (D) Temporary signs shall not exceed 16 square feet in area per side;
- (E) Freestanding temporary signs shall not exceed six feet in height; and



- (F) External illumination of temporary signs is prohibited.
- (G) Display of temporary signs shall be permitted for a maximum of three periods of up to 30 days per period, per calendar year. These permitted periods may be combined into one or two periods per year provided that the total display period does not exceed 90 days.

## (j) MN District Sign Standards

### (1) Applicability

This sign standards section applies to the MN sub-zoning districts.

### (2) Wall Signs

The following standards shall apply to wall signs for individual uses or tenants within a multi-tenant center:

#### (A) Allowance

- i. Individual Nonresidential Uses  
The cumulative square footage of all wall signs shall not exceed one and one-half square feet per lineal foot of primary facade facing a public or private street.
- ii. Multi-tenant Nonresidential Center  
The cumulative square footage of all wall signs for any individual tenant shall not exceed one and one-half square feet per lineal foot of the tenant's facade width facing either a public or private street or facing a parking area if no street frontage is adjacent. For purposes of this Section 04.04.090 (j), only one facade of the building may be used to measure the sign allowance, with the exception of corner locations in multi-tenant buildings, which shall be permitted to use the side facade as additional facade width.
- iii. Size Limits  
No use shall be limited to less than 30 square feet of wall signage. Uses with less than 200,000 square feet of building area shall not be permitted to exceed 300 square feet of wall signage. Uses with 200,000 square feet or more of building area shall not be permitted to exceed 400 square feet of wall signage.

#### (B) Maximum Projection

Except an awning sign, no part of a wall sign shall project more than 12 inches from the wall or face of the building to which it is attached.

## (C) Location

Wall signs for individual tenants within a multi-tenant nonresidential center shall be located on a wall of the tenant's lease space.

## (D) Multi-tenant Nonresidential Centers

In addition to other wall signs permitted in this Section 04.04.090(j)(2), multi-tenant nonresidential centers shall be permitted a single wall sign not exceeding 20 square feet in area.

## (3) Projecting Signs

A 5 square foot projecting sign is allowed on a tenant's lease space. Projecting signs shall count toward wall signage allotment.

## (4) Freestanding Signs

The following standards shall apply to all freestanding signs:

## (A) Number

- i. Freestanding signs shall not be permitted on lots with 30 feet or less of public street frontage.
- ii. Lots with greater than 30 feet and less than 500 feet of frontage on a public street are permitted one freestanding sign.
- iii. Lots with 500 feet or more of public street frontage, one freestanding sign shall be permitted for each 250 feet of public street frontage.
- iv. The number of signs allowed per street frontage shall be determined based on the length of frontage on each street. Each frontage is regulated separately, and total square footages may not be aggregated.
- v. In no case shall any lot have more than four freestanding signs.

## (B) Area

- i. Individual Nonresidential Uses
  1. Freestanding signs on lots with greater than 30 feet and less than 50 feet of public street frontage shall not exceed 20 square feet.
  2. Freestanding signs on lots with at least 50 feet and less than 75 feet of public street frontage shall not exceed 30 square feet.
  3. Freestanding signs on lots with at least 75 feet of public street frontage shall not exceed 45 square feet.
  4. Where a lot has more than one public street frontage, each street frontage shall be regulated independently.
- ii. Multi-tenant Nonresidential Centers

1. Freestanding signs for centers with less than 20,000 square feet of gross floor area are permitted a maximum sign area based on individual nonresidential use allowances listed in the above section 04.04.090(j)(4)(B)i.
2. Freestanding signs for centers with at least 20,000 and less than 35,000 thousand square feet of gross floor area shall not exceed 60 square feet.
3. Freestanding signs for centers with at least 35,000 and less than 50,000 square feet of gross floor area shall not exceed 75 square feet.
4. Freestanding signs for centers with at least 50,000 square feet of gross floor area shall not exceed 125 square feet.
5. Individual tenant panels shall not exceed 36 square feet.
6. Outlots that are not counted toward center square footages shall be permitted freestanding signage based on individual nonresidential uses in Section 04.04.090(j)(4)(B)i.
7. Replacement or switch-out of individual tenant panels on a multi-tenant sign shall not require compliance of the entire freestanding sign but shall require a sign permit.
8. The gross floor area calculations described in this Section 04.04.090(j)(4)(B)ii shall not include any square footage associated with a residential use.

**(C) Height**

- i. For individual nonresidential uses and multi-tenant centers of less than 20,000 square feet of gross floor area, the maximum freestanding sign height shall be six feet.
- ii. For multi-tenant centers with at least 20,000 square feet and less than 50,000 square feet of gross floor area, the maximum freestanding sign height shall be eight feet.
- iii. For multi-tenant centers with at least 50,000 square feet of gross floor area, the maximum sign height shall be 15 feet.
- iv. The gross floor area calculations described in this Section 20.04.100(j)(4)(C) shall not include any square footage associated with a residential use.

**(D) Separation**

Where a lot is permitted multiple freestanding signs, no two freestanding signs shall be within 100 feet of each other, as measured along the public right-of-way.

**(E) Changeable Copy**

A maximum of 80 percent of any freestanding sign may be dedicated to changeable copy.

**(5) Permanent Display Cabinets**

Permanent display cabinets shall be subject to the following standards:

- (A) Permanent display cabinets may incorporate interchangeable signage such as banners, flyers, posters, and menus.
- (B) Permanent display cabinets shall count toward the wall signage square footage allowance of the use.
- (C) Individual display cabinets shall not exceed 16 square feet in area per display cabinet, measured at the outer edge of the cabinet frame.
- (D) A permanent display cabinet shall not exceed eight feet in height from ground level.
- (E) The permanent display cabinet shall be framed with wood, metal, or other durable material, and enclosed with a transparent cover.

**(6) Drive-Through Uses**

In addition to the signs listed in this Section 04.04.090:

- (A) Structures with a drive-through shall be permitted one additional sign at the entrance to or for each area connected to a drive-through lane, provided that the sign has only one face, the maximum area of that sign face does not exceed 36 square feet, and the height of the sign does not exceed six feet.
- (B) Structures with a drive-through shall be permitted two additional freestanding signs, with a maximum sign face area that does not exceed four square feet, and the height of the sign does not exceed four feet.

**(7) Multifamily Dwelling Uses**

Developments containing at least 15 dwelling units shall be permitted up to 24 square feet of wall signage per development and one freestanding sign per vehicle entrance. The freestanding sign shall not exceed 32 square feet and the height of the sign shall not exceed six feet.

**(8) Temporary Signs**

In addition to the temporary signs exempted under Section 04.04.090(c)(2)(C), each property is allowed to display temporary signage provided that the temporary signs comply with the following standards:

- (A) All temporary signs shall receive a sign permit from the Planning and Transportation Department prior to being displayed.
- (B) The following numbers of signs are permitted:
  - i. Individual nonresidential uses shall be permitted a maximum of three temporary signs.
  - ii. Multifamily structures with at least 15 dwelling units shall be permitted a maximum of three temporary signs.

- iii. Individual tenants within nonresidential centers shall be permitted a maximum of one temporary sign.
- (C) Temporary sign types shall be limited to freestanding portable signs or materials not prohibited in 04.04.090(e)(8).
- (D) Temporary signs shall not exceed 16 square feet.
- (E) Freestanding temporary signs shall not exceed six feet in height. External illumination of temporary signs is prohibited.
- (F) Display of temporary signs shall be permitted for a maximum of three periods of up to 30 days per period, per calendar year. These permitted periods may be combined into one or two periods per year provided that the total display period does not exceed 90 days.

### (9) Freestanding Signs

The following standards apply to permanent freestanding signs.

- (A) The erection of freestanding signs shall be prohibited on any property frontage immediately adjacent to the B-Line Trail right-of way.
- (B) Lots with 30 feet or less of public street frontage are not permitted any freestanding signs. Properties with more than 30 feet of public street frontage of a single street are permitted a maximum of one freestanding sign.
- (C) Freestanding signs shall not exceed 15 square feet.
- (D) Freestanding signs shall not exceed four feet in height.
- (E) No freestanding sign shall be allowed unless the primary structure on a lot is set back from the public right-of-way by a minimum of 15 feet.
- (F) Internally illuminated signs are prohibited.
- (G) Changeable copy shall be prohibited as part of a freestanding sign.

### (10) Sandwich Board Signs

Properties immediately adjacent to a public sidewalk shall be permitted to place sandwich board signs in the public sidewalk provided the following criteria are met.

- (A) Number
  - Each property shall be permitted one sandwich board sign. If a property contains more than one tenant, additional sandwich board signs shall be permitted, provided the number of sandwich boards in front of a single property shall be limited to ensure that no sandwich board sign shall be placed within eight linear feet of another sandwich board sign, measured from the base of each sign.
- (B) Design
  - i. Sign face area shall not exceed five square feet per sign per face.
  - ii. Sign face width shall not exceed two feet, nine inches measured at the widest point of the sign face.

- iii. Sign height shall not exceed four and one-half feet measured from the ground to the top of the sign.
- iv. Signs shall be truly portable and shall not be permanently affixed to any structure or sidewalk.
- v.

(C) Placement

- i. Sandwich board signs shall meet the following placement criteria.
- ii. Signs shall be placed only on sidewalks with a minimum width of seven feet. Signs shall be removed from the public sidewalk at the end of each business day.
- iii. Signs shall be located a maximum of two feet from the building; or in the tree plot outside of the sidewalk.
- iv. Signs shall be placed a minimum of 48 inches from all obstructions within the sidewalk including newspaper boxes, outdoor tables and seating, trees and tree grates, bicycle racks, trash receptacles and any other item impeding pedestrian or wheelchair movement.
- v. Signs shall be placed a minimum of eight feet from a building corner or pedestrian crosswalk.
- vi. Sign placement shall meet all requirements of the ADA.

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## 05.05.010 Subdivision Design Standards

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(a) **Purpose**

This section is intended to establish and define the design standards that are required by the City for any subdivision of land.

(b) **Applicability**

This Section 05.05 applies to all site and infrastructure improvements associated with subdivisions. These requirements shall also apply to Planned Unit Developments associated with subdivision approval.

(c) **Generally**

- (1) In planning for the development of areas within the jurisdiction of the Plan Commission, the owner and petitioner shall make every effort to assure that the proposed project will be accomplished in agreement with the intent and purpose of the Comprehensive Plan.
- (2) The proposed development shall also be consistent with the property's sub-zoning classification and shall result in a project that is harmonious with the environmental character of the property as well as the overall community of the City of Bloomington.

(d) **Specific Standards for Subdivision Types**

In addition to the standards in this Section 05.05.050 (Subdivision Design Standards), each subdivision type defined in 05.05.030 (Subdivision Types ) shall comply with the specific standards summarized in Figure: 20-: Subdivision Development Standards below.

Figure 20:  
Subdivision Development Standards

	RD	CD	CL
Applicable base sub-zoning districts	RH1	RH2	MN
Parent tract size (minimum)	10,000 SF	21,000 SF	21,000 SF
Parent tract size (maximum)	None	None	None
Open space required (minimum) [1]	None	None	None
Block length (maximum)	800 feet	600 feet	450 feet
Cul-de-sac length (minimum)	200 feet	200 feet	200 feet
Cul-de-sac length (maximum)	300 feet	600 feet	600 feet
On-street parking (2) (minimum)	One side of street	One side of street	One side of street

NOTE:

Measured as a percent of gross acreage and shall be identified as common open space on the plat.

Where on-street parking is provided, it shall comply with the standards in [04.04.060\(o\) \(On-street Parking Standards for Private Streets\)](#).

(e) Lots

(1) Generally

(A) The shape, location and orientation of all lots within a development shall be appropriate for the uses proposed and be in accordance with the sub-zoning districts.

(2) Design

(A) Commercial developments (e.g., multi-tenant centers, commercial areas, and office parks) shall be designed as a single project no matter how many lots are created. All areas of the parent tract shall be shown as they are intended to be laid out and used.

(B) All lots shall be designed with a depth-to-width ratio not to exceed four to one.

(C) The minimum lot width of all lots shall be measured at the required front building setback line.

(D) All new residential lots shall have frontage on a public street right-of-way.

(E) The Director may modify lot and setback standards in order to create a common area



development plat. This approval is subject to the following standards:

- i. A petitioner shall request a common area development designation with the primary plat; All individual units shall be placed on an individual lot;
  - ii. All Lots shall have individual utility service;
  - iii. Lot lines shall not extend more than 10 feet from any structure; and
  - iv. All areas outside of individual lots shall be placed within common area.
- (F) The Director may approve alternative setback standards in order to create a zero-lot line development plat, subject to the following standards:
- i. The petitioner shall request a zero-lot line development designation with the primary plat;
  - ii. All individual units shall be placed on an individual lot; and
  - iii. All units shall have individual utility service.

**(f) Monuments and Markers**

**(1) Installation of Monuments and Markers**

All monument and marker improvements shall be installed per 865 IAC 1-12-18.

**(2) Centerline Monuments**

Monuments conforming to 865 IAC 1-12-18(a)(2) shall be set on street centerlines at the beginning and end of curves and at the intersection of centerlines. When it is not practical to set a centerline monument in accordance with 865 IAC 1-12-18(a)(2), a centerline monument conforming to 865 IAC 1-12-18(a)(3) shall be set.

**(3) Reporting**

Upon completion of the development, as-built drawings shall be submitted showing where monuments and markers were placed. This shall be accompanied by an affidavit from the surveyor certifying that the monuments and markers are still accurately in place, and were not removed, moved, or buried such that they do not accurately denote surveyed lines or cannot be easily located.

**(g) Open Space**

**(1) Generally**

(A) All residential developments shall have a percentage of the land set aside for open space.

**(2) Common Areas**

In addition to easements required by Subsection 20.07.080(b): Easements, the following environmental features shall be placed within Common Areas on the plat or such areas shall be deeded along with said easement to a preservation entity.

- (A) **Karst Features:** All karst features and their required buffer zones.
- (B) **Riparian Buffers:** All riparian buffers defined as Streamside or Intermediate Zones.
- (C) **Floodways:** All areas within regulatory floodways.
- (D) **Wetlands:** All delineated wetlands and required wetland buffer areas.
- (E) **Forested Areas:** All contiguous areas of tree cover totaling one (1) acre or greater that are required to be preserved.

(3) **Site Features that Qualify as Open Space**

The following features count toward the minimum open space requirements as described:

(A) **Conservation Areas**

Any required preservation/conservation area shall count toward open space requirements.

(B) **Man-made Water Features**

Any man-made water feature (including retention facilities) shall count toward minimum open space if it supports aquatic life and provides native habitat as follows:

(C) **Dry Detention Facilities**

Man-made stormwater detention facilities (dry) shall count toward the minimum open space if they meet the following standards:

i. **Area**

The facility shall have at least 6,534 square feet of flat bottom (0.15 acres).

ii. **Perimeter Access**

This open space (facility and buffer area) shall be planted and maintained as usable area. This includes use of prairie grasses, native species, native ground cover, or lawn grass. Tree planting shall not be within the basin area or on the slopes of the bank.

(D) **Regulated Floodplain**

The regulated floodplain of any stream, regulated drain, or river shall count toward the open space requirements.

(E) **Other**

Other common areas set aside to meet open space requirements.

(h) **Storm Water**

(1) **Applicability**

All proposed subdivisions submitted for approval, shall provide for the collection and management of all surface water drainage.

(2) **Drainage Plan**

All subdivision requests shall include the submittal of a drainage plan to the City Utilities Department. The drainage plan shall include, but not be limited to, the following items:

- (A) Complete grading plan showing all proposed detention and retention facilities, swales, and drainage structures;

- (B) All proposed piping including size and location of proposed stormwater lines, as well as plan and profile drawings for all proposed improvements;
- (C) Complete and accurate stormwater calculations justifying methodology of the drainage plan in compliance with City Utilities Department standards; and
- (D) The finish floor elevation of all proposed structures.

**(3) Stormwater Mitigation Requirements**

Drainage facilities shall be provided to control runoff from all upstream drainage areas and from all areas within the proposed subdivision to a location adequate to receive such runoff. Furthermore, drainage facilities shall:

- (A) Be designed and constructed in accordance with City Utilities Department standards.
- (B) Be durable, easily maintained, retard sedimentation, and retard erosion. Facilities shall not endanger the public health and safety or cause significant damage to property.
- (C) Be sufficient to accept runoff from the site after development and the present water runoff from all areas upstream to achieve discharge rates meeting City Utilities Department standards.
- (D) Provide stormwater runoff quality mitigation in compliance with City Utilities Department standards.

**(4) Common Area**

Engineered and built drainage improvements, including but not limited to detention and retention facilities, for subdivisions shall be contained within common areas. Such improvements shall be constructed and maintained according to City Utilities Department standards, and a Facilities Maintenance Plan shall be required pursuant to the Administrative Manual.

**(5) Easements**

Features and improvements shall be located within easements where required, in accordance with the Administrative Manual and the UDO Section 20.05.04 (Easements).

**(i) Flood Damage Mitigation**

All subdivision proposals shall:

- (1) Be consistent with the need to minimize flood damage.
- (2) Have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.
- (3) Have adequate drainage provided to reduce exposure to flood hazards.

**(j) Streets and Rights-of-Way**

**(1) Applicability**

All developments submitted for subdivision approval shall allocate adequate areas for new streets in conformity with the PUD.

**(2) Private Streets**

- (A) Unless approved by the Director and the Board of Public Works, private streets are not permitted. All proposed streets shall have right-of-way dedicated as indicated on the Transportation Plan.
- (B) All private streets shall be constructed to the public street standards established in this PUD and other applicable City standards.

**(3) Dedication of Right-of-Way**

In developments that adjoin or include existing streets that do not conform to the minimum right-of-way dimensions as established in the Transportation Plan, the petitioner shall dedicate additional width along either one or both sides of such streets in order to bring them up to standards.

**(4) Construction and Installation Standards for Streets**

- (A) All street improvements are to be designed, constructed and installed per the City Planning and Transportation Department Standards and Specifications.
- (B) Any new development that includes the construction of a new or widened public street shall be required to install underground telecommunications conduit to extend the City's fiber optic network, known as the Bloomington Digital Underground (BDU). Conduit installation shall be in accordance with BDU specifications and permit requirements of the City of Bloomington. This requirement shall not apply if the Planning and Transportation Director determines that the installation of underground telecommunications conduit is not necessary after review by the City's Director of Information and Technology Services.

**(5) Street Design****(A) General Street Layout**

Streets shall be laid out on the parent tract in an orderly and logical manner to:

- i. To provide connectivity to adjacent parcels;
- ii. To provide pedestrian and vehicular safety; and
- iii. To provide reasonably direct access to the primary circulation system.

**(B) Topographical Consideration**

Streets shall be adjusted to the contour of the land so as to minimize cutting and filling activity on natural terrain.

**(C) Design Speed**

The maximum design speed for streets shall be in accordance with AASHTO and City Planning and Transportation Department requirements.

**(D) Connectivity**

All developments shall provide stub streets to connect to adjacent properties.

- i. Where the development abuts undeveloped land, the final number and location of

stub streets shall be determined by the Director.

- ii. Where the development abuts land that has established stub streets, built or platted, the petitioner shall design the street system to connect to those stub streets.

**(E) Stub Streets**

Stub streets shall be constructed at the same time the other streets are built within the development.

- i. Temporary turnaround areas that can be surfaced with asphalt, concrete, or permeable pavers, may be required to provide safe turnaround for emergency vehicles. Such areas shall be located within dedicated street rights-of-way and shall be removed when stub streets are further extended.
- ii. A permanent public sign shall be installed at the terminus of the stub street stating clearly that the street will connect to future development.

**(F) Gated Entrances**

Gated entrances are not permitted.

**(G) Intersections**

All intersections of two streets shall be within 15 degrees of perpendicular as measured at the street centerlines. Intersections of more than two streets at one point shall not be permitted. Local street intersections with center line offsets of less than 125 feet shall not be permitted.

**(H) Right-of-way Width**

- i. The minimum right-of-way width shall be as indicated on the Transportation Plan unless specified otherwise in this PUD.
- ii. The minimum right-of-way dimensions established in the Transportation Plan may be reduced upon approval of the City Traffic and Transportation Engineer and Fire Chief, or designee if:
  - 1. The reduction will mitigate environmental impacts; or
  - 2. The reduction will result in alignment with adjacent streets.

**(I) Street Width**

- i. The minimum street pavement width shall be as indicated on the Transportation Plan. Street width shall be determined by measuring from back of curb to back of curb unless specified otherwise in this PUD.
- ii. The minimum street width dimensions established in the Transportation Plan may be reduced upon approval of the City Traffic and Transportation Engineer and Fire Chief, or designee if:

1. The reduction will mitigate environmental impacts; or
2. The reduction will result in alignment with adjacent streets.

**(J) Curb Type**

All subdivisions shall use vertical curbs.

**(K) Cul-de-sac Length**

The maximum cul-de-sac length shall be as indicated in Figure 15: Subdivision Development Standards.

**(L) Cul-de-sac Terminus**

The terminus of each cul-de-sac shall be a round bulb, large enough to accommodate the largest fire truck in service within the city.

**(M) Block Length**

The maximum block length shall be as indicated in Figure 15: Subdivision Development Standards.

**(N) Pavement Thickness**

The minimum street pavement thickness shall conform to City of Bloomington Standards based on the street's classification in the Transportation Plan.

**(6) Alleys**

Alleys are considered an essential part of a traditional neighborhood design; therefore, they shall be integrated into the overall design of traditional neighborhood subdivisions. In other types of subdivisions, alleys may be utilized where they are compatible with surrounding residential development patterns.

- (A) Alleys shall be public with a minimum of 15 feet of right-of-way. Alleys shall have a minimum of 14 feet of pavement width.
- (B) Alleys are not required to have a curb.
- (C) Alley intersections with public streets shall not exceed 20 degrees from perpendicular to said streets.
- (D) The minimum corner radius at any alley intersection with a public street shall be 5 feet. The corner radius may be reduced upon a determination by the City Planning and Transportation Department that such a reduction is not expected to have a significant impact on vehicle, bicycle, or pedestrian safety at the intersection and such a reduction is within engineering standards or guidelines for vehicle, bicycle, or pedestrian modes.
- (F) All alleys are to be constructed per standards of the City Planning and Transportation Department.

**(7) Ingress/Egress**

- (A) Developments with 15 acres or less shall have a maximum of one ingress/egress point onto an arterial level street if a secondary access street is present and a maximum of two ingress/egress points onto an arterial level street if no secondary access street is present.
- (B) Developments with more than 15 acres shall have a maximum of three ingress/egress points onto a public street(s).

- (C) Ingress/egress points onto arterial streets shall be separated by a minimum of 200 feet from any intersection or another ingress/egress point.
- (D) Traffic Lane  
Shared access streets shall be designed to accommodate two-way traffic.
- (E) Right-of-way or Easement  
Shared access streets shall be placed within additional right-of-way or permanent access easement.
- (F) Pavement Width  
Access streets shall be a minimum of 20 feet in width.
- (G) Sidewalks  
Access streets shall have sidewalks adjacent to the lots and be integrated into the overall pedestrian network.

## (8) Street Names

### (A) Proposed Street Name

- ii. The petitioner shall propose a unique name for each street within the development at the time of primary plat petition.
- ii. The names of all new public and private streets are subject to approval by the City Planning and Transportation Department in compliance with Emergency-911 street naming procedures and the standards in this section.

### (B) Street Name Standards

Within the jurisdiction of this ordinance, the following standards shall apply:

- i. Streets that are continuations of, or obviously in alignment with, any existing streets, either constructed or appearing on a validly recorded plat, shall bear the names of such existing streets.
- ii. The root street name (e.g., "Maple") shall not duplicate or be phonetically similar to any existing street name. The only exception to this rule is if a new street is the continuation of an existing street, in which case, the new street shall have the exact same name as the existing street.
- iii. Deviations in suffix names (e.g., "Street," "Court," or "Avenue") shall not constitute a unique name. Therefore, if "Maple Street" exists, the name "Maple Court" shall not be permissible.
- iv. Street address numbers for all lots shall be assigned by the City Planning and Transportation Department and shall be identified on the secondary plat.
- v. Approved street names shall be identified on the secondary plat.

### (C) Authority to Rename a Proposed Street

The Plan Commission, the Board of Public Works, the Planning and Transportation Director, or E-911 coordinator shall have the authority to require a new name to be

chosen for any street. If a new name is not proposed by the petitioner, the Board of Public Works shall have the right to rename the street prior to secondary plat approval.

## **(9) Street Signs**

### **(A) Applicability**

Every street shall have the minimum number of public signs necessary to:

- i. Effectively direct or notify drivers, bicyclists, and pedestrians; and
- ii. Provide an information system for visitors to efficiently find a certain street, address, or development amenity.

### **(B) City's Responsibilities**

The petitioner shall be responsible for disseminating specifications for the installation of all public safety related street signs for streets, including, but not limited to speed limit signs, stop signs, yield signs and street name signs. The City's engineering policies and nationally recognized engineering standards shall be used to determine the type, size, height and location of each of these public signs required for any development. Site specific engineering work necessary to document compliance shall be prepared by a licensed engineer.

### **(C) Petitioner's Responsibilities**

- i. The petitioner shall be required to install public signs prior to any street being opened to public. These public signs shall be installed in the location and to the height determined by the City Planning and Transportation Department.
- ii. The petitioner shall install a minimum of one street name public sign at each street intersection within the subdivision and on all perimeter intersections. At least one public sign shall be set on the most conspicuous corner of the intersections, at a point approximately six inches from the sidewalk intersection (on the street side).
- iii. The petitioner shall install temporary street name public signs for any streets open to the public during construction. Such public signs shall meet the location requirements specified for street name public signs in (ii) above. Temporary street name public signs shall be removed when permanent street name public signs are installed.

## **(10) Street Lighting**

### **(A) Street Lighting Plan**

All subdivisions shall be required to have a street lighting plan approved by the City Engineering Department and submitted to the City Board of Public Works as a component of the secondary plat proposal. The street lighting plan shall be certified by the local public electric company.

### **(B) Street Lighting Plan Approval**

All certified street lighting plans shall be accepted by the City Board of Public Works prior to secondary plat signing. Street lighting plans shall include, but not be limited to, spacing of the fixtures, fixture type, fixture color, easements, light shielding, and the manufacturer.



Full cutoff fixtures shall be used. The developer shall be responsible for installing all streetlights in accordance with the approved street lighting plan.

**(C) Alternative Street Lighting Plans**

Requests, including but not limited to the provision of specialized fixtures or use of privately-owned lights, may be considered by the City Board of Public Works as an alternative to conventional street lighting plans.

**(k) Utilities**

**(1) Sanitary Sewer Standards**

**(A) Applicability**

All subdivisions for approval under the provisions of this UDO shall provide for the collection of all sanitary sewage discharges by the installation of sanitary sewers. These sewers shall be tied into the community-wide system as per City Utilities Department standards and constructed within street rights-of-way or within dedicated sewer easements.

**(B) Location**

Septic systems shall not be permitted unless adequate sewer system service is not available and such unavailability is verified by the City Utilities Department.

**(2) Water Service Standards**

**(A) Applicability**

All proposed plats submitted for approval, under the provisions of this chapter, shall provide for the installation of a complete potable water and fire protection distribution system.

**(B) Private/Semipublic Systems**

Private or semipublic water supplies and distribution systems shall not be allowed.

**(C) Extension of Public Water Supplies**

The extension of public water supplies and distribution systems shall be made at the sole expense of the petitioner. The construction plans shall be approved by the City Utilities Department and shall be on file with the City Utilities Department prior to the issuance of secondary plat approval.

**(3) Coordination of Sewer/Waterline Installation**

It shall be the petitioner's responsibility to coordinate the installation of the sewer and water system with other utilities. Conflicts with prior constructed utilities and damage to them shall not be allowed. If such damage occurs, the work shall be stopped, and damages repaired before allowing the work to continue.

**(4) Fire Hydrants**

Fire hydrants shall be installed along all public streets and shall have a maximum distance between hydrants of 600 feet, or otherwise approved by the Fire Chief.

(5) **Construction Standards for Utilities**

All public utility improvements shall be designed and installed as per City Utilities Department standards.



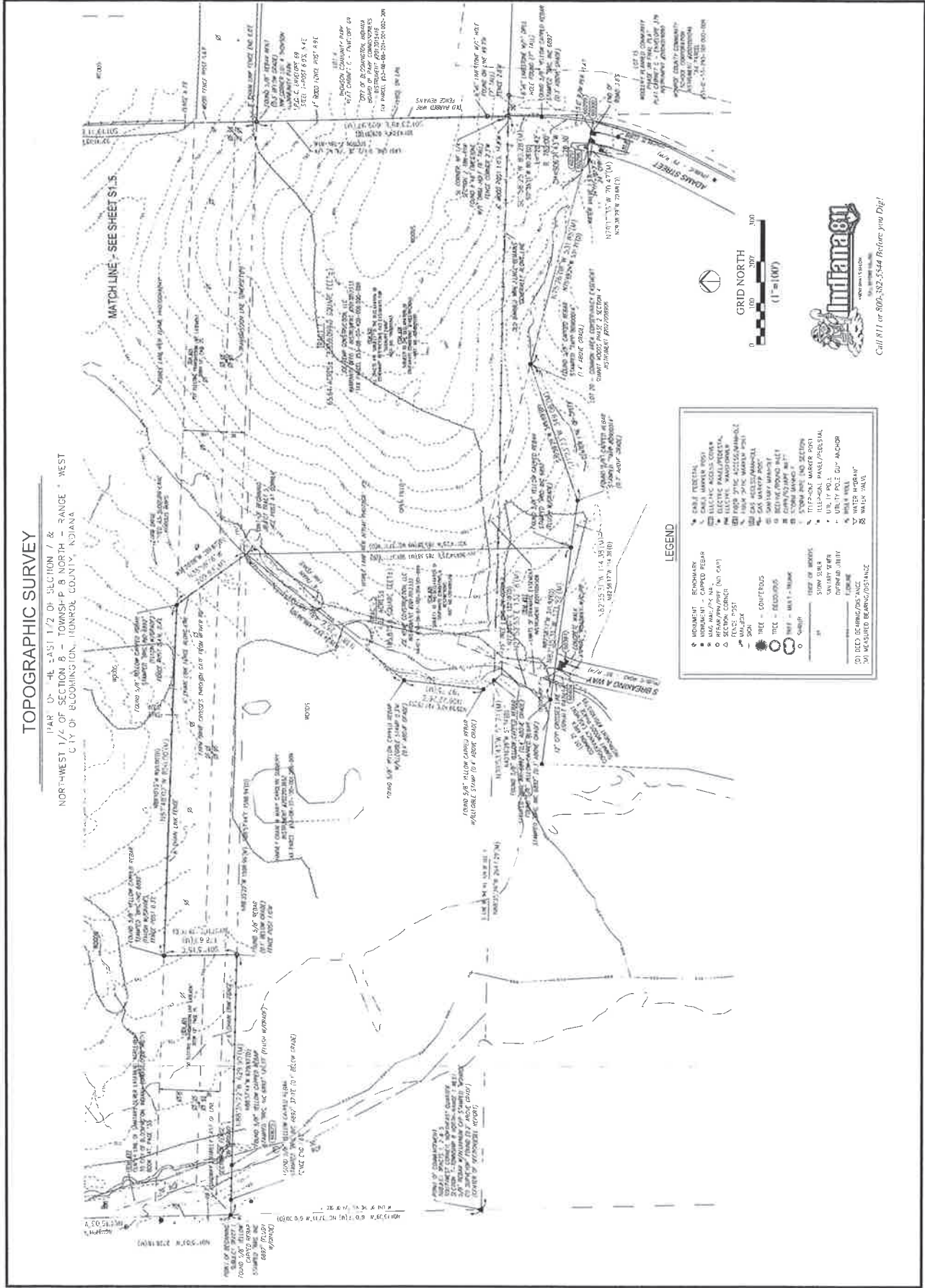
DATE	REVISION	BY



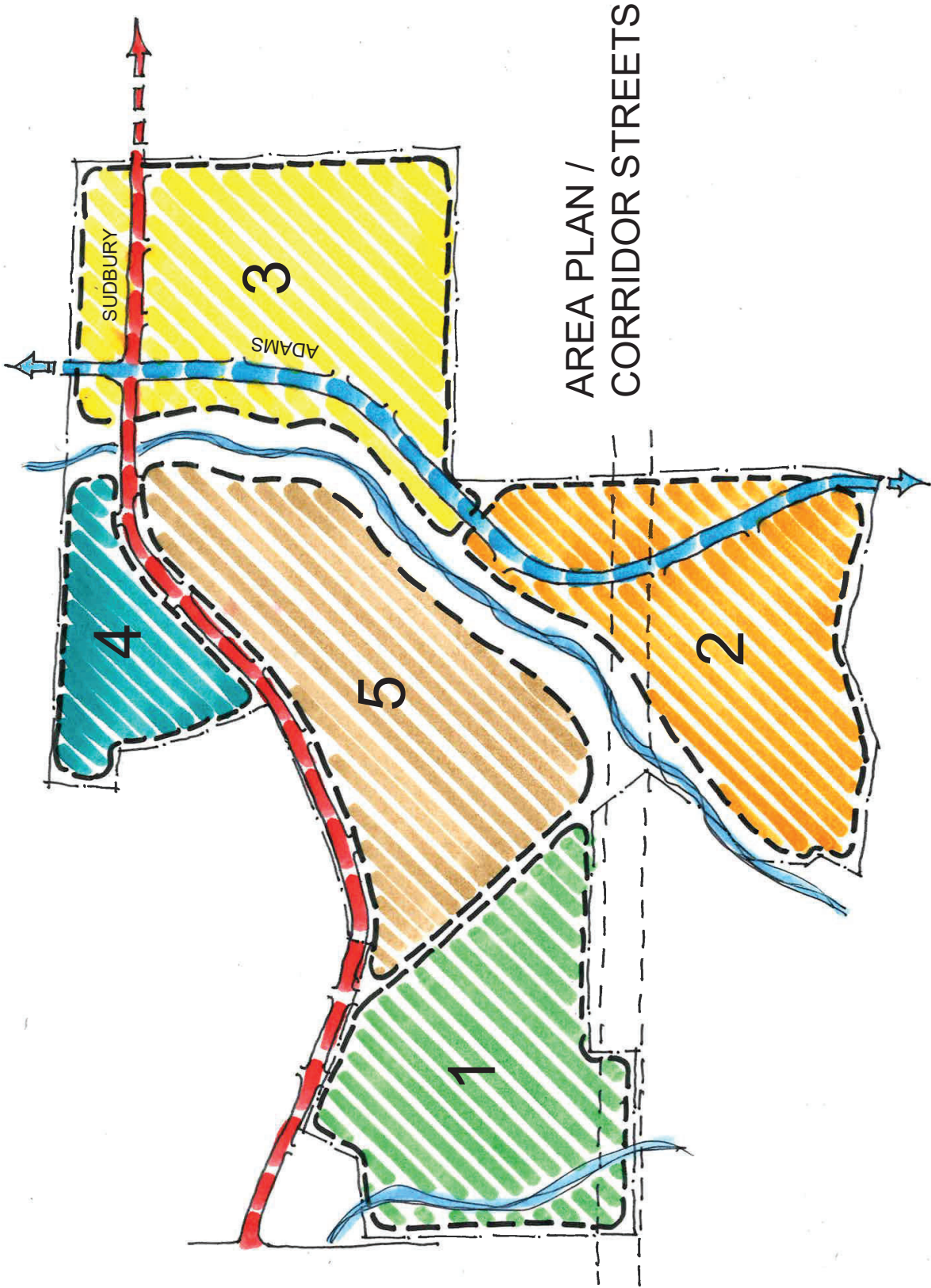
**SUDBURY PUD  
BLOOMINGTON, INDIANA  
TOPOGRAPHIC SURVEY  
TRG DEVELOPMENT LLC**

Scale: 1" = 100'  
Date: 10/20/2023  
Project: SUDBURY PUD  
Sheet: 11 of 11

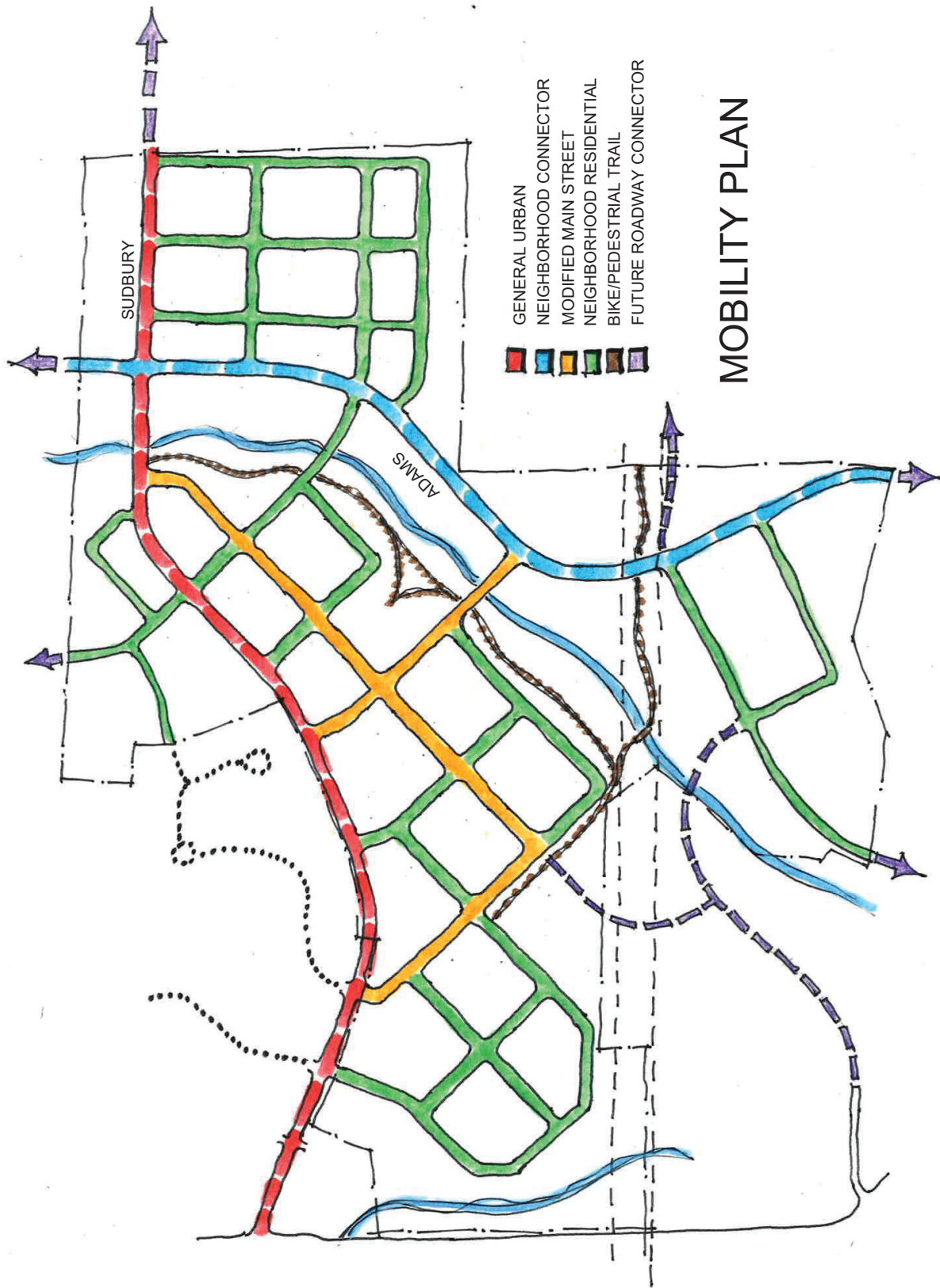
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TOPOGRAPHIC SURVEY

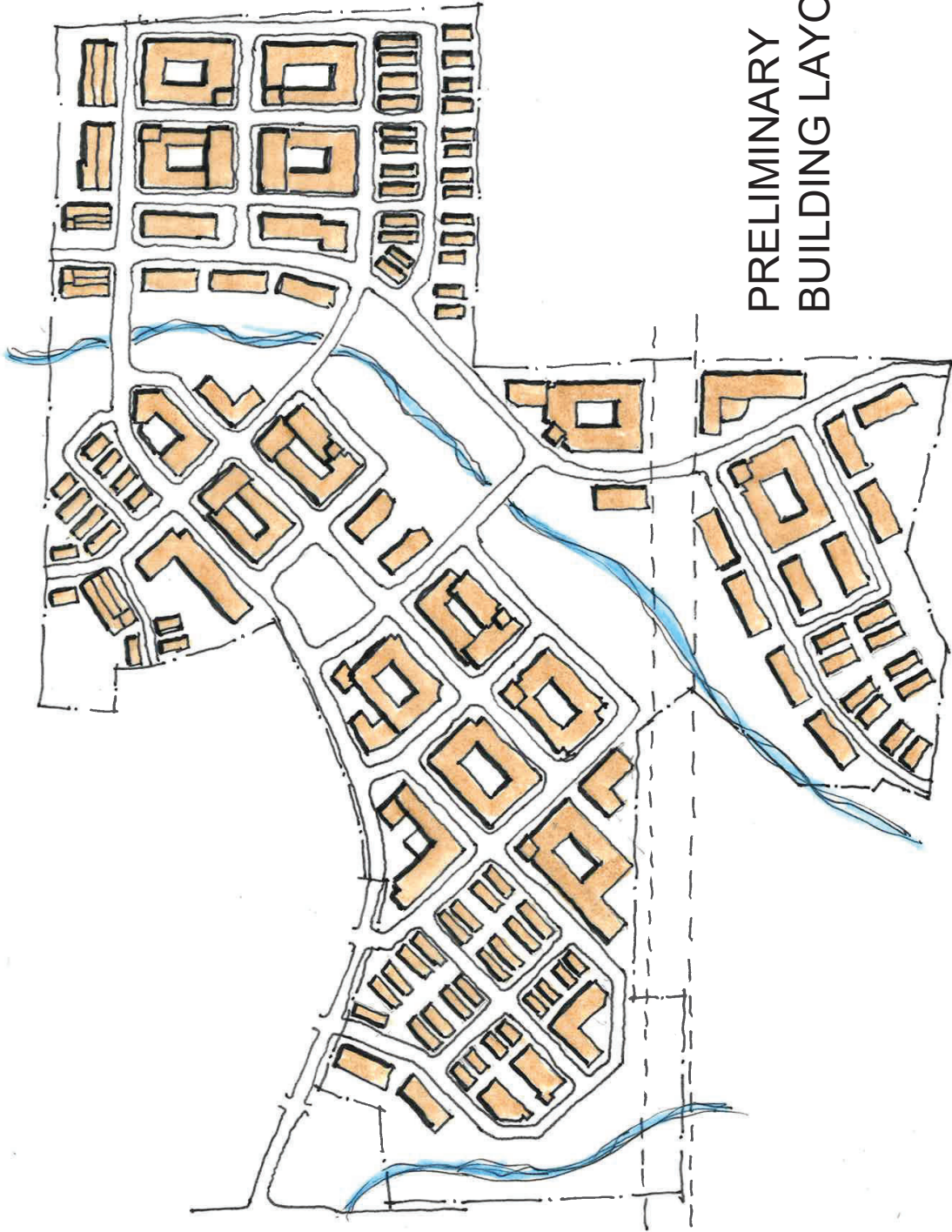






AREA PLAN /  
CORRIDOR STREETS





PRELIMINARY  
BUILDING LAYOUT







# LANDSCAPE, TRAILS & OPEN SPACE



# LANDSCAPE, BIKE LANES, TRAILS & OPENSOURCE

- LANDSCAPE CONSERVATION ZONES
- PROPOSED LANDSCAPE ZONES
- OFF-STREET BIKE/PEDESTRIAN TRAILS
- PROTECTED BIKE LANES

SUMMIT DISTRICT | PROPOSED SANITARY SEWER



**LEGEND**

- PROPERTY BOUNDARY
- LOT LINE
- ALLEY LINE
- STREET LINE
- RIGHT OF WAY LINE
- QUARTER LINE
- EXISTING SANITARY LINE
- EXISTING PROPERTY LINE
- EXISTING FENCE LINE
- EXISTING CONCRETE DRIVE
- EXISTING ASPHALT DRIVE
- EXISTING GRAVEL DRIVE
- EXISTING DRIVE
- EXISTING SIDEWALK
- EXISTING BIKEWAY
- EXISTING SANITARY MANHOLE
- EXISTING FORCE MAIN
- EXISTING SANITARY TRUNK LINE
- EXISTING SANITARY BRANCH
- EXISTING SANITARY VALVE
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY TRUNK LINE
- PROPOSED SANITARY BRANCH
- PROPOSED SANITARY VALVE
- PROPOSED SANITARY TRUNK EXTENSION
- PROPOSED SANITARY BRANCH EXTENSION

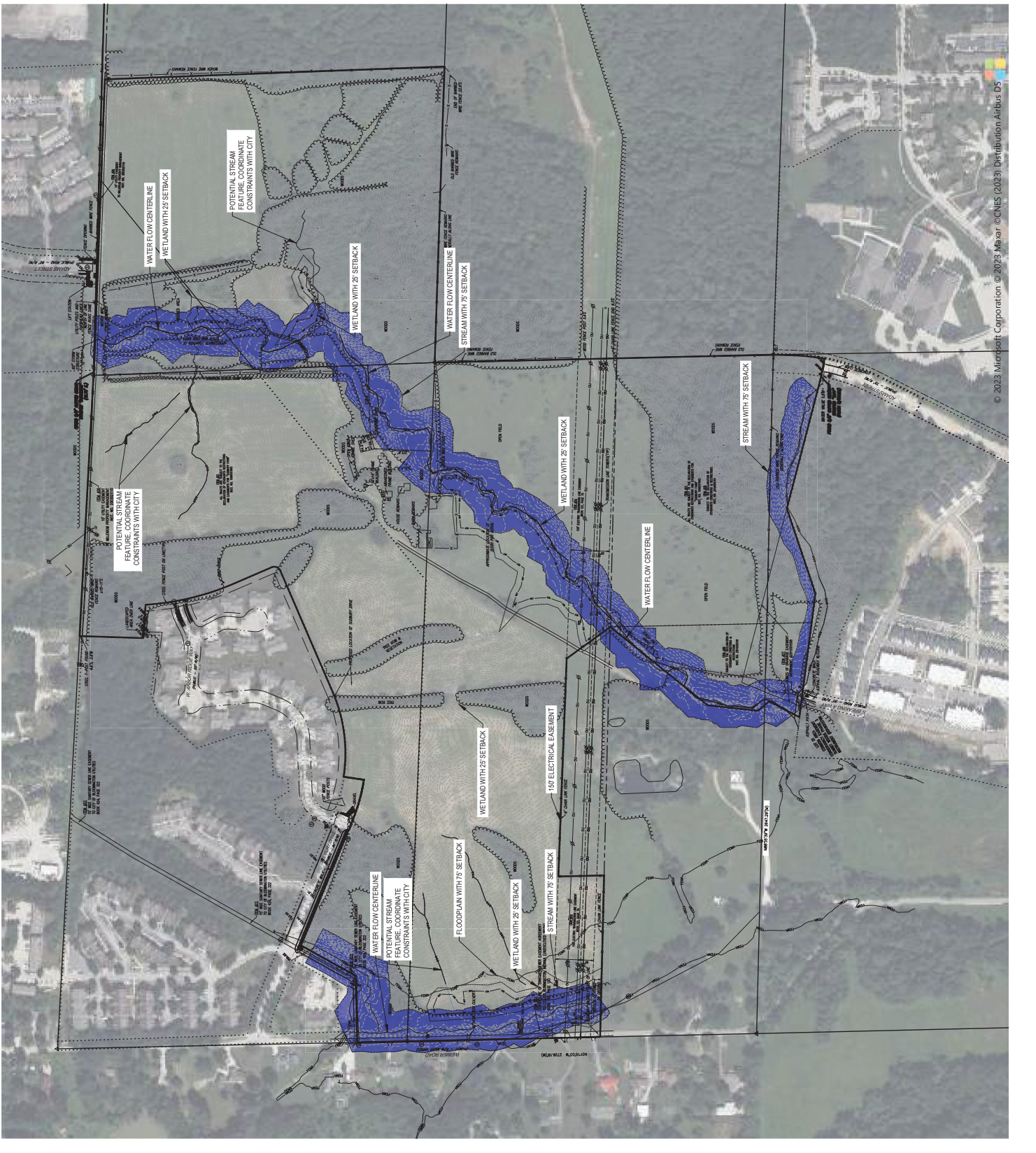








DATE:	3/15/2023
PROJECT NO.:	248
DRAWN BY:	
CHECKED BY:	
APPROVED BY:	
REVISION:	
SHEET NO.:	EX-4
TITLE:	STREAM AREA AND 75' SETBACKS





REVISIONS	DATE	DESCRIPTION	BY

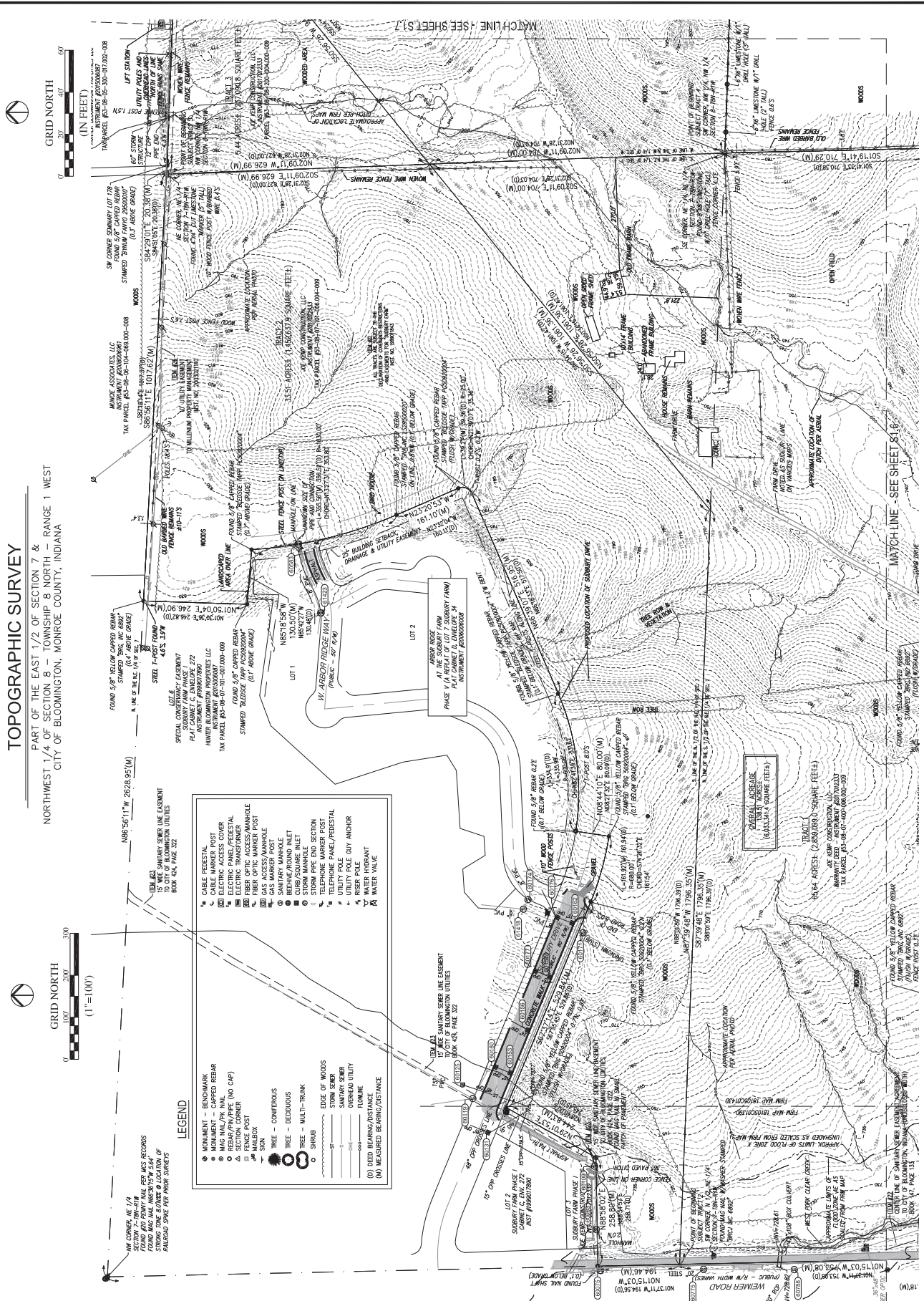


**TOPOGRAPHIC SURVEY**  
**BLOOMINGTON, INDIANA**  
**SUBURY PUD**  
 TRG DEVELOPMENT LLC

PRELIMINARY  
 NOT FOR CONSTRUCTION

DRAWN BY	THIS DATE
CHECKED BY	DATE
DATE	SCALE
2022-3-21	1"=100'
2022-3-21	SHEET

**\$1.50**  
 TOPOGRAPHIC SURVEY  
 642



**TOPOGRAPHIC SURVEY**  
 PART OF THE EAST 1/2 OF SECTION 7 &  
 NORTHWEST 1/4 OF SECTION 8 - TOWNSHIP 8 NORTH - RANGE 1 WEST  
 CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA

- ITEM 83  
 15' WIDE SANITARY SEWER LINE EASEMENT  
 BACK LOT, FACE 302
- ITEM 84  
 15' WIDE SANITARY SEWER LINE EASEMENT  
 TO CITY OF BLOOMINGTON UTILITIES  
 BOOK 674, PAGE 322
- ITEM 85  
 15' WIDE SANITARY SEWER LINE EASEMENT  
 TO CITY OF BLOOMINGTON UTILITIES  
 BOOK 674, PAGE 322
- ITEM 86  
 15' WIDE SANITARY SEWER LINE EASEMENT  
 TO CITY OF BLOOMINGTON UTILITIES  
 BOOK 674, PAGE 322
- ITEM 87  
 15' WIDE SANITARY SEWER LINE EASEMENT  
 TO CITY OF BLOOMINGTON UTILITIES  
 BOOK 674, PAGE 322
- ITEM 88  
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 BOOK 674, PAGE 322
- ITEM 89  
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- ITEM 90  
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- ITEM 92  
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- ITEM 99  
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 BOOK 674, PAGE 322
- ITEM 100  
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 TO CITY OF BLOOMINGTON UTILITIES  
 BOOK 674, PAGE 322

- LEGEND**
- MONUMENT - BENCHMARK
  - MONUMENT - CAPED REBAR
  - MAG NAIL/PAK NAIL
  - REBAR/PIPE (NO CAP)
  - REBAR/PIPE (WITH CAP)
  - FENCE POST
  - MALLEOX
  - SIGN
  - TREE - CONIFEROUS
  - TREE - DECIDUOUS
  - TREE - MULTI-TRUNK
  - SHRUB
  - EDGE OF WOODS
  - STORM SEWER
  - SANITARY SEWER
  - OVERHEAD UTILITY
  - FLOWLINE
  - UTILITY POLE
  - UTILITY POLE CITY ANCHOR
  - WATER VALVE
  - WATER MANT
  - 
  - (D) BEED BEARING/DISTANCE
  - (M) MEASURED BEARING/DISTANCE

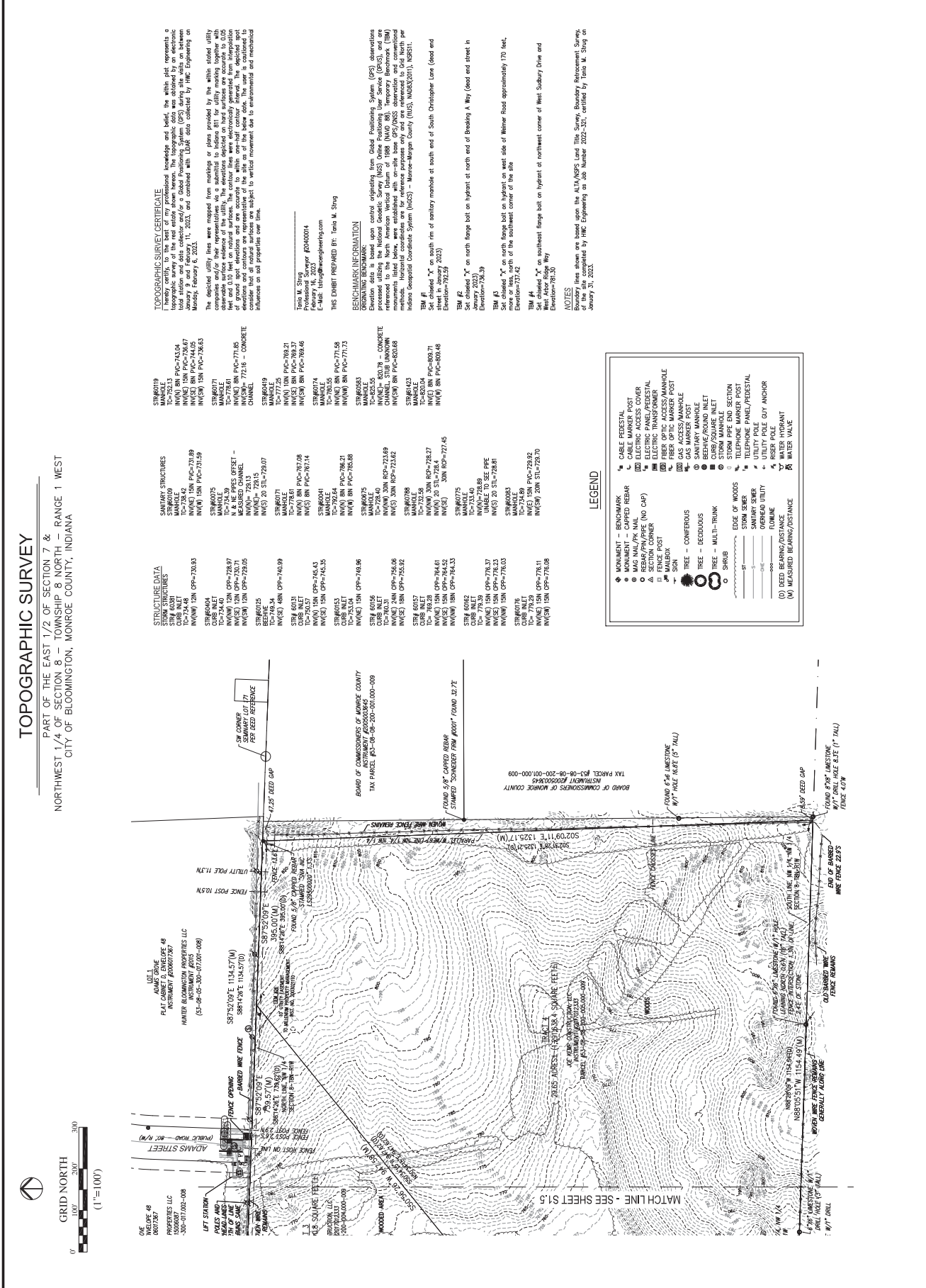


REVISIONS	DATE	DESCRIPTION	BY

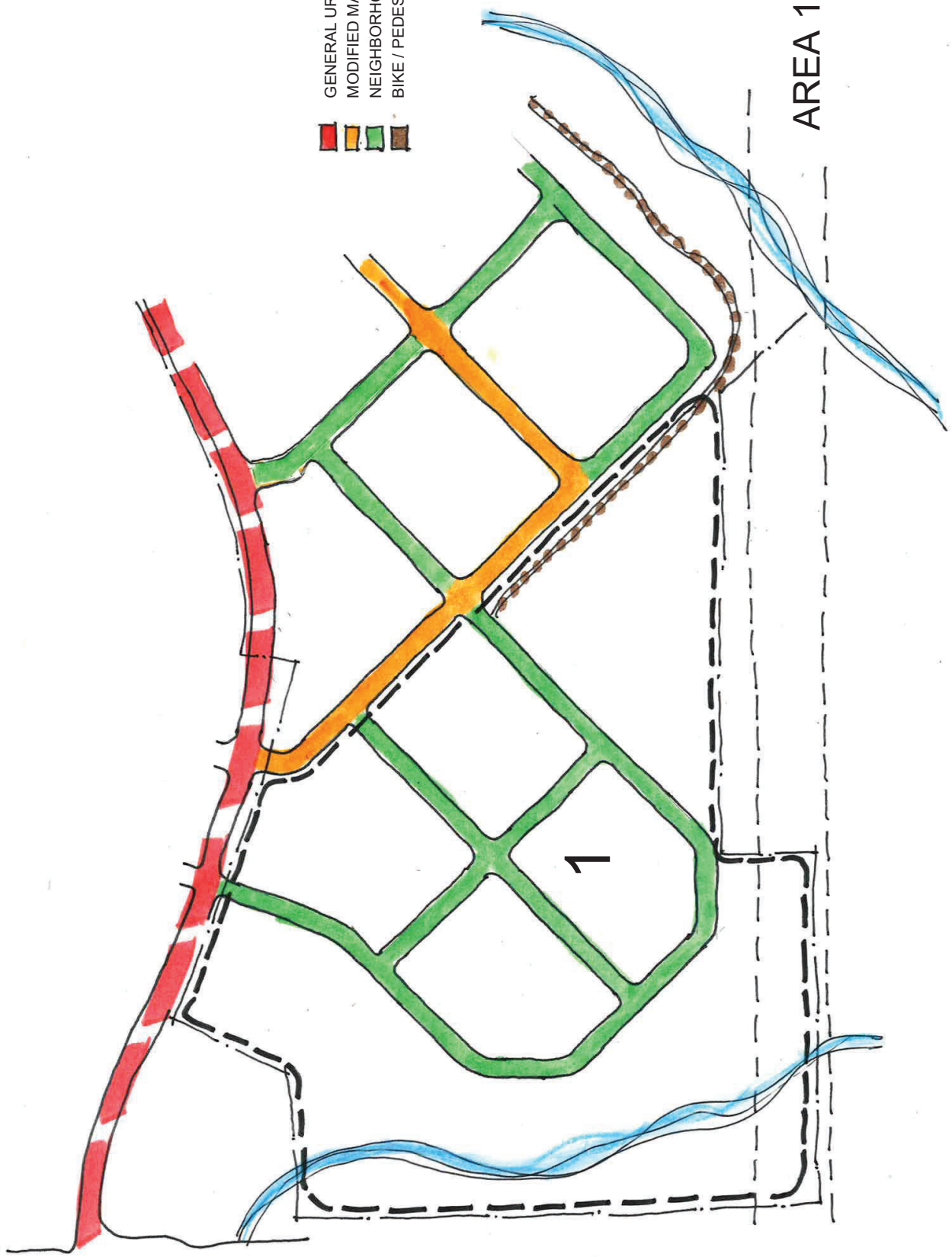


**TOPOGRAPHIC SURVEY**  
**SUBSURY PUD**  
**BLOOMINGTON, INDIANA**  
**TRG DEVELOPMENT LLC**

DRAWN BY	12/22/2022
CHECKED BY	2023-01-16
DATE	2023-01-16
SCALE	1" = 100'
SHEET	1



- GENERAL URBAN
- MODIFIED MAIN STREET
- NEIGHBORHOOD RESIDENTIAL
- BIKE / PEDESTRIAN TRAIL

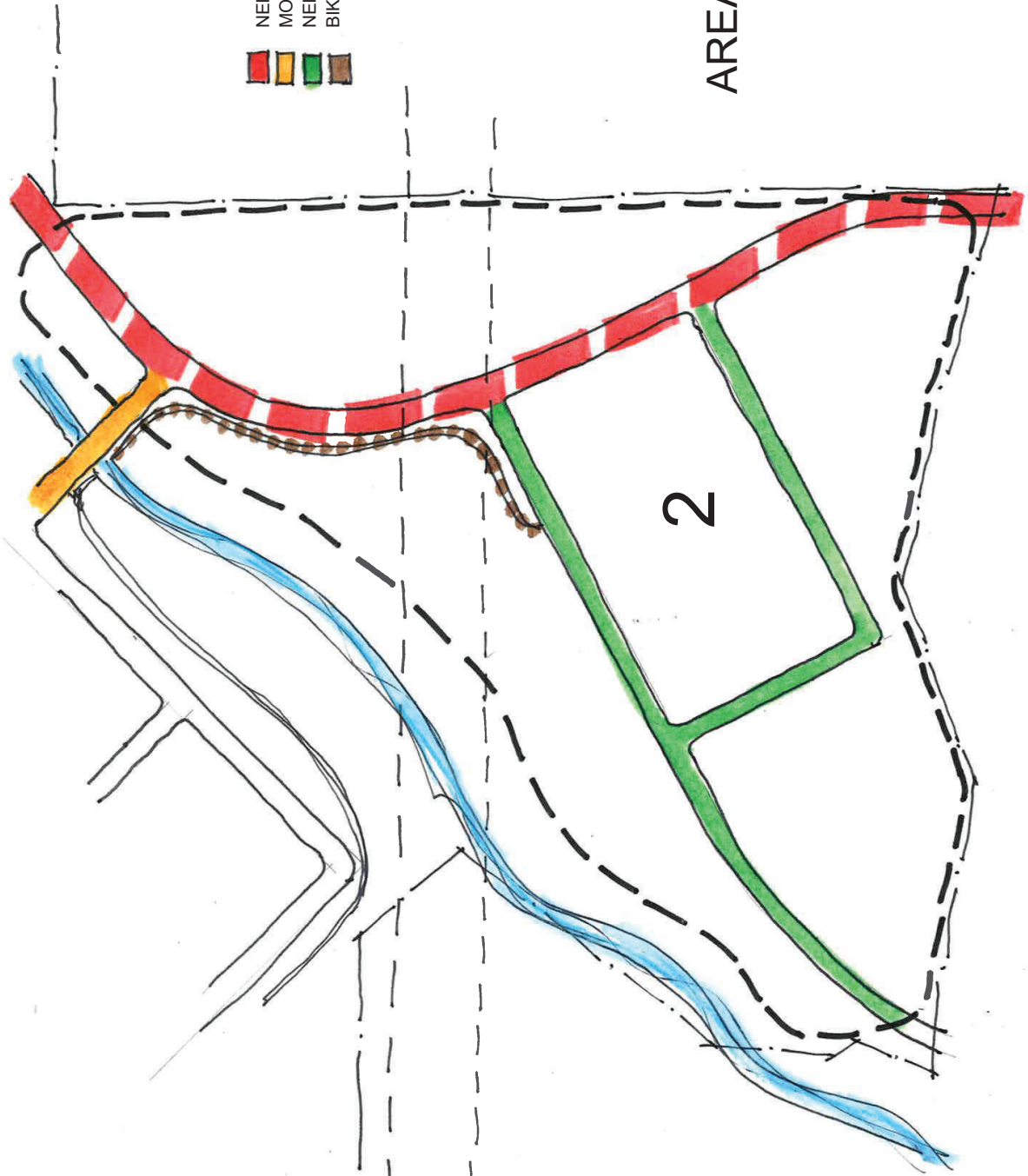


AREA 1 PLAN

- NEIGHBORHOOD CONNECTOR
- MODIFIED MAIN STREET
- NEIGHBORHOOD RESIDENTIAL
- BIKE / PEDESTRIAN TRAIL



# AREA 2 PLAN



- NEIGHBORHOOD CONNECTOR
- NEIGHBORHOOD RESIDENTIAL
- BIKE / PEDESTRIAN TRAIL

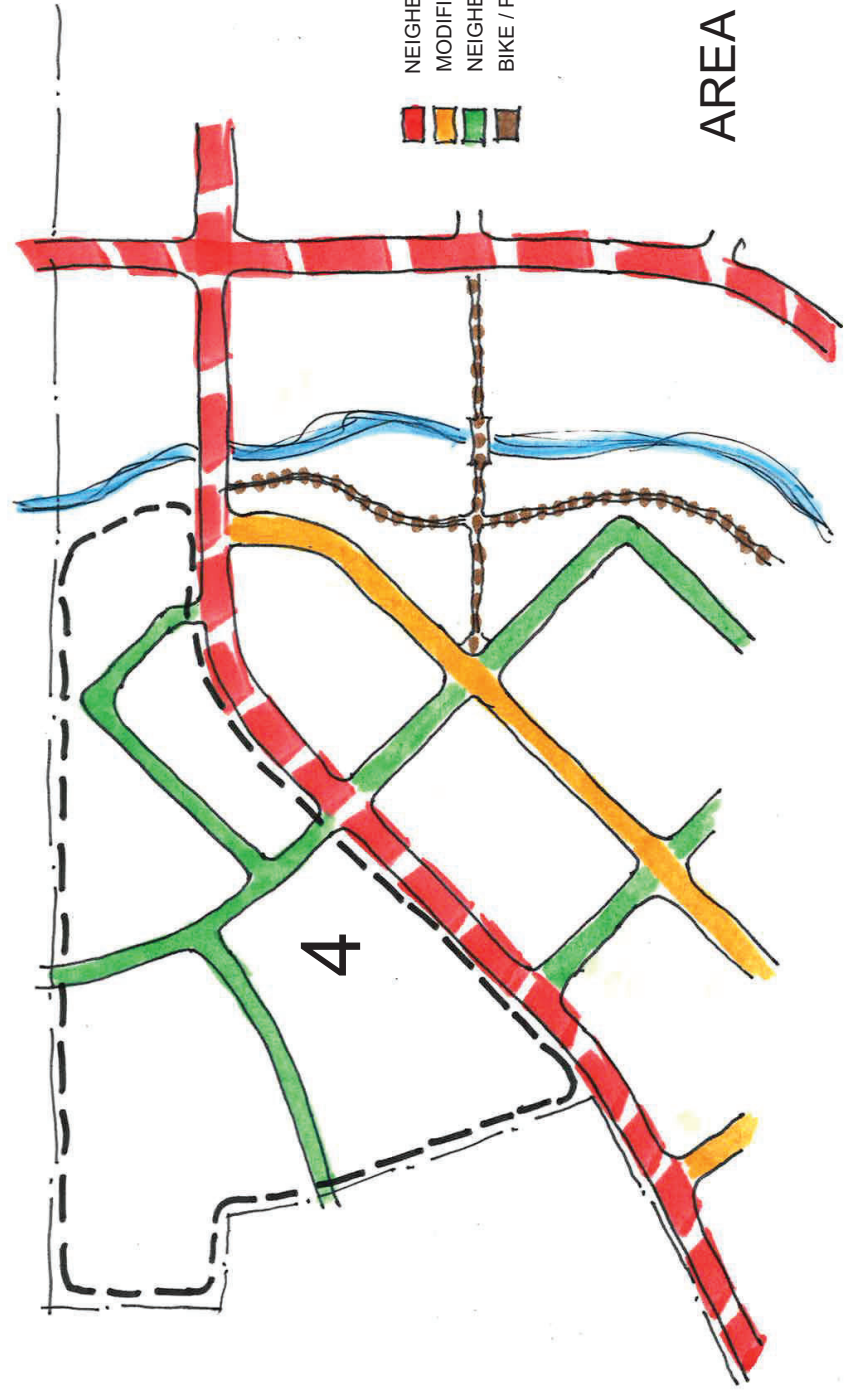
# AREA 3 PLAN



- NEIGHBORHOOD CONNECTOR
- MODIFIED MAIN STREET
- NEIGHBORHOOD RESIDENTIAL
- BIKE / PEDESTRIAN TRAIL



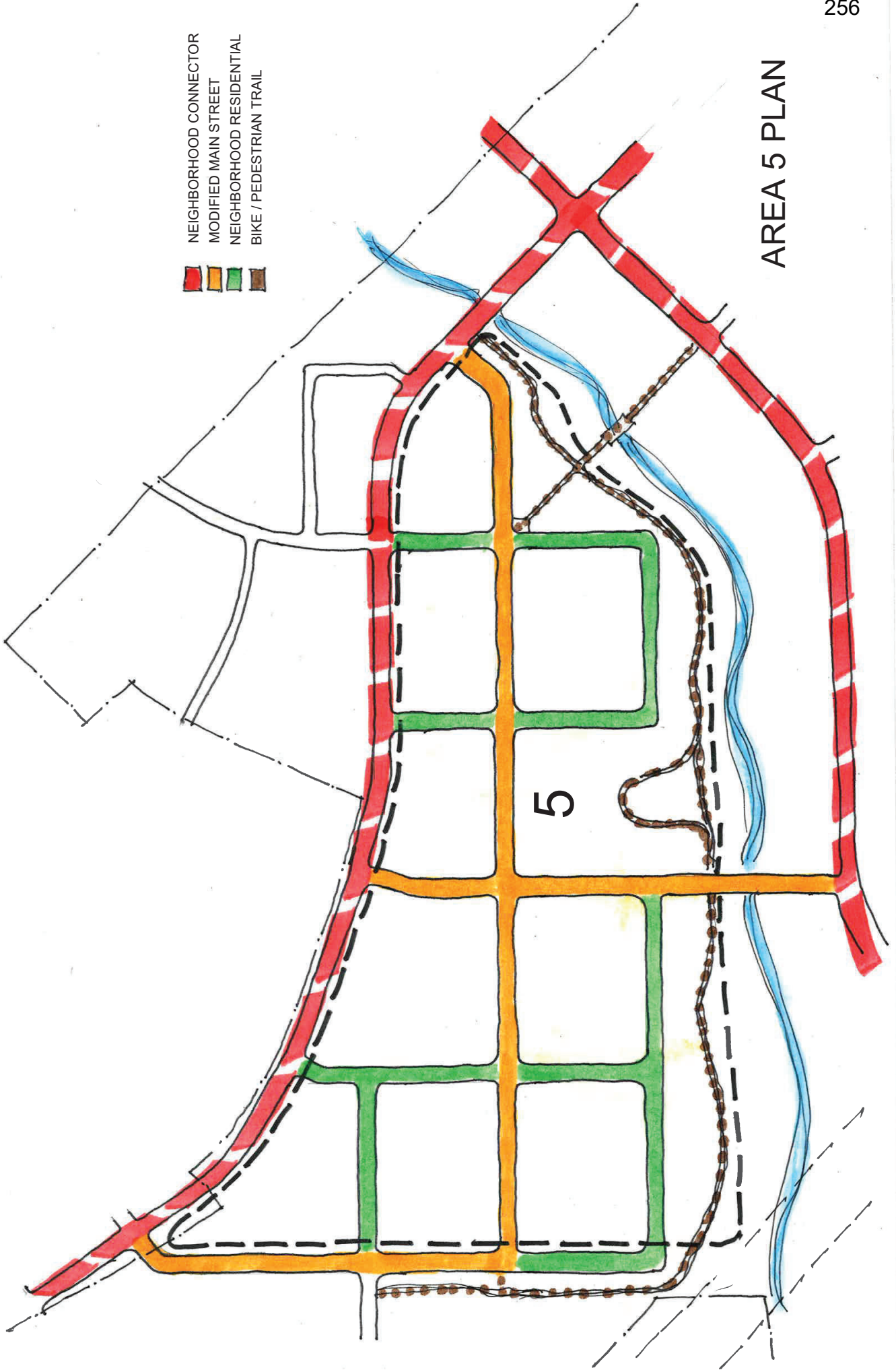
# AREA 4 PLAN



- NEIGHBORHOOD CONNECTOR
- MODIFIED MAIN STREET
- NEIGHBORHOOD RESIDENTIAL
- BIKE / PEDESTRIAN TRAIL



# AREA 5 PLAN





**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT**

**CASE #: DP-23-23 / PLAT2023-06-0005  
DATE: July 10, 2023**

**Location: West of South Rogers Street between West 1st Street and West 2nd Street  
(addresses of current parcels: 501, 601, 707, and 711 West 2nd Street)**

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**PETITIONER:** CrossRoad Engineers  
115 North 17th Avenue  
Beech Grove, IN 46107

**OWNER:** Bloomington Redevelopment Commission  
P.O. Box 1000  
Bloomington, IN

**CONSULTANTS:** Bledsoe Riggert Cooper James  
1351 West Tapp Road  
Bloomington, IN

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**REQUEST:** The petitioner is requesting primary plat approval to create new lots and new right-of-way in the Hopewell neighborhood, with request for subdivision waivers and waiver of second hearing.

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**BACKGROUND:**

**Area:** 11.33 acres

**Current Zoning:** Mixed-Use Medium Scale (MM) within the Transform Redevelopment Overlay (TRO)

**Comprehensive Plan Designation:** Mixed Urban Residential / Former Bloomington Hospital Focus Area

**Existing Land Use:** Vacant (former hospital site)

**Proposed Land Use:** No change proposed

**Surrounding Uses:** North – Park; Office; Medical Clinic; Personal Services  
South – Vacant buildings (former hospital site)  
East – Vacant land; Office; Medical Clinic  
West – Vacant buildings; Office

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**REPORT:** The property is located west of South Rogers Street between West 1st Street and West 2nd Street. The petition site is a portion of the former site of the IU Health Bloomington Hospital. Development of the larger area is guided by the Bloomington Hospital Site Redevelopment Master Plan (Master Plan), released in January 2021. The petition site is occasionally called Hopewell West, part of the future Hopewell neighborhood. The owner of record of the property, as of the date of this report, is Indiana University Health. The City of Bloomington and the Bloomington Redevelopment Commission (RDC) hold a purchase agreement for the property as well as several adjacent parcels in Hopewell. The RDC has engaged the petitioner, CrossRoad Engineers, along with consultants Bledsoe Riggert Cooper James (BRCJ) and Rundell Ernstberger Associates (REA), to provide engineering design for Hopewell West including platting and road design.

The entire petition site is located in the Mixed-Use Medium Scale (MM) zoning district within the Transform Redevelopment Overlay (TRO). Adjacent properties to the north across West 2nd Street include Building and Trades Park, zoned Parks and Open Space (PO), as well as several properties

zoned MM within the TRO which contain office, medical clinic, and personal services uses. To the south across West 1st Street, the property at the southwest corner of Rogers and 1st is zoned Residential Multifamily (RM) within the TRO, while the properties immediately west of that are zoned Residential Urban Lot (R4) and are not within the TRO. The properties to the south contain vacant buildings that were formally used as part of the hospital site. To the east across South Rogers Street is the area occasionally known as Hopewell Phase I East which contains vacant land that has been cleared for development and is zoned MM within the TRO, as well as the Centerstone building and property which is zoned Mixed-Use Neighborhood Scale (MN) within the TRO. Adjacent properties to the west are zoned MM and Mixed-Use Institutional (MI) within the TRO and contain vacant buildings and office space owned by the Monroe County Community School Corporation (MCCSC), as well as one privately owned office building.

The petitioner is requesting primary plat approval to reconfigure the existing lots and rights-of-way in this portion of the Master Plan area to re-create an urban pattern of street, alleys, and blocks to facilitate redevelopment. The proposed plat creates new public right-of-way for two new north-south streets, South Fairview Street and South Jackson Street; an east-west greenway street bordered by green space and park amenities, West University Street; as well as five alleys. The proposed plat provides lots for the two existing buildings that remain: a parking garage in the center north of the site and the Kohr building in the southeast corner of the site. The Kohr building, formerly part of the hospital complex, has been locally designated as a one-building historic district and is intended to be redeveloped as affordable housing.

The proposed plat shows 29 development lots, including two for the two existing buildings, as well as four greenspace lots along the new proposed West University Street greenway, and one additional lot, for a total of 34 lots. As guided by the Master Plan, the greenspace lots are intended to be managed by the City of Bloomington Parks and Recreation Department as public park space containing park amenities as well as stormwater drainage facilities for the neighborhood. On the plat submitted for this petition, these four greenspace lots and the one additional lot are labeled as “common area.” However, the City of Bloomington Unified Development Ordinance (UDO) defines “common area” to explicitly exclude areas dedicated to the public. Because these lots are intended to be dedicated to the public as public park space, they cannot be common areas and are subject to the same subdivision standards as lots intended for development. A condition requiring the secondary plat to correctly label these as lots, not common areas, is included.

There are two existing platted alleys in the northeast quadrant of the site. The proposed plat is predicated on the vacation of these alleys, with a proposed new public alley with different alignment. Right-of-way vacation of the existing alleys must be approved by the City of Bloomington Common Council prior to secondary plat approval. A condition of approval has been included.

The UDO authorizes the Plan Commission to waive the application fee “for any proposal that is actively being promoted by a unit of local government...” Because City of Bloomington and the RDC are the owners and developers of the property, the Plan Commission may waive the application fee. No application fee has yet been charged, and staff recommends that the Commission waive the fee.

The petitioner is requesting multiple subdivision waivers. The first is a waiver from the maximum parent tract size standard to allow the subdivision of a parent tract greater than three acres. The second is a waiver from the standard establishing the minimum percentage of lots served by alleys

at 100 percent in the TRO, which requires all lots to have alley access; the waiver is to allow the greenspace lots along the West University Street greenway and the additional lot west of Fairview Street to lack alley access. The third waiver is from property line corner radii standards to allow right-angle corners of development lots at street and alley corners. The fourth and fifth waivers are related to tree plot and pedestrian facility width in the right-of-way.

Along with the subdivision waivers, the petitioner is requesting a waiver of second hearing. The petition believes, and staff agrees, that issues can be adequately aired and the case can receive sufficient review in one hearing with the Plan Commission. The second hearing waiver request is also driven by the timeline of a crucial funding application for the Kohr building affordable housing redevelopment. Approval of the development lot for the Kohr building is a requirement of the funding application, which is due to the Indiana Housing and Community Development Authority (IHCDA) within mere days after the Plan Commission hearing on July 10.

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

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

**PROPOSED FINDING:** The entire site is located in an area of minimal flood risk with less than a 0.2 percent annual chance of flooding, as shown on FEMA flood maps. The greenspace lots along the West University Street greenway are intended to assist with on-site stormwater management for development in the subdivision. No portion of this property is located in a Special Flood Hazard Area (SFHA) and the petition site is bounded by existing public rights-of-way on three sides, with access improvements being added on-site with the petition.

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

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

**PROPOSED FINDING:** This plat, once conditions of approval are met and with subdivision waivers, will comply with all requirements of the UDO. The subdivision waivers, for maximum parent tract size, alley access for five greenspace lots, lot corner radii, tree plot widths, and pedestrian facility widths, are appropriate, as detailed in findings below for each waiver. The

subdivision follows the guidance of the Bloomington Hospital Site Redevelopment Master Plan. Approval from Common Council for right-of-way vacation of existing alleys on the site is required prior to secondary plat approval. Final approval from the City of Bloomington Utilities Department is required prior to the issuance of any permits. There are no other known applicable regulations or prior approvals that would apply to this subdivision.

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

- i. Consistency with Comprehensive Plan and Other Applicable Plans
 

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

The proposed use and development shall be consistent with any adopted intergovernmental agreements and shall comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this UDO.
- iii. Minimization or Mitigation of Adverse Impacts
  1. The proposed use and development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.
  2. The proposed use and development shall not result in the excessive destruction, loss or damage of any natural, scenic, or historic feature of significant importance.
  3. The proposed use and development shall not result in significant adverse fiscal impacts on the city.
  4. The petitioner shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in the pre-submittal neighborhood meeting for the specific proposal, if such a meeting is required.
- iv. Adequacy of Road Systems
  1. Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed use and development shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services.
  2. The proposed use and development shall neither cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
- v. Provides Adequate Public Services and Facilities
 

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

If the petition involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative

development to date and shall not depend upon subsequent phases for those improvements.

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

#### **20.06.060(b)(3)(F) Waivers**

Waivers from any standards within Chapter 5 shall be reviewed according to the following criteria:

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

#### **Parent Tract Size Maximum**

**PROPOSED FINDING:** The parent tract of the proposed subdivision is 11.33 acres, which is greater than the maximum of 3 acres established for subdivisions within the Transform Redevelopment Overlay (TRO). The proposal is a unique early stage of the development of the Hopewell neighborhood, a stage that calls for the re-establishment of an urban street grid over a larger area in order to set the stage for future development. The relatively larger area covered by the plat is a necessary and integral aspect of the proposal. Within the subdivision area, the proposal complies with development standards and follows the guidance of the Comprehensive Plan, the Transportation Plan, and the Bloomington Hospital Site Redevelopment Master Plan. Granting the waiver will not be detrimental to the public, is unique to the property and the timing of the proposal, and complies with development standards and guiding plans.

#### **Lots Served By Alleys Minimum Percentage**

**PROPOSED FINDING:** 100 percent of subdivision lots must be served by alleys in the Transform Redevelopment Overlay (TRO). The four greenspace lots along the West University Street greenway and one lot west of Fairview Street lack alley access. The intended use of these lots, for public park space and stormwater drainage, reduces the need for vehicular alley access in

comparison to other development lots. For pedestrian access, the plat provides pedestrian easements to the four greenspace lots opposite the street frontage. Granting the waiver will not be detrimental to the public, is unique to the circumstances of the lots to which the waiver applies, and complies with development standards and the intent of guiding plans.

### **Property Line Corner Radii at Intersections**

**PROPOSED FINDING:** Property lines corners are required to be rounded by arcs at street and alley intersections. All proposed lots have right-angle corners. The proposed property corners are necessary to accommodate the goals of the development as guided by the Bloomington Hospital Site Redevelopment Master Plan. The street and lot designs provide adequate space for vehicle turning movements and sight lines. Granting the waiver will not be detrimental to the public, is unique to the site, and complies with development standards and the intent of guiding plans.

### **Tree Plot Widths**

**PROPOSED FINDING:** The proposed tree plot widths do not meet the requirements of the TRO, but do meet the minimums of the Transportation Plan. Requiring the TRO minimums would require additional right-of-way dedication in some locations, which would exceed the minimum right-of-way width requirements. The number of required street trees will remain the same, even if this waiver is granted. Granting the waiver will not be detrimental to the public, is unique because of the constraints on right-of-way location created by existing facilities that will remain, and complies with the intent of the Transportation Plan.

### **Pedestrian Facility Widths**

**PROPOSED FINDING:** The proposed pedestrian facility widths do not meet the requirements of the TRO, but do meet the minimums of the Transportation Plan. Requiring the TRO minimums would require additional right-of-way dedication in some locations, which would exceed the minimum right-of-way width requirements. Granting the waiver will not be detrimental to the public, is unique because of the constraints on right-of-way location created by existing facilities that will remain, and complies with the intent of the Transportation Plan.

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**PLAT REVIEW:** The proposed subdivision follows the Infill Subdivision (IS) design standards with modifications as required by the Transform Redevelopment Overlay (TRO).

### **Infill Subdivision Standards as modified by TRO section 20.02.050(b)(11)(A):**

**Parent tract size:** No minimum parent tract size. Maximum parent tract size is three acres. The parent tract is 11.33 acres. The petitioner is requesting a waiver to allow the parent tract size to exceed the maximum. As discussed above in the proposed subdivision waiver findings, the larger tract size is a necessary and integral aspect of this unique early stage of the development of the Hopewell neighborhood.

**Open space:** Not required. The proposal provides five greenspace lots intended to be open space managed by the City of Bloomington Parks and Recreation Department.

**Lots served by alleys:** Minimum 100 percent. All 29 development lots are served by public alleys. The petitioner is requesting a waiver to allow the five greenspace lots to lack alley access. The proposed plat shows pedestrian easements to four of the greenspace lots, providing access from the side opposite the street frontage.

**Block length:** Maximum 400 feet. The proposed block along the west side of Fairview Street is 650 feet in length. All other proposed blocks are less than 400 feet in length. There is a street connection shown in the Transportation Plan, NC-45, that is not shown in the plat west of Fairview Street. The inclusion of the street right-of-way is required and cannot be waived. As a result, when the right-of-way is added, the block will be bisected and meet this requirement. A condition requiring dedication of public right-of-way for a future street continuation of West University Street west of South Fairview Street is included. The portion of the lot that is currently shown as 15 feet wide and adjacent to Fairview Street could be dedicated as additional right-of-way.

**Cul-de-sac length:** Not permitted. No culs-de-sac are proposed. The proposal includes three dead-end alleys; however, because alleys are not streets, these are not considered culs-de-sac.

**Transportation facilities:** Required to meet Transportation Plan guidance. In the Transportation Plan, West 2nd Street and South Rogers Street are designated as the General Urban street typology with 84 feet of right-of-way width, while West 1st Street and the new interior street grid are designated as the Neighborhood Residential street typology with 60 feet of right-of-way width. The proposal provides additional right-of-way dedication along West 2nd Street and South Rogers Street to bring both streets up to the proposed width. As discussed below in the section on ROW width standards, staff recommends discussion of a condition requiring further right-of-way dedication along a section of South Rogers Street to accommodate planned vehicle, bicycle, pedestrian, and greenscape facilities within the public right-of-way. The proposal shows West 1st Street, South Fairview Street, and South Jackson Street designed to Neighborhood Residential street guidance with at least 60 feet of right-of-way width. As guided by the Master Plan, the proposed West University Street greenway follows a modified Shared Street typology with a 55-foot right-of-way width.

**On-street parking:** Per Transportation Plan guidance. Where provided, on-street parking shall comply with City standards. The proposal shows on-street parking on all block faces of new proposed streets, along with brief segments that do not include parking as appropriate for the layout of street and alley intersections. The proposed parking complies with width guidance in the Transportation Plan and complies with other City standards.

**Tree plot width:** Per Transportation Plan, or seven feet, whichever is greater. The proposal shows greenescapes on both sides of South Fairview Street and South Jackson Street that vary from five feet, which is the minimum per the Transportation Plan, to 12 feet. Along the West University Street greenway, the proposal shows greenescapes within the public right-of-way of five to seven feet, supplemented by stormwater garden and activity zones up to 41 ½ feet on the adjacent greenspace lots. Greenscape facilities in the public right-of-way of the adjacent existing streets are not shown, but will be provided by separate City projects for West 2nd Street and West 1st Street. The proposal provides adequate right-of-way width to accommodate appropriate tree plot widths during those projects. The petitioner is requesting a waiver to allow for a minimum of five feet in width for tree plots on South Fairview and South Jackson Streets.

**Sidewalk/multiuse path width:** Per Transportation Plan, or eight feet, whichever is greater. The proposal shows six-foot-wide pedestrian zones within the public right-of-way along both sides of all new streets, supplemented by 15-foot-wide sidewalk/café zones on the greenspace lots adjacent to the West University Street greenway. Pedestrian and bicycle facilities in the public right-of-way of the adjacent existing streets are not shown, but will be provided by separate City projects for West 2nd Street and West 1st Street. The proposal provides adequate right-of-way width to accommodate appropriate pedestrian and bicycle facilities during those projects. The petitioner is requesting a waiver to allow for a minimum of six feet in width for pedestrian facilities on the new streets.

#### **Lot Establishment Standards:**

**Lot area and lot width:** There is no minimum lot area for lots in mixed-use and nonresidential zoning districts, including MM, within the TRO. The minimum lot width within the TRO is 35 feet. There is no maximum lot width for lots in mixed-use and nonresidential zoning districts within the TRO. The narrowest proposed lots are lots 19 through 25 which have lot widths of 37 feet. All proposed lots have at least 35 feet of frontage on a public street.

**Intersection radii:** Property lines corners are required to be rounded by arcs at street and alley intersections. The petition is requested a subdivision waiver to allow all lots to have right-angle corners to accommodate the goals of the development and in recognition that the street right-of-way designs provide adequate space for vehicle turning movements and sight lines.

**Lot shape:** All lots shall be designed with a depth-to-width ratio not to exceed four to one. Some of the greenspace lots, such as common area [sic] 1, appear long and skinny. However, in the case of all of these lots the long dimension is the width along the adjacent street while the skinny dimension is the depth, meaning that their depth-to-width ratio is very small and well below the maximum of four to one. Lots 19 through 25 have depth-to-width ratios just under four to one. All proposed lots comply with the required depth-to-width ratio. The common area lot with a 332 foot long portion of 15 feet wide is not ideal, and should be converted to excess right-of-way.

**Lot access:** All new lots in the TRO shall have frontage on a public street right-of-way, per TRO section 20.02.050(b)(11)(B). All proposed lots have frontage on one of the existing or proposed public streets.

**Stormwater Standards:** All proposed subdivisions shall provide for the collection and management of all surface water drainage, and all subdivision requests shall include the submittal of a drainage plan to the City of Bloomington Utilities (CBU). The proposal indicates underground detention areas within the greenspace lots along West University Street. The petitioner submitted a complete drainage report to CBU on June 26, 2023. Although the proposed subdivision has not yet achieved CBU approval for the drainage plan, the plat provides enough area to meet the needs of required stormwater management facilities.

#### **Right-of-Way Standards:**



**Street Layout:** The proposed new streets are laid out in an orderly and logical manner, provide for pedestrian and vehicular safety, and provide direct access to existing public streets, as required by the UDO. The proposal does not show any new street connectivity directly to the adjacent parcels to the west, which is required by the Transportation Plan. The Transportation Plan calls for a new connection, NC-45, “to create a new east-west connection from S Walker St to S Rogers St between E 1st St and E 2nd St” which would complete connectivity directly to the west of the petition site. The proposal does include this new connection in the form of West University Street from South Rogers Street as far west as South Fairview Street, but fails to carry this connection through to the west edge of the petition site where it would provide the opportunity for future street connection as far as South Walker Street. A condition to require a public right-of-way for a stub street to make this connection is included.

**ROW width:** West 2nd Street is designated as the General Urban street typology in the Transportation Plan, requiring an 84-foot right-of-way (42 feet from centerline). The adjacent segment of West 2nd Street is the subject of a street redesign project by the City of Bloomington Engineering Department, and plans for the West 2nd Street project show a right-of-way width requiring more than 42 feet from centerline near the intersection with South Rogers Street to accommodate turn lanes and other street infrastructure. The proposed plat dedicates additional right-of-way width along West 2nd Street to at least 42 feet from centerline per Transportation Plan guidance where the West Second Street project plans call for that much width or less, and dedicates greater width in accordance with the street project plans where those plan call for greater width. In this way, the proposed plat complies with both the Transportation Plan and the West 2nd Street project.

South Rogers Street is also designated as the General Urban street typology in the Transportation Plan, requiring an 84-foot right-of-way (42 feet from centerline). The Engineering Department has drafted a conceptual street cross-section for the adjacent segment of South Rogers Street (included in the packet below) that accommodates desired vehicle, bicycle, pedestrian, and greenscape facilities within the physical constraints of the right-of-way. The conceptual street cross-section is narrower in the southern half of the segment south of the proposed West University Street, and wider in the north half north of West University Street. South of West University Street, 42 feet from centerline per Transportation Plan guidance is enough width to accommodate the conceptual cross-section. However, north of West University Street, the conceptual cross-section shows facilities totaling 80 feet of width. Adding one foot on either side for access and maintenance, as required by the UDO, brings the total required width to 82 feet for Rogers Street north of West University Street. The approved secondary plat for Hopewell Phase I East provides only 32 feet of right-of-way width from centerline on the east side of South Rogers Street between West 2nd Street and West University Street. That would necessitate that 50 feet of ROW would need to be dedicated on the west side of South Rogers Street north of West University Street with this plat in order to accommodate the submitted conceptual cross-section. The proposed plat dedicates only an additional right-of-way width of 42 feet from centerline along all of South Rogers Street. Staff recommends either an explanation of how the cross-section will work with the limited total Rogers Street right-of-way width or a condition requiring eight additional feet of right-of-way dedication in this segment, which has been included for reference below.

The secondary plat shall provide eight additional feet of right-of-way dedication along South Rogers Street between West 2nd Street and West University Street to bring the total right-of-way dedication in this segment to 50 feet from the established apparent centerline of the roadway.

West 1st Street is designated as the Neighborhood Residential street typology with a 60-foot right-of-way in the Transportation Plan. The existing right-of-way of West 1st Street adjacent to the petition site is 66 feet, already more than called for in the Transportation Plan. No new right-of-way dedication is required. The proposal maintains the existing right-of-way of West 1st Street.

A new street grid for the former hospital site is identified in the Transportation Plan as part of new connection NC-45, with a Neighborhood Residential street typology and 60 feet of right-of-way width. The proposal dedicates 60 feet of new right-of-way width for South Fairview Street and South Jackson Street. As guided by the Master Plan, the proposed West University Street greenway follows a modified Shared Street typology with a 55-foot right-of-way width.

**Street Trees:** The minimum number of required street trees to be planted shall be one large canopy tree for every 30 feet of property that abuts a public right-of-way. The proposal shows symbols for compliant street trees along the proposed new streets, but does not provide details on species or exact locations in relation to proposed public utilities. Street trees along the adjacent existing streets are not shown, but will be provided by separate City projects for West 2nd Street and West 1st Street. The secondary plat will have to provide details of species, exact locations, and planting specifications for all required street trees, whether provided by this subdivision development or another project.

**Alleys:** Alleys must have a minimum 20-foot-wide right-of-way and a minimum 14-foot-wide pavement width. All alleys in the proposal show 20 feet of pavement width within 20-foot-wide rights-of-way. Subdivision standards for the TRO require alley access for all lots. As discussed above, all 29 development lots are served by public alleys, but the petitioner is requesting a waiver to allow the five additional lots to lack alley access. One of those lots, common area 1, will likely be absorbed into surrounding lots and rights-of-way when the required NC-45 is included in the plat.

Three of the proposed alleys are proposed to be dead-end alleys. Dead-end alleys are not prohibited by the UDO, but are discouraged where avoidable. One alley on the west side of the site connects with South Fairview Street but dead-ends at the west property line. The proposal shows that this alley is to be constructed as a stub alley providing the opportunity for an alley connection to the west in the future. A second alley in the northeast quadrant connects with South Fairview Street but appears to dead-end at lot 8. In fact, however, drive access will continue directly into the existing parking garage on lot 8 and the parking garage will serve as a possible turn-around for vehicles. A third alley in the southwest quadrant connects with South Jackson Street but dead-ends before it reaches Rogers Street due to the significant grade difference between the needed alley access to the Kohr building redevelopment and the level of Rogers Street below.

**Environmental Considerations:** A tree study of the larger Master Plan site was done, and no closed canopy areas were identified, though some specimen trees were located and will be retained

during redevelopment. There are no other known sensitive environmental features.

**Utilities:** The proposal shows public water and sanitary sewer service to all lots. A utility plan must be approved by City of Bloomington Utilities (CBU) prior to secondary plat approval. The petitioner has submitted the proposed plans to CBU and is working toward approval. After secondary plat approval and recording, during development of lots in the subdivision, CBU approval will be required before any permits for development are issued for the lots in the subdivision.

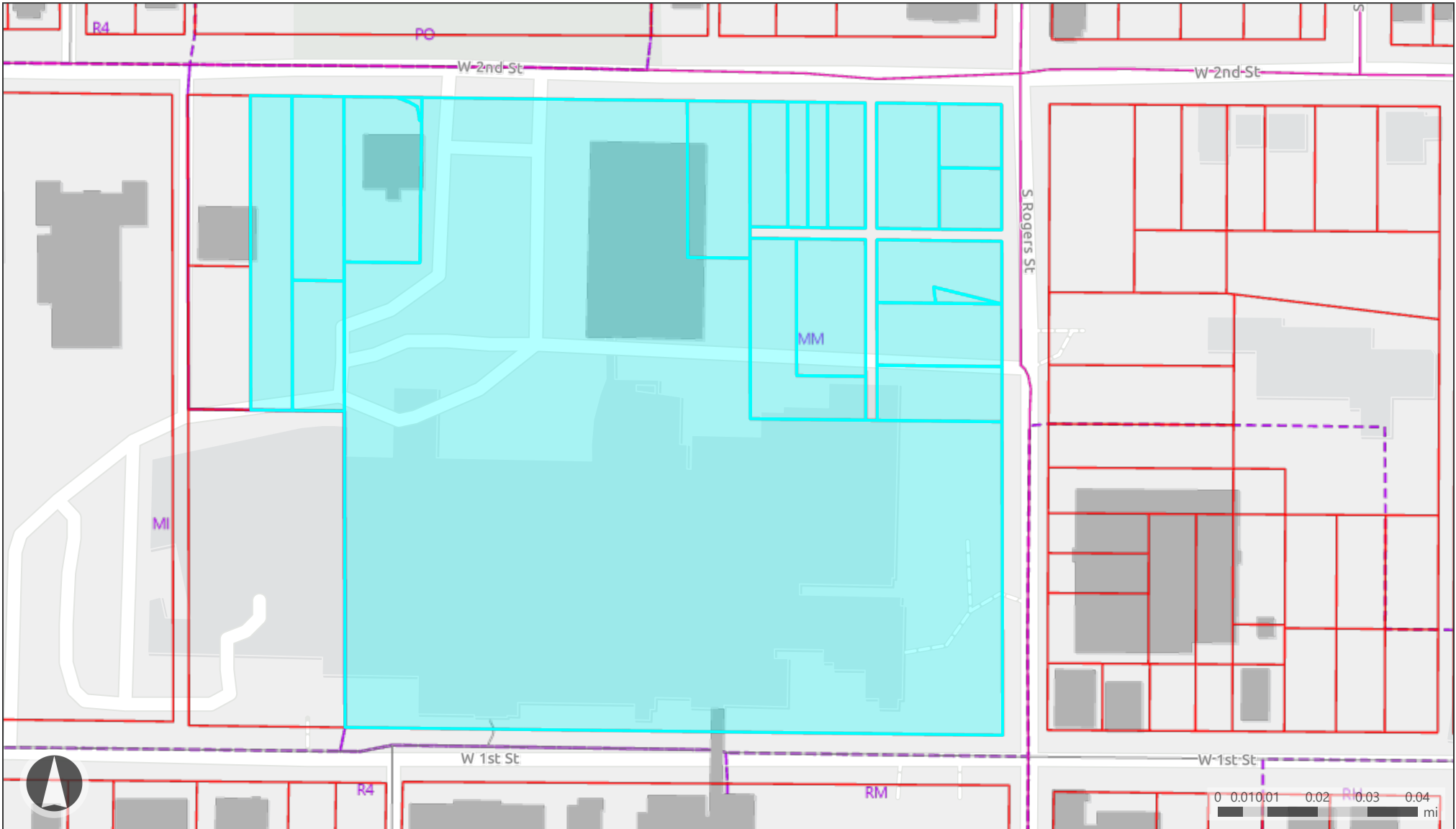
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**CONCLUSION:** The proposed primary plat, with requested waivers and recommended conditions, will meet all of the requirements of the UDO. As part of the redevelopment of the area included in the Bloomington Hospital Site Redevelopment Master Plan, the primary plat will set up Hopewell West with improved public ways and new amenities, as well as create parcels that can be developed separately or combined.

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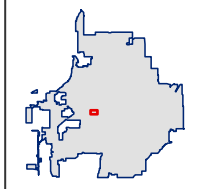
**RECOMMENDATION:** The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings, waive the application fee, waive the second hearing, and approve the primary plat of DP-23-23 /PLAT2023-06-0005 with all associated waivers and with the following conditions:

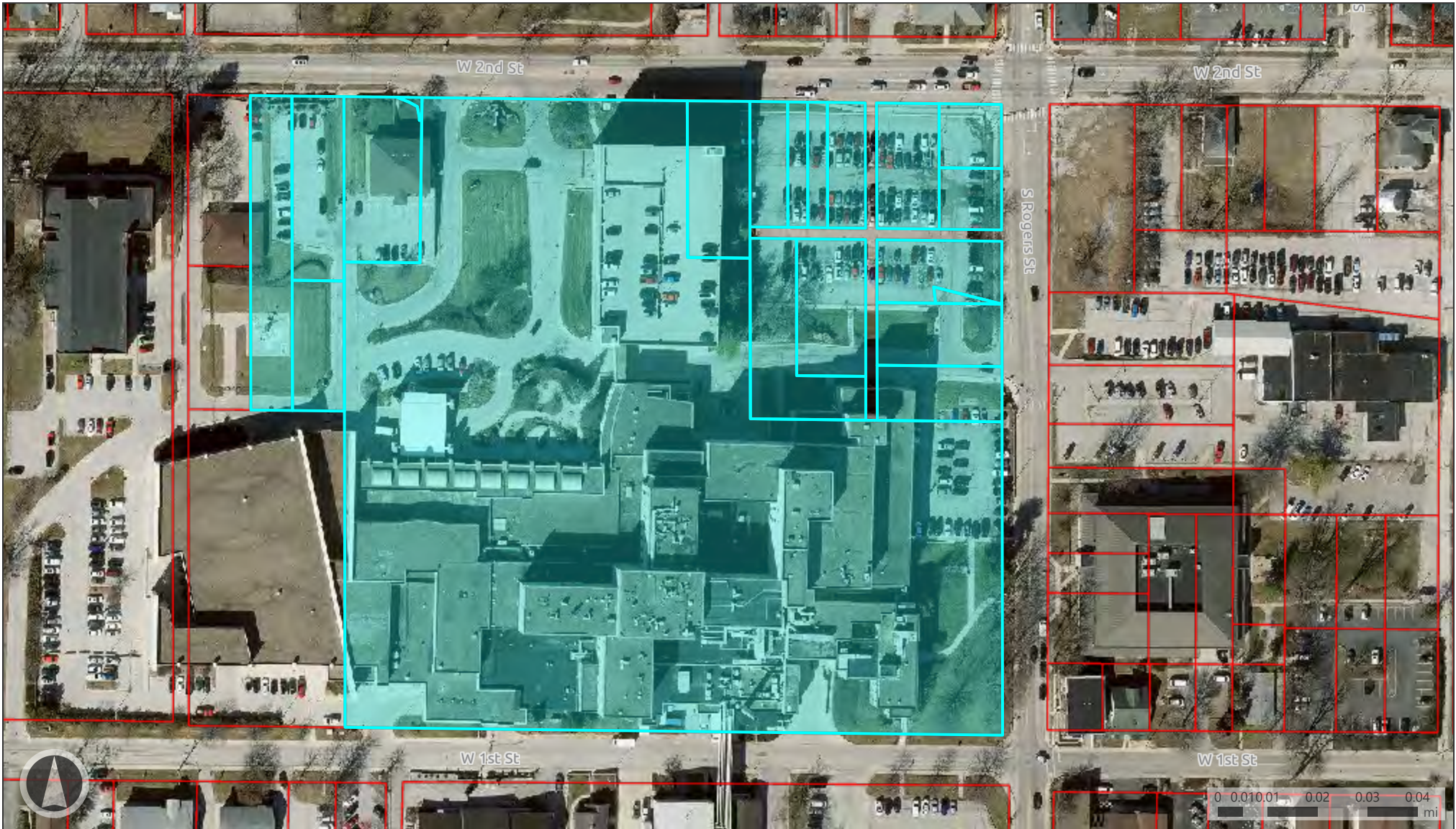
1. Right-of-way vacation for the existing alleys on the petition site shall be approved by City of Bloomington Common Council prior to secondary plat recording.
2. Greenspace lots intended for public use that are labeled as “common area 2” through “common area 5” on the primary plat shall be correctly labeled as lots on the secondary plat.
3. The secondary plat shall provide public right-of-way for West University Street west of South Fairview Street, NC-45 in the Transportation Plan, to provide the opportunity for a future street connection to the west. The 332 foot long portion of the proposed common area 1 parcel shall be included in the Fairview Street right-of-way. The northern portion may need to be absorbed into Lot 2.



**Map Legend**

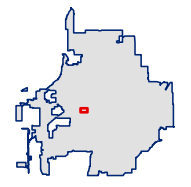
- Parcels
- Buildings
- Street Typology**
- General Urban
- Neighborhood Residential
- Zoning District Boundary





Map Legend

 Parcels





June 5, 2023

Gabriel Holbrow, AICP  
Zoning Planner  
Planning & Transportation Department  
City of Bloomington, Indiana

Re: Hopewell West Petitioner's Statement

Mr. Holbrow,

Please accept this letter as the Petitioner's Statement for the Hopewell West Subdivision Primary Plat submission. CrossRoad Engineers, P.C. presents this statement on behalf of the City of Bloomington Redevelopment Commission. The goal of this project is to subdivide the former Bloomington Hospital site into sellable lots. The Kohr building and the existing parking garage on the site will be retained. Streets and alleys will be created at the direction of the Redevelopment Commission. Utility infrastructure and stormwater control will also be part of this project.

If you have any questions or need additional information, please feel free to contact me at your convenience.

Sincerely,

Trent E. Newport, PE, PS  
317-780-1555 x114  
tnewport@crossroadengineers.com



June 26, 2023

Gabriel Holbrow, AICP  
Zoning Planner  
Planning & Transportation Department  
City of Bloomington, Indiana

Re: Hopewell West Petitioner's Statement - Additional

Mr. Holbrow,

Please accept this letter as additional information to the Petitioner's Statement for the Hopewell West Subdivision Primary Plat submission.

We will be questioning a couple subdivision waivers:

1. All lots requiring alley access.
  - a. We have a dedicated easement to access the green spaces.
2. Radius lot corners.
  - a. We are squaring off all lots since logical intersections behind the walks accommodates the goals of the development. All sight lines are expected to fall inside public right-of-way.

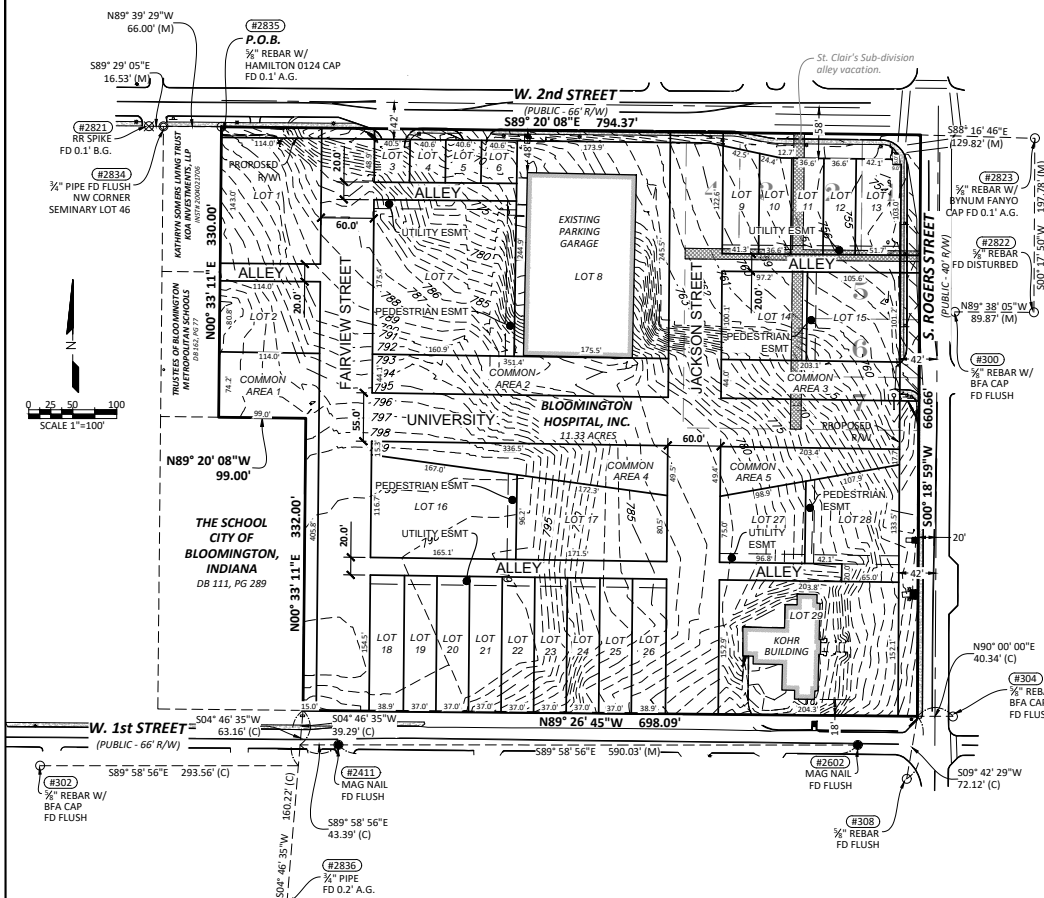
If you have any questions or need additional information, please feel free to contact me at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew J. Wolf".

Andrew J. Wolf, PE  
317-780-1555 x124  
awolf@crossroadengineers.com

**HOPEWELL WEST  
SUBDIVISION - PRIMARY PLAT**  
A PART OF THE NORTHEAST QUARTER OF  
SECTION 5, TOWNSHIP 8 NORTH, RANGE 1 WEST  
MONROE COUNTY, INDIANA



**LEGEND:**

- ROAD CENTERLINE
- LINE NOT TO SCALE
- 1/2" REBAR WITH CAP "BRCJ, INC 6892 IN"
- IRON PIPE FOUND AS NOTED
- REBAR FOUND AS NOTED
- ⊗ RAILROAD SPIKE FOUND AS NOTED
- ⊗ MAG NAIL FOUND AS NOTED
- R/W RIGHT-OF-WAY
- C/L CENTERLINE
- A.G. ABOVE GROUND
- B.G. BELOW GROUND
- FD FOUND
- XXXX ADDRESS

**OWNER/DEVELOPER:**  
Bloomington Hospital, Inc.  
XXXX N. XXXX Road  
Bloomington, IN 4740X  
Phone: 812-XXXX

**RECORD INFORMATION:**  
Bloomington Hospital, Inc.  
DB 364, PG 240, INSTR# 2004018581,  
INST# 2010019969  
53-08-05-100-057.000-009,  
53-08-05-100-058.000-009,  
53-08-05-100-059.000-009,  
53-08-05-100-119.000-009,  
53-08-05-100-120.000-009,  
53-08-05-100-127.000-009,  
53-08-05-100-132.000-009,  
53-08-05-115-012.000-009

**ZONING:**  
Subject: MM, MI/TRO  
Adjoiners: MM, MI/TRO

**TRANSFORM REDEVELOPMENT OVERLAY (TRO) SETBACKS:**  
FRONT = 0 TO 15 FEET  
SIDE = 0 FEET (S' ABUTTING RESIDENTIAL ZONING)  
REAR = 0 FEET (S' ABUTTING RESIDENTIAL ZONING)

**FLOOD ZONE:**  
PROPERTY IS LOCATED IN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER FEMA FLOOD INSURANCE RATE MAP NUMBER 18105C0141D, DATED DECEMBER 17, 2010.

**NOTES:**

- FIELD WORK PERFORMED MAY 3-12, 2023.
- ALL REBAR SET ARE 1/2" INCH WITH YELLOW PLASTIC CAP STAMPED "BRCJ, INC 6892 IN"
- THE BASIS OF BEARINGS ON THIS SURVEY IS THE MONROE COUNTY ZONE OF THE INDIANA GEOSPACIAL COORDINATE SYSTEM (INGCS), NAD83 (2011).
- ALL LOTS, NUMBERED 1 THROUGH 8, AND ALL ALLEYS SHOW ON THE PLAT OF ST. CLAIRE'S SUB-DIVISION OF PARTS OF SEMINARY LOTS 37 AND 46 AND AS FOUND IN PLAT CABINET B, ENVELOPE 9 IN THE MONROE COUNTY RECORDER'S OFFICE ARE HEREBY VACATED.

**LEGAL DESCRIPTION**

A part of Seminary Lots 37 and 46 and St. Clair's Subdivision of parts of Seminary Lots 37 and 46 in the City of Bloomington, Monroe County, Indiana, and more particularly described by Christopher L. Porter, LS21200022, on May 15, 2023, as part of Bledsoe Riggert Cooper James, Inc. Job Number 11335, as follows:

Commencing at a 3/4-inch diameter iron pipe marking the northwest corner of Seminary Lot 46; thence along the north line of said Lot 46 SOUTH 89 degrees 39 minutes 29 seconds EAST a distance of 66.00 feet to a 5/8-inch diameter rebar with cap and the Point of Beginning; thence continuing along said north line SOUTH 89 degrees 20 minutes 08 seconds EAST a distance of 794.37 feet to the northeast corner of Lot 1 of St. Clair's Subdivision as recorded in Plat Book 15, Page 65 in the Monroe County Recorder's office and the west right of way line of Rogers Street; thence along said right of way line SOUTH 89 degrees 18 minutes 59 seconds WEST a distance of 660.65 feet to the north right of way line of First Street; thence along said right of way line NORTH 89 degrees 26 minutes 45 seconds WEST a distance of 698.09 feet to the east line of Deed Book 111, Page 289 in said Recorder's office; thence along the east line of said Deed Book NORTH 00 degrees 33 minutes 11 seconds EAST a distance of 332.00 feet; thence NORTH 89 degrees 20 minutes 08 seconds WEST a distance of 99.00 feet to the southeast corner of Deed Book 162, Page 77; thence along the east line of said Deed Book and the east line of Instrument Number 2004021706 NORTH 00 degrees 33 minutes 11 seconds EAST a distance of 330.80 feet to the point of beginning, containing 11.33 acres, more or less.

This description includes the platted alleys in St. Clair's Subdivision. Said alleys may not have been vacated at the time this description was prepared.

**REPORT OF SURVEY**

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

- (a) Reference monuments of record
- (b) Title documents of record
- (c) Evidence of active lines of occupation
- (d) Relative Positional Accuracy "RPA"

The Relative Positional Accuracy "RPA" (due to random errors in measurement) of this survey is within that allowable for an Urban survey (0.07 feet (21 millimeters) plus 50 parts per million) as defined in Title 865 (Relative Positional Accuracy) means the value expressed in feet or meters that represents the uncertainty due to random errors in measurements in the location of any point on a survey relative to any other point on the same survey at the 95 percent confidence level).

In regard to "ACTIVE LINES OF OCCUPATION," point (c) above: ACTIVE refers to lines which are marked by visible, obvious, well defined and maintained, man-made or placed objects, such as, but not limited to, fences, hedges and retaining walls. The uncertainty cited for a line of occupation is general in nature and is NOT intended to be specific for every point along the line. Therefore, portions of the occupation line may vary from the surveyed line by a distance greater or less than uncertainty cited in this report.

This is a partial Retracement Survey and an Original Survey performed at the request of the City of Bloomington Redevelopment Commission.

The property is currently in the name of Bloomington Hospital, Inc (Deed Book 364, Page 240, Instrument No. 2004018581 and Instrument Number 2010019969).

The field work was performed May, 2023.

**SURVEYS & PLATS OF RECORD:**

- ALTA/NSPS Land Title Survey for Indiana University Health, Inc. by Terry D. Wright, Hamilton Designs Job Number 2018-147, dated May 25, 2018, provided by Indiana University Health, Inc.
- Plat of Seminary Square and Lots, found in Plat Cabinet 8, Envelope 5 in the Monroe County Recorder's office.
- Plat of St. Claire's Subdivision of Parts of Seminary Lots 37 and 46, found in Plat Cabinet 8, Envelope 9 in said Recorder's office.
- Plat of Seminary Lots 1, 12, 13, 14 and Part of Lot 10 and Part of Seminary Lot 37 by Charles D. Graham, found recorded as Instrument Number 2012020400 in said Recorder's office.

**MONUMENTS FOUND:**

- A 5/8-inch diameter rebar with Bynum Fanyo Associates cap was found flush with grade. This monument is shown as number 500 on the Graham survey.
- A 5/8-inch diameter rebar with Bynum Fanyo Associates cap was found flush with grade. This monument is shown as number 504 on the Graham survey.
- A 5/8-inch diameter rebar with illegible cap was found flush with grade. The origin of this monument is unknown.
- A railroad spike was found 0.1 foot below grade. The origin of this monument is unknown.
- A 5/8-inch diameter rebar was found disturbed. This monument is shown as number 501 on the Graham survey.
- A 5/8-inch diameter rebar with Bynum Fanyo Associates cap was found 0.1 foot above grade. This monument is shown as number 502 on the Graham survey.
- A 3/4-inch diameter iron pipe was found flush with grade and accepted as the northwest corner of Seminary Lot 46 per survey 1.
- A 5/8-inch diameter rebar with Hamilton 0124 cap was found 0.1 foot above grade and accepted as the northwest corner of Instrument Number 2004018581 per survey 1.
- A 3/4-inch diameter iron pipe was found 0.2 feet above grade. This monument is shown on the Hamilton survey as the southeast corner of Tract 6, PCL 2 per Deed Record 371, Page 478.

**DEED ANALYSIS:**

No discrepancies were found when comparing the legal descriptions for the western adjoiners with the Bloomington Hospital, Inc. descriptions.

**ESTABLISHMENT OF LINES AND CORNERS:**

Monument 2835 was held for the geometry shown on the Hamilton survey. Said geometry was then related to monument 2836 to establish the perimeter lines of the Bloomington Hospital, Inc. parcels.

As a result of the above observations, it is my opinion that the uncertainties in the location of the lines and corners established on this survey are as follows:

Due to Availability and condition of reference monuments: Up to 1.5 feet when comparing the distance between monuments 2835 and 2836 calculated per the Hamilton survey with the measured distance.

Due to Occupation or possession lines: No discrepancies noted.

Due to Clarity or ambiguity of the record description used and of adjoiners' descriptions and the relationship of the lines of the subject tract with adjoiners' lines: No discrepancies noted.

**OWNER CERTIFICATION**

Bloomington Hospital, Inc., Owner of the real estate shown and described herein, does hereby certify, layoff, and plat (X) tracts, numbered X-X.

Rights-of-way not heretofore dedicated are hereby dedicated to Monroe County, Indiana. In accordance with this plat and certification, this plat shall be known as HOPEWELL WEST Subdivision.

IN WITNESS WHEREOF, the undersigned Owner set their hand and seal this \_\_\_\_ day of \_\_\_\_\_, 2023.

Bloomington Hospital, Inc.

**STATE OF INDIANA COUNTY OF MONROE**  
Before me, a Notary Public in and for said County and State, personally appeared Bloomington Hospital, Inc., owner, who acknowledged the execution of the above referenced plat, to be their voluntary act for the uses and purposes therein set forth.

WITNESS My hand and Notarial Seal this \_\_\_\_ day of \_\_\_\_\_, 2023.

Notary Public (Signature)

Notary Public (Printed Name)

My Commission Expires: \_\_\_\_\_

My County of Residence: \_\_\_\_\_

**PLAN COMMISSION AND BOARD OF PUBLIC WORKS**

Under the authority provided by Chapter 174, Acts of 1947, enacted by the General Assembly of the State of Indiana and ordinance adopted by the Common Council of the City of Bloomington, Indiana, this plat was given approval by the City of Bloomington as follows:

APPROVED BY THE PLAT COMMITTEE AT A MEETING HELD: \_\_\_\_\_ 2023

Director of Planning & Transportation Department

**SURVEYOR'S CERTIFICATION**

This survey was executed according to survey requirements contained in Section 1 through 19 of 865 IAC 1-12.

This certification does not take into consideration additional facts that an accurate and correct title search and/or examination might disclose.

Evidence of easements have not been located in the field and are not shown on this survey drawing.

Subject to the above reservation, I hereby certify that the survey work performed on the project shown hereon was performed either by me or under my direct supervision and control and that all information shown is true and correct to the best of my knowledge and belief.

Certified this 26th day of June, 2023.

*Christopher L. Porter*  
Christopher L. Porter  
Professional Surveyor No. LS21200022  
State of Indiana



**PRELIMINARY PLAT NOTE:**

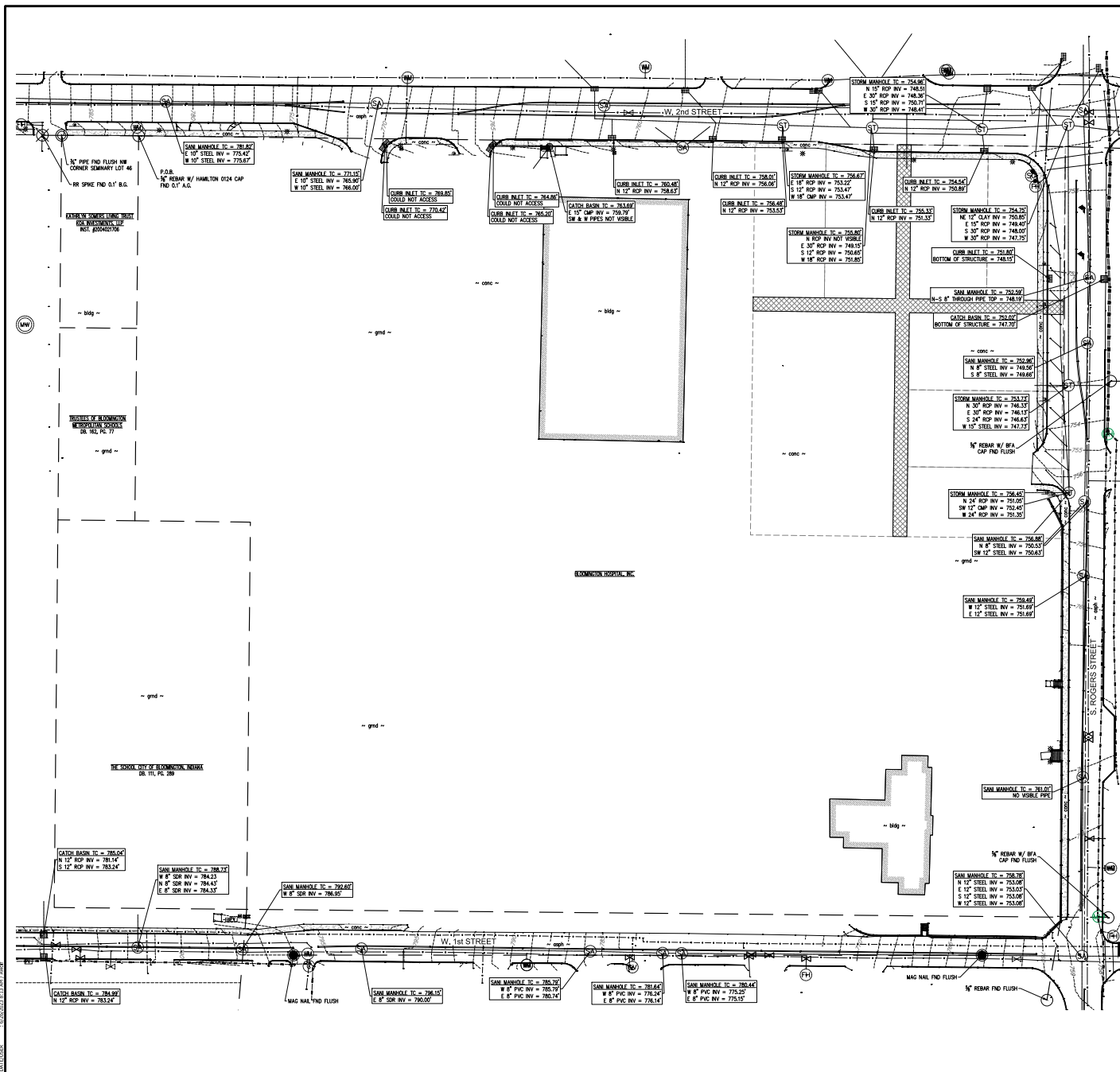
1. Site was an active demolition project when field work was performed. Contours are shown based on an AutoCAD file by DLZ, provided by The City of Bloomington, and represent proposed elevations at 1 foot intervals.

Bledsoe Riggert Cooper James  
**BRCJ**  
LAND SURVEYING • CIVIL ENGINEERING • GIS  
1351 West Tapp Road Bloomington, Indiana 47403  
Phone: 812-336-8277 Email: cporter@brcjcivil.com  
PLAT DATED: June 26, 2023 JOB # 11335







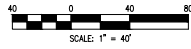


### EXISTING LEGEND

□	POWERSPOLE	---	CONTOURS
○	POWERSPOLE W/WHIRT	---	PROPERTY LINE
○	LIGHT POLE	---	SECTION LINE
○	ELECTRIC METER	---	RIGHT-OF-WAY
○	ELECTRIC BOX	---	EASEMENT
○	YARD LIGHT	---	ADJOINING LINE
○	GUIDE WIRE	---	PAVEMENT LINE
○	TELEPHONE MANHOLE	---	FIELD LINE
○	WATER VALVE	---	PRIVATE FENCE
○	PIRE HYDRANT	---	SPLIT RAIL FENCE
○	WELL	---	WIRE FENCE
○	WATER MANHOLE	---	DITCH
○	GAS VALVE	---	CHAINLINK FENCE
○	CABLE TV REAR	---	WATER LINE
○	CLEANOUT	---	GAS LINE
○	SEWER	---	TELEPHONE LINE
○	SEWER	---	CABLE TV LINE
○	SEWER	---	ELECTRIC LINE
○	SEWER	---	OVERHEAD UTILITY LINE
○	SEWER	---	TREE LINE
○	SEWER	---	SALTARY SEWER MANHOLE
○	SEWER	---	STORM ROUND INLET MANHOLE
○	SEWER	---	STORM SEWER W/ MANHOLE & 8" SIDE SECTION
○	SEWER	---	RIGHT-OF-WAY MARKER
○	SEWER	---	STORM PILE, BRUSH & SWAMP
○	SEWER	---	TEMP. BENCHMARK
○	SEWER	---	MONUMENT FOUND
○	SEWER	---	ASPHALT
○	SEWER	---	CONCRETE
○	SEWER	---	REMOVAL/DEMOLISH

### TOPOGRAPHIC NOTES

- CONTRACTOR SHALL DISPOSE OF ALL MATERIALS IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS.
- UTILITIES SHOWN GRAPHICAL REPRESENTATION PER SURVEY AND MAPPING. CONTRACTOR SHALL FIELD VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.
- REMOVE EXISTING STRUCTURES, WELLS AND SEPTIC SYSTEMS SHALL BE ABANDON PER ALL FEDERAL, STATE, AND LOCAL REGULATIONS. A REPRESENTATIVE FROM THE COUNTY HEALTH DEPARTMENT SHALL BE PRESENT DURING REMOVAL OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HAZARDOUS MATERIAL TESTING AND REMOVAL (IF DEEMED NECESSARY) FOR THE EXISTING STRUCTURES.
- CONTRACTOR SHALL COORDINATE WITH APPLICABLE UTILITY COMPANIES FOR SERVICE DIS-CONNECTIONS.



### LEGAL DESCRIPTION

DEED RECORD VOL PAGE 22  
 A PART OF SEAMARK LOTS 37 AND 46 AND ST. CLAIR'S SUBDIVISION OF PARTS OF SEAMARK LOTS 37 AND 46 IN THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, AND MORE PARTICULARLY DESCRIBED BY CHRISTOPHER L. PORTER, SURVEYOR, ON MAY 15, 2023, AS PART OF RECORD BOOK COOPER, LINES, INC. JOB NUMBER 11203, AS FOLLOWS:  
 COMMENCING AT A 1/4-INCH DIAMETER IRON PIPE MARKING THE NORTHWEST CORNER OF SEAMARK LOT 46; THENCE ALONG THE NORTH LINE OF SAID LOT 46 SOUTH BY DEGREES 59 MINUTES 20 SECONDS EAST A DISTANCE OF 40.00 FEET TO A 5/8-INCH DIAMETER REBAR WITH CAP AND THE POINT OF BEGINNING; THENCE CONTINUING ALONG NORTH LINE SOUTH BY DEGREES 20 MINUTES 00 SECONDS EAST A DISTANCE OF 79.25 FEET TO THE NORTHEAST CORNER OF LOT 1 OF ST. CLAIR'S SUBDIVISION AS RECORDED IN PLAT BOOK 15, PAGE 63 IN THE MONROE COUNTY RECORDS; THENCE ALONG THE WEST RIGHT OF WAY LINE OF RECORDS STREET; THENCE ALONG SAID RIGHT OF WAY LINE SOUTH BY DEGREES 18 MINUTES 50 SECONDS WEST A DISTANCE OF 80.06 FEET TO THE NORTH RIGHT OF WAY LINE OF FIRST STREET; THENCE ALONG SAID RIGHT OF WAY LINE NORTH BY DEGREES 40 MINUTES 45 SECONDS WEST A DISTANCE OF 69.00 FEET TO THE EAST LINE OF DEED BOOK 115, PAGE 289 IN SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID DEED BOOK NORTH 00 DEGREES 33 MINUTES 11 SECONDS EAST A DISTANCE OF 332.00 FEET; THENCE NORTH BY DEGREES 00 MINUTES 00 SECONDS WEST A DISTANCE OF 80.00 FEET TO THE SOUTHWEST CORNER OF DEED BOOK 162, PAGE 77; THENCE ALONG THE EAST LINE OF SAID DEED BOOK AND THE EAST LINE OF INSTRUMENT NUMBER 206402070 NORTH 00 DEGREES 33 MINUTES 11 SECONDS EAST A DISTANCE OF 32.00 FEET TO THE POINT OF BEGINNING, CONTAINING 03.53 ACRES MORE OR LESS.

EXISTING UTILITY SIZE AND MATERIAL INFORMATION SHOWN ON THESE PLANS ARE PER THE BEST AVAILABLE AND VISIBLE INFORMATION. ANY CONFLICTS MAY EXIST AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL UTILITIES AND MATERIALS BEFORE BEING MOVED. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY.

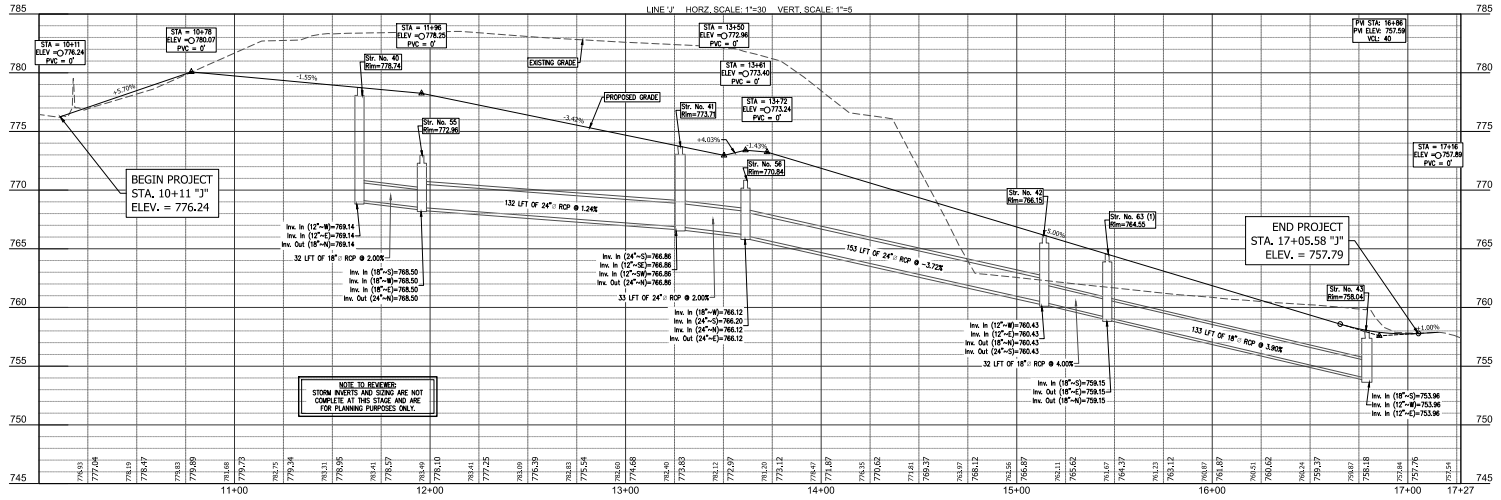
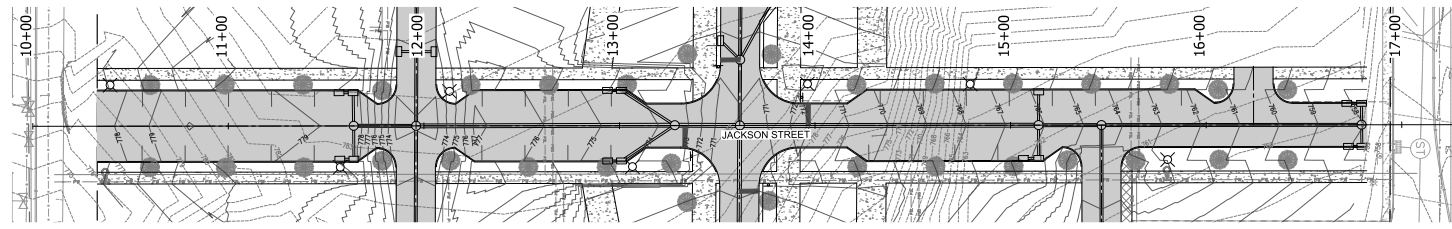


TOPOGRAPHIC SURVEY  
 BLOOMINGTON HOPEWELL WEST

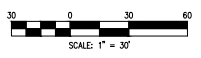
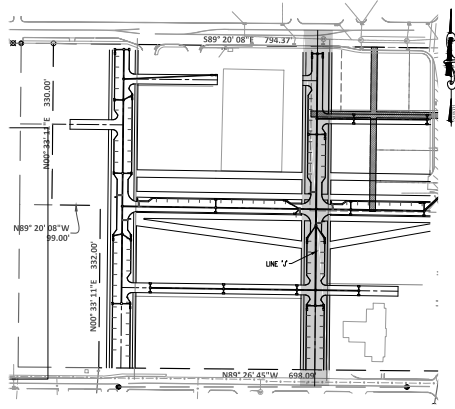
DATE	JUNE 26, 2023	DESIGNED	J.A.W.	APPROVED	J.A.W.
JOB NO.		DRAWN	E.S.P.	CHECKED	T.E.N.
CAD		DATE	JUN 26, 2023	APPROVED	C.J.
SHEET	300				







PROPOSED LEGEND	
	PROPERTY LINE
	SECTION LINE
	PHASE LINE
	SECTION LINE
	EASEMENT LINE
	FENCE LINE
	DITCH LINE
	SANITARY SEWER WITH MANHOLE
	STORM SEWER LATERAL & STORM MANHOLE
	ELECTRIC LINE
	WATER LINE
	WATER SERVICE LINE
	GAS LINE
	STORM MANHOLES
	STORM INLETS
	STORM CURB INLETS
	ADA-COMPL. UNITS
	WATER TIE
	90° BEND
	45° BEND
	22.5° BEND
	11.25° BEND
	TAPPING SLEEVE
	WATER VALVE
	FIRE HYDRANT
	WATER REDUCER
	STORM TIE
	WATER PLUG
	WATER INLET
	ELECTRIC TRANSFORMER
	GENERATOR
	GREASE TRAP
	LIGHT POLE
	YARD LIGHT
	SIGN
	GRANULAR BACKFILL ALONG STORM SEWER LINE
	GRANULAR BACKFILL ALONG SANITARY SEWER LINE



NOTE:  
NO EARTHWORK DISTURBING ACTIVITY MAY COMMENCE UNTIL A STORM WATER MANAGEMENT PERMIT IS OBTAINED.



PROJECT: 10/11 Jackson Street, City of Jacksonville, Florida  
 DRAWN BY: J. B. BROWN, P.E.  
 DATE: 06/20/23

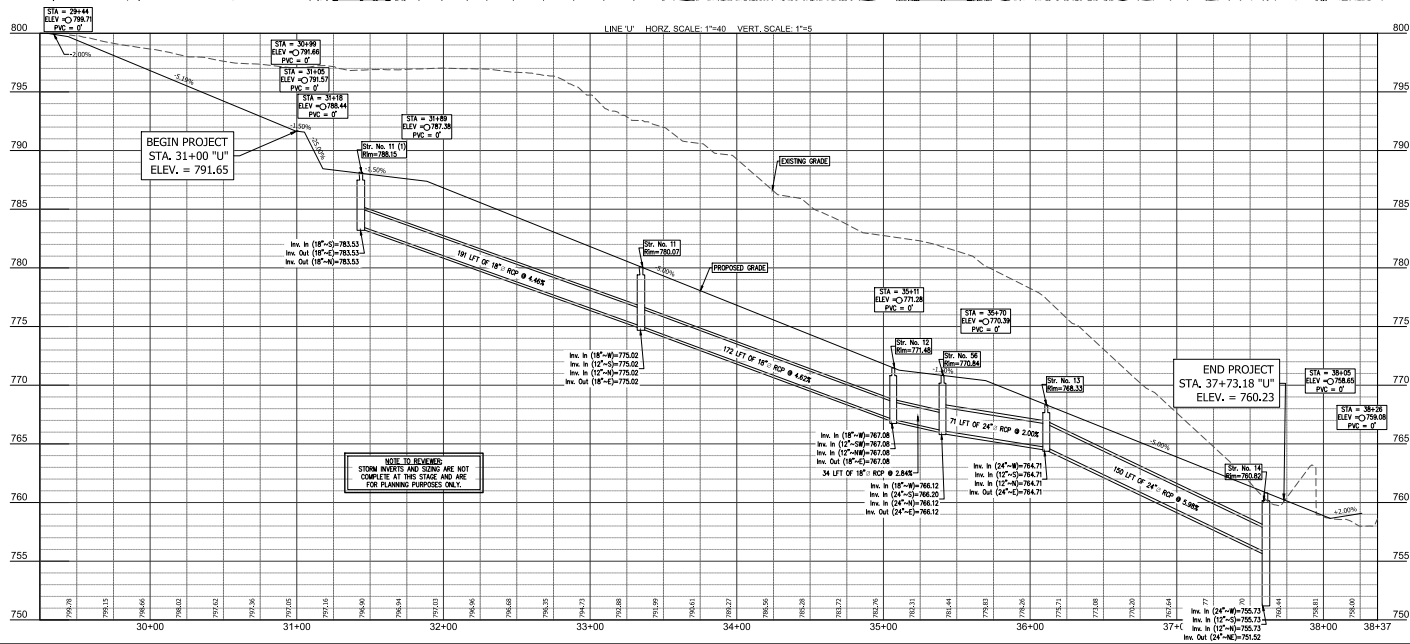
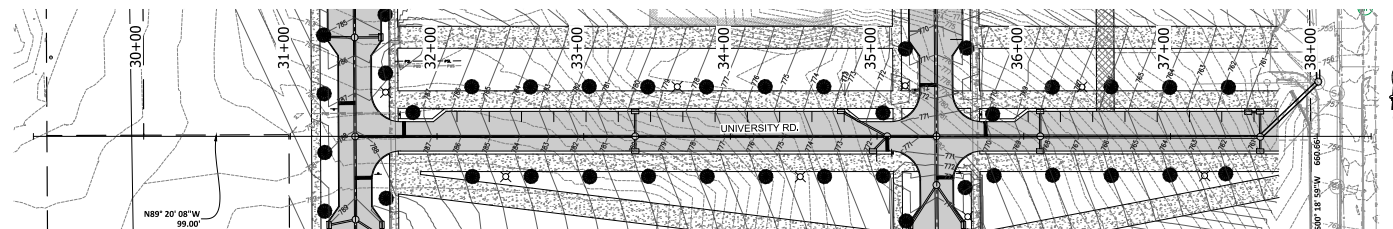
# ROAD PLAN & PROFILE

## BLOOMINGTON HOPEWELL WEST

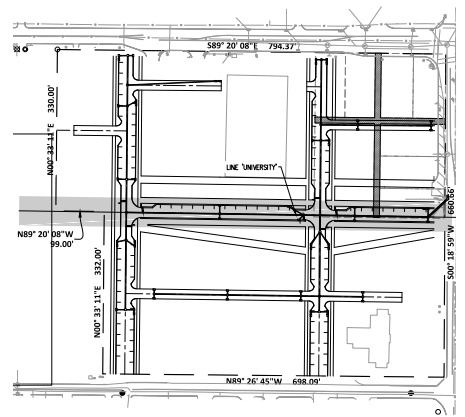
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NO.	DATE	BY	REVISIONS





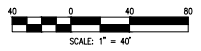
**NOTE TO REVIEWER:**  
STORM INLETS AND SINKS ARE NOT COMPLETE AT THIS STAGE AND ARE FOR PLANNING PURPOSES ONLY.



**KEYMAP**  
NO SCALE

**PROPOSED LEGEND**

- PROPERTY LINE
- SECTION LINE
- PHASE LINE
- SEWER LINE
- FASEMENT LINE
- FENCE LINE
- DITCH LINE
- SEWER MANHOLE
- SEWER MANHOLE WITH LATERAL WITH RELEASE
- SEWER MANHOLE
- ELECTRIC LINE
- WATER LINE
- WATER SERVICE LINE
- GAS LINE
- STORM MANHOLES
- STORM INLETS
- STORM CURB INLETS
- AQUA-SERIAL UNITS
- WATER TEE
- 90° BEND
- 45° BEND
- 22.5° BEND
- 11.25° BEND
- TAPPING ELBOW
- WATER VALVE
- FIRE HYDRANT
- WATER REDUCER
- STORTIZ FOC
- WATER PLEG
- WATER WALL
- ELECTRIC TRANSFORMER
- GENERATOR
- CRACK TRAP
- LIGHT POLE
- YARD LIGHT
- SOIL
- GRANULAR BACKFILL ALONG SANITARY SEWER LINE



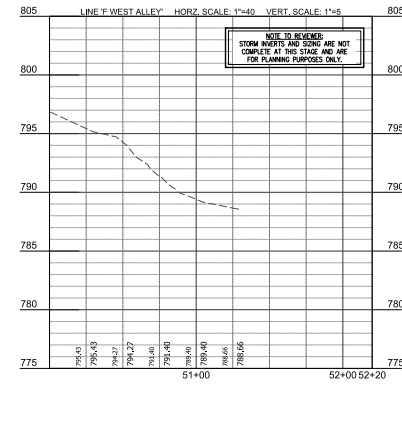
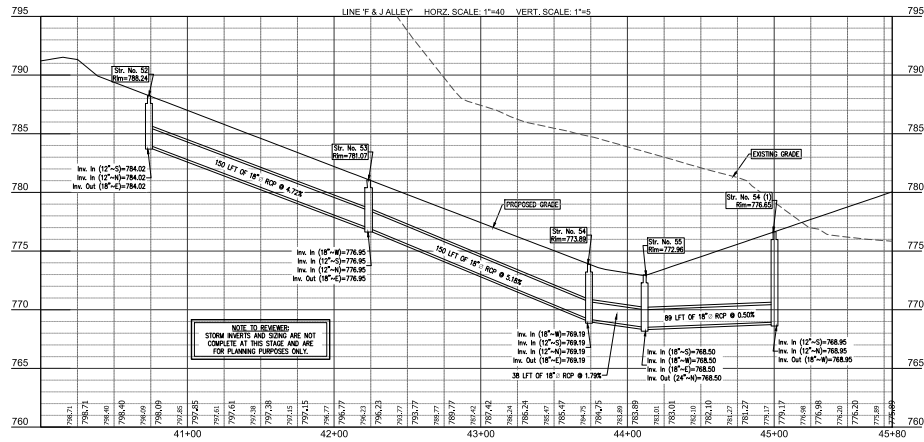
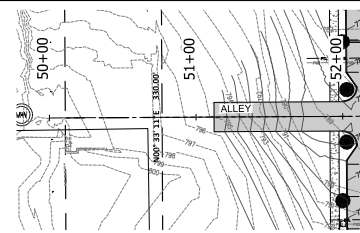
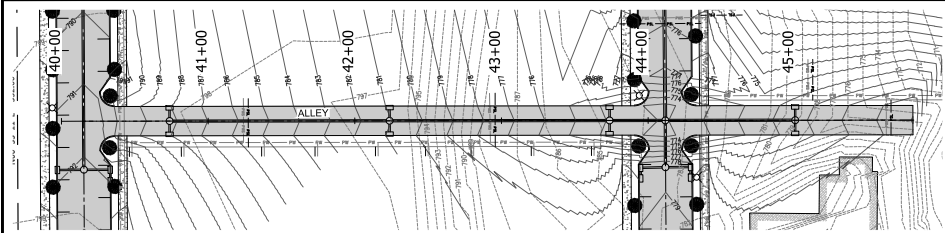
**NOTE:**  
NO EARTHWORK DESTROYING ACTIVITY MAY COMMENCE UNTIL A STORM WATER MANAGEMENT PERMIT IS OBTAINED.



**ROAD PLAN & PROFILE**  
**BLOOMINGTON HOPEWELL WEST**

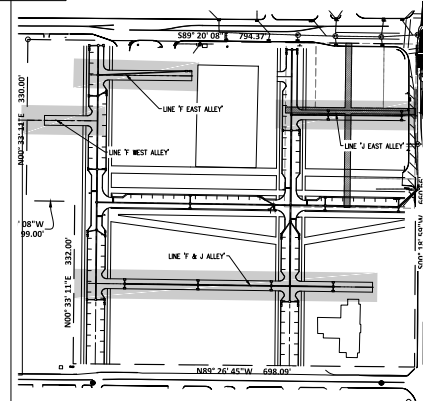
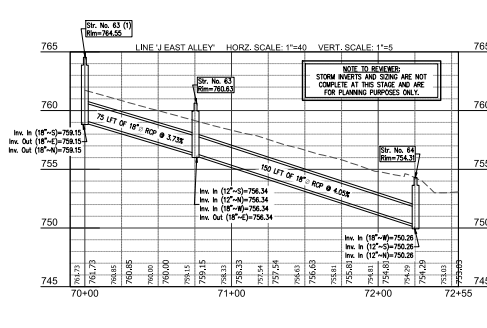
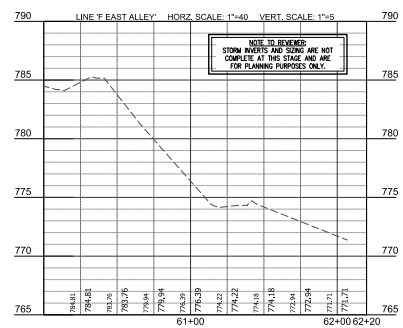
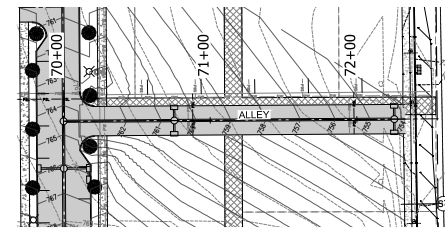
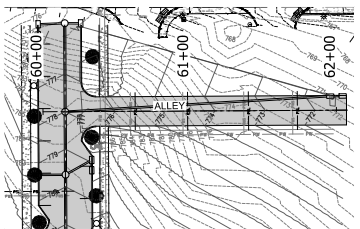
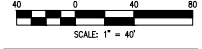
DESIGNED	DATE	APPROVED	DATE	BY
DESIGNED	JUNE 26, 2023	APPROVED		
DRAWN		ESP		
CHECKED		ETN		
CAD				





**PROPOSED LEGEND**

- PROPERTY LINE
- SECTION LINE
- RAISE LINE
- SETRACK LINE
- ASSUMED LINE
- FENCE LINE
- STOP LINE
- UTILITY MARKER
- UTILITY MARKER LATERAL
- STORM SEWER MANHOLE
- STORM SEWER
- ELECTRIC LINE
- WATER LINE
- WATER SERVICE LINE
- GAS LINE
- STORM MANHOLES
- STORM MALETS
- STORM CURB MALETS
- WATER TEE
- 40' BEND
- 45' BEND
- 22.5' BEND
- 11.25' BEND
- TAPPING SLEEVE
- WATER VALVE
- FIRE HYDRANT
- WATER REDUCER
- STORM FIC
- WATER PLUS
- WATER VAULT
- ELECTRIC TRANSFORMER
- GENERATOR
- GREASE TRAP
- LIGHT POLE
- TOWER LIGHT
- SOB
- GRANULAR BACKFILL ALONG STORM SEWER LINE
- GRANULAR BACKFILL ALONG SANITARY SEWER LINE



**ROAD PLAN & PROFILE**  
**BLOOMINGTON HOPEWELL WEST**

DESIGNED	DATE	APPROVED	DATE
DRAWN	JUNE 26, 2023	CEP	JUN
CHECKED		CAJ	
IN CHARGE			
SHEET 603			

NO.	REVISIONS	DATE	BY	APPR.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
SHEET 603				

REVISIONS: PLAN BY: [Name], DATE: [Date], CHECKED BY: [Name], DATE: [Date], IN CHARGE BY: [Name], DATE: [Date], DRAWN BY: [Name], DATE: [Date], DESIGNED BY: [Name], DATE: [Date]

EROSION CONTROL PLAN INDEX

Table with 4 columns: ELEMENT, SHEET, EROSION CONTROL PLAN INDEX, SHEET. Lists elements 41-42 and their corresponding sheets.

41. MONITORING MAP: A plan showing the project site location in relation to the Stormwater Pollution Prevention Plan.

42. PROJECT NARRATIVE: A narrative describing the project location, construction activities, and the need for erosion control.

43. LEGAL DESCRIPTION: A legal description of the project site located in the lower right quadrant of the Stormwater Pollution Prevention Plan.

44. 100 YEAR FLOOD PLAINS, FLOODWAYS AND FLOODWAY FRINGS: A map showing floodplains and floodway fringes.

45. ADJACENT LAND USE: A map showing adjacent land uses and the project site location.

46. REVISIONS: A table listing revisions to the plan, including revision number, date, and description.

47. EXISTING STORMWATER SYSTEMS: A map showing existing stormwater systems and their dimensions.

48. EXISTING RETENTION/DIVERSION FACILITIES: A map showing existing retention and diversion facilities.

49. EXISTING DISCHARGE TO GROUND WATER: A map showing existing discharge to ground water.

50. TOTAL PROJECT AREA: A map showing the total project area and its location.

51. PROPOSED SITE TOPOGRAPHY: A map showing proposed site topography and contours.

52. PROPOSED STORMWATER SYSTEMS: A map showing proposed stormwater systems and dimensions.

53. PROPOSED STORMWATER DISCHARGE: A map showing proposed stormwater discharge.

54. SITE IMPROVEMENTS: A map showing site improvements and their locations.

55. STORMWATER POLLUTION PREVENTION - DURING CONSTRUCTION: A map showing stormwater pollution prevention during construction.

56. POTENTIAL POLLUTANT SOURCES ASSOCIATED WITH CONSTRUCTION ACTIVITIES: A map showing potential pollutant sources during construction.

57. CONSTRUCTION ENTRANCE: A map showing construction entrance and details.

58. TEMPORARY & PERMANENT STABILIZATION: A map showing temporary and permanent stabilization.

59. SEDIMENT CONTROL MEASURES FOR CONCENTRATED FLOW AREAS: A map showing sediment control measures for concentrated flow areas.

60. SEDIMENT CONTROL MEASURES FOR SHEET FLOW AREAS: A map showing sediment control measures for sheet flow areas.

61. BARRIERS CONTROL MEASURES: A map showing barrier control measures.

62. STORMWATER POLLUTION PREVENTION: A map showing stormwater pollution prevention.

63. MONITORING AND MAINTENANCE GUIDELINES: A map showing monitoring and maintenance guidelines.

64. MATERIAL HANDLING AND SPILL PREVENTION: A map showing material handling and spill prevention.

65. MATERIAL HANDLING AND STORAGE: A map showing material handling and storage.

STORMWATER POLLUTION PREVENTION - POST CONSTRUCTION

C1. PROPOSED POLLUTANT SOURCES ASSOCIATED WITH PROPOSED LAND USE: A list of pollutant sources associated with the proposed land use.

C2. PREVENTION AND MAINTENANCE MEASURES: A list of prevention and maintenance measures.

C3. MAINTENANCE GUIDELINES FOR POST-CONSTRUCTION STORMWATER QUALITY MEASURES: A list of maintenance guidelines.

C4. MONITORING AND MAINTENANCE GUIDELINES: A list of monitoring and maintenance guidelines.

C5. MATERIAL HANDLING AND SPILL PREVENTION: A list of material handling and spill prevention measures.

C6. MATERIAL HANDLING AND STORAGE: A list of material handling and storage measures.

ADDITIONAL MATERIAL HANDLING AND SPILL PREVENTION PLAN

A. PURPOSE: A statement of the purpose of the plan.

B. PREVENTION AND READINESS: A list of prevention and readiness measures.

C. SPILL RESPONSE: A list of spill response measures.

D. UNDESIRABLE MATERIALS: A list of undesirable materials.

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AC. UNDESIRABLE MATERIALS: A list of undesirable materials.

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ADDITIONAL MATERIAL HANDLING AND SPILL PREVENTION PLAN

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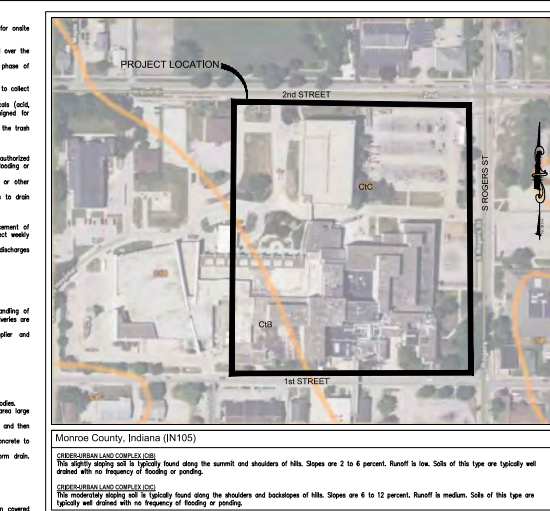
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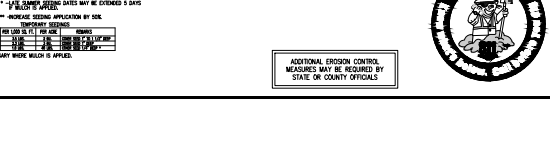
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CRENSHAW LAND COMPANY
VICINITY MAP
NOT TO SCALE

SOIL MAP AND DESCRIPTION
NOT TO SCALE

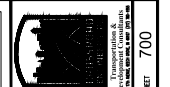


LEGAL DESCRIPTION
DEED RECORD 14, PAGE 32
PART OF SEAMARY LOTS 37 AND 46...

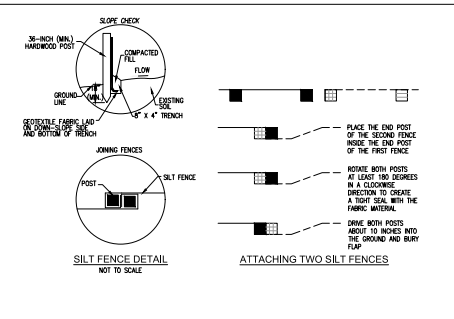
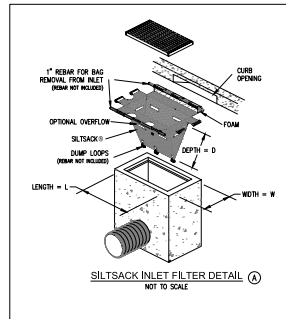
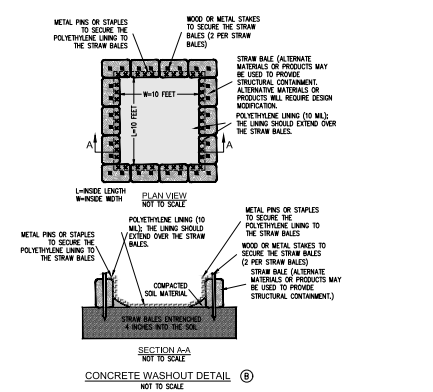
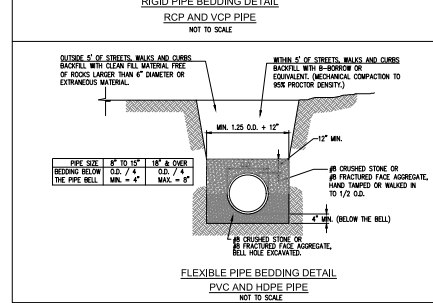
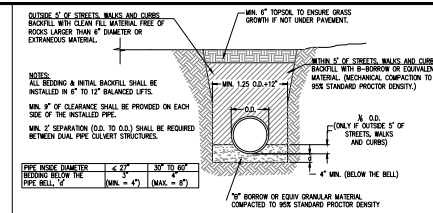
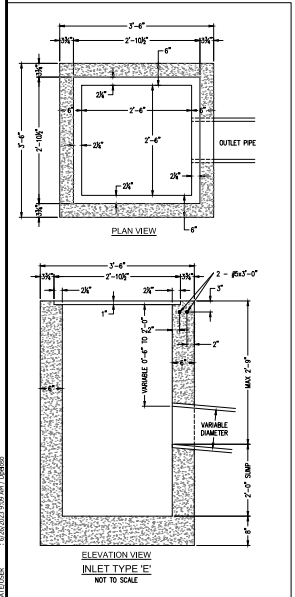
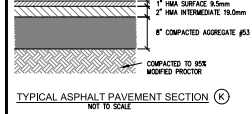
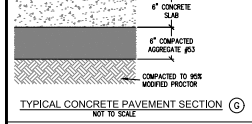
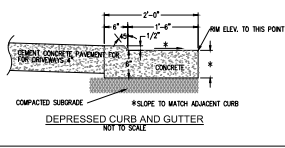
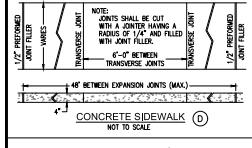
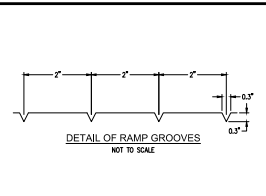
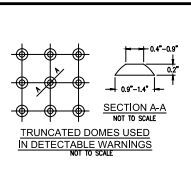
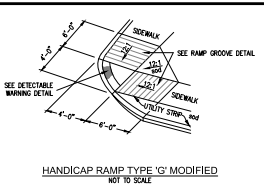
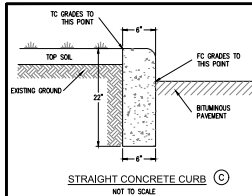
Table with 4 columns: SOIL TYPE, PERCENTAGE, AREA, and COMMENTS. Lists soil types and their characteristics.



ADDITIONAL EROSION CONTROL MEASURES TO BE REQUIRED BY STATE OR COUNTY OFFICIALS



Vertical sidebar containing project information: SWPPP, PROJECT LOCATION, MOORNE COUNTY, INDIANA (IN105), CRENSHAW LAND COMPANY, VICINITY MAP, NOT TO SCALE, LEGAL DESCRIPTION, SCALE PATTERN DETAIL, and SHEET 700.



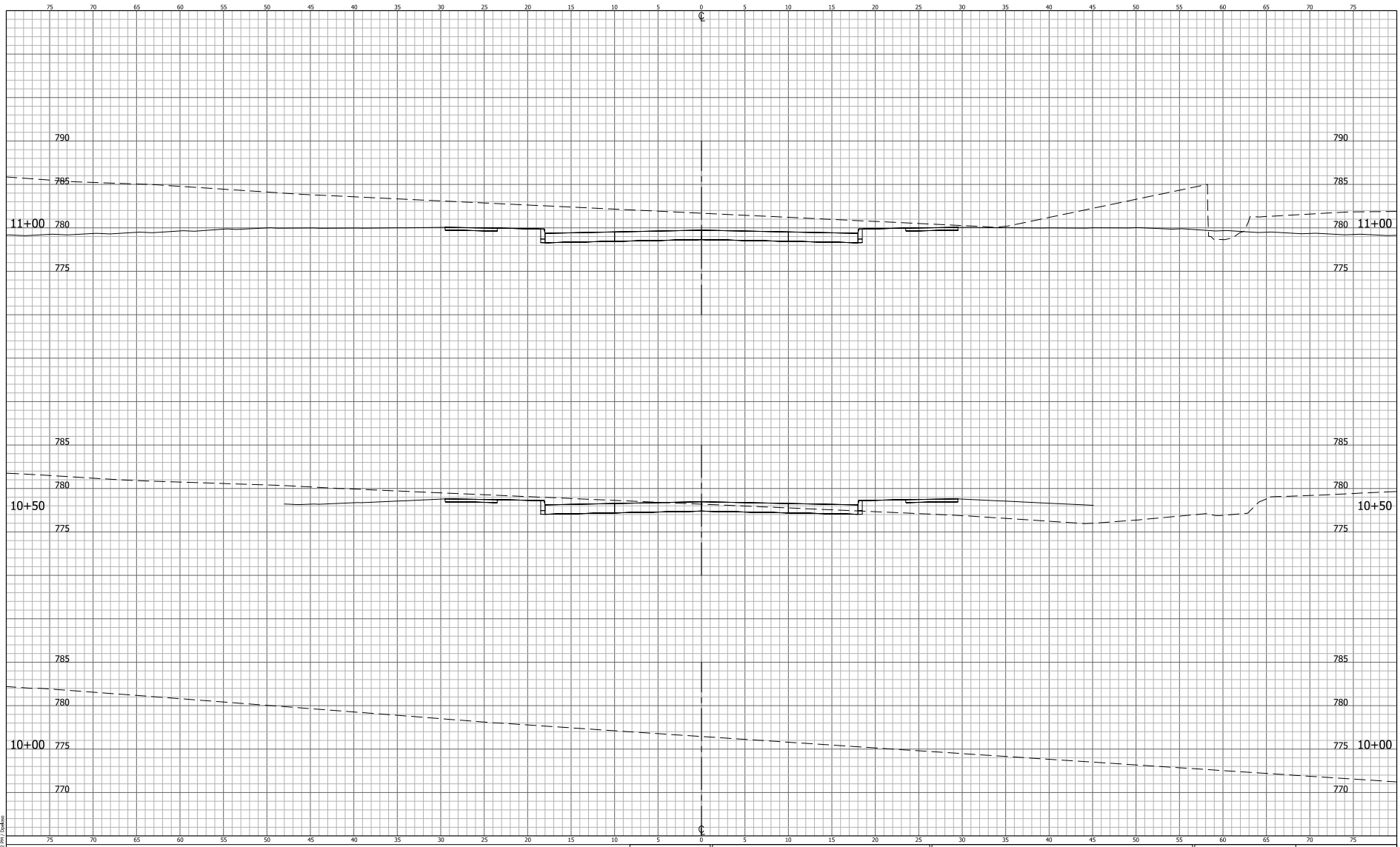
MISCELLANEOUS DETAILS

BLOOMINGTON HOPEWELL WEST

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JOB NO.		DRAWN	ESP	CHECKED	ETN		

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REVISIONS																				
DATE																				

REVISIONS: 1. 1/4" HMA SURFACE, 2" HMA INTERMEDIATE, 8" COMPACTED AGGREGATE #53. 2. 1" HMA SURFACE 9.5mm, 2" HMA INTERMEDIATE 19.0mm, 8" COMPACTED AGGREGATE #53.

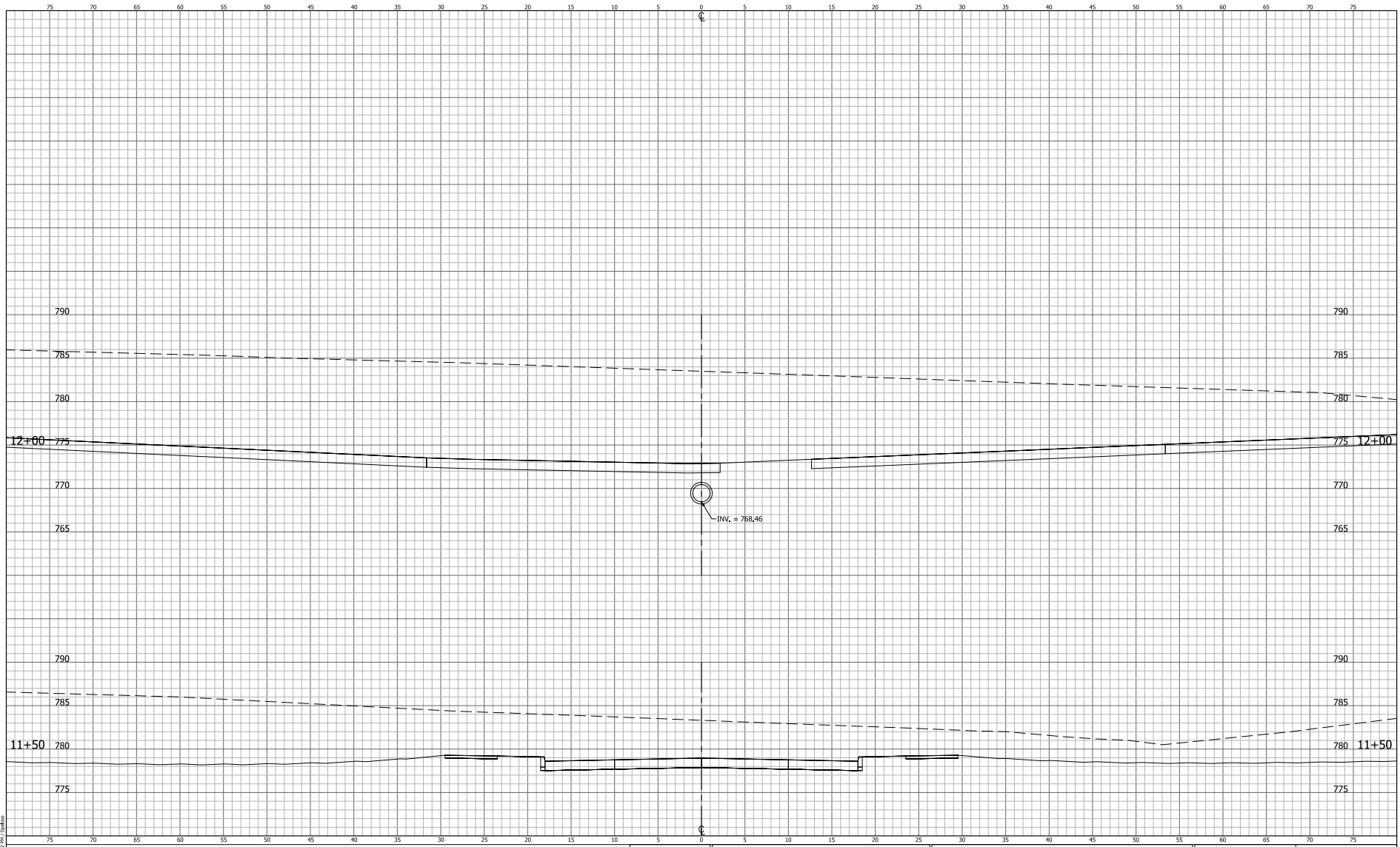


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 PROJECT NUMBER: 4-17-2011  
 DATE: 4-17-2011

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
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CHECKED: TEN	CHECKED: GJI	

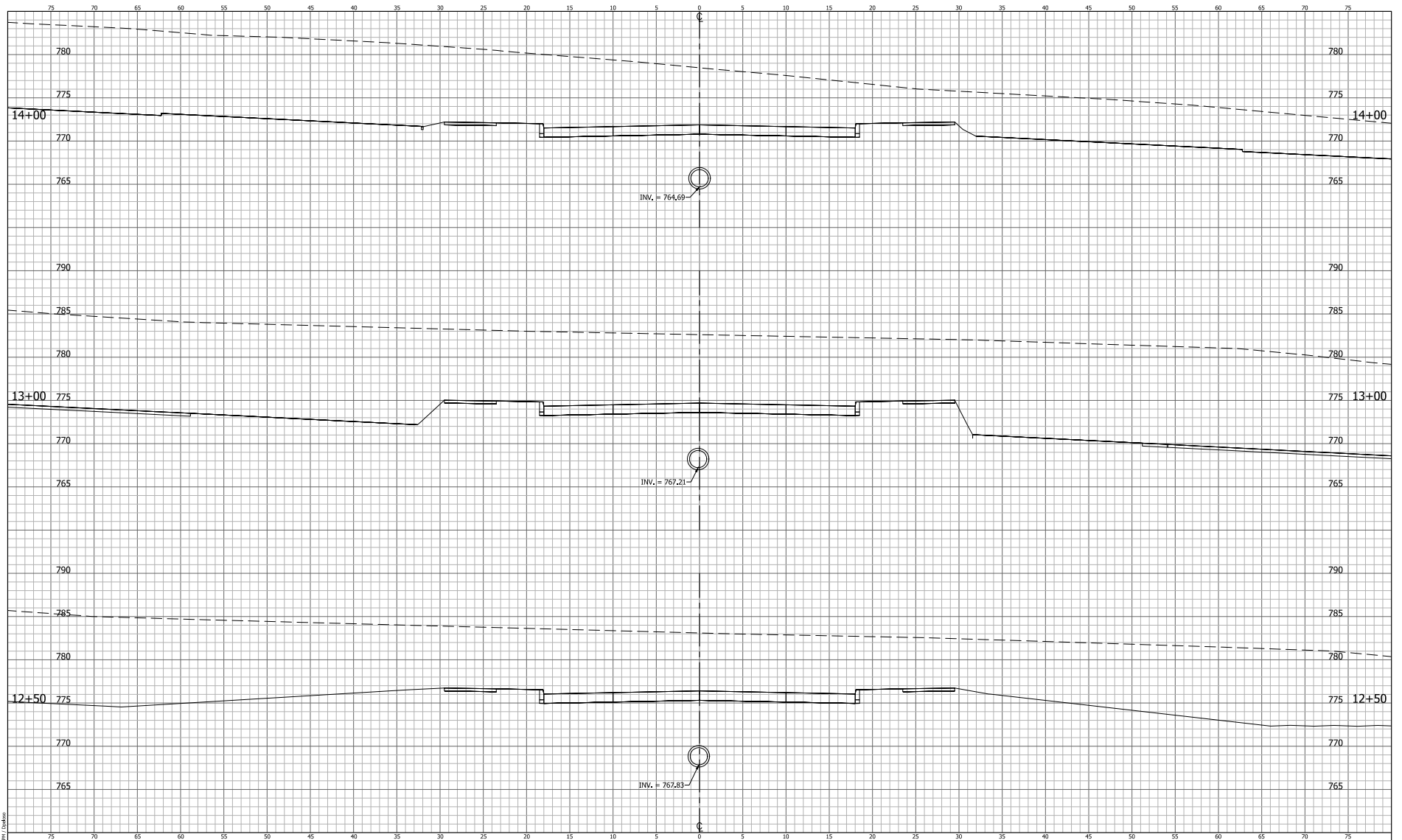
**CITY OF BLOOMINGTON**  
**HOPEWELL WEST**  
**CROSS SECTIONS**  
**JACKSON STREET**

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=5'	
SURVEY BOOK	SHEETS
	XS 1 of XS-14
CONTRACT	PROJECT



DIRECTOR PATH: G:\Projects\Bloomington\_City\HopeWellWest\Design\2018\Plan  
 11/15/2018 4:32 PM J. Decker

	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	<b>CITY OF BLOOMINGTON HOPEWELL WEST</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">HORIZONTAL SCALE</td> <td style="width: 50%;">BRIDGE FILE</td> </tr> <tr> <td style="text-align: center;">1"=50'</td> <td style="text-align: center;">DESIGNATION</td> </tr> <tr> <td style="text-align: center;">1"=5'</td> <td style="text-align: center;">-</td> </tr> <tr> <td style="text-align: center;">SURVEY BOOK</td> <td style="text-align: center;">SHEETS</td> </tr> <tr> <td style="text-align: center;">CONTRACT</td> <td style="text-align: center;">XS 2 of XS-14</td> </tr> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">PROJECT</td> </tr> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	1"=50'	DESIGNATION	1"=5'	-	SURVEY BOOK	SHEETS	CONTRACT	XS 2 of XS-14	-	PROJECT	-	-
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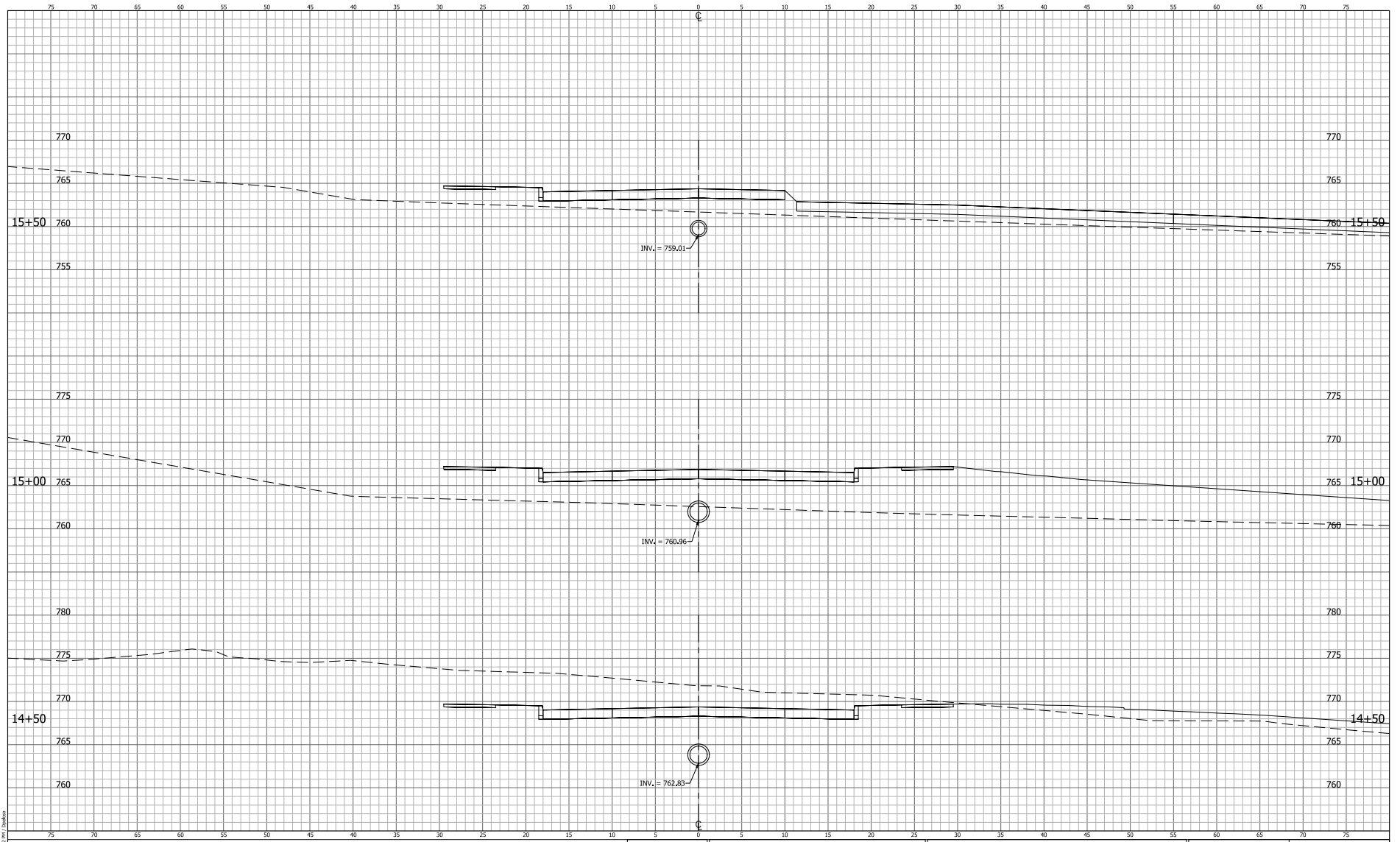


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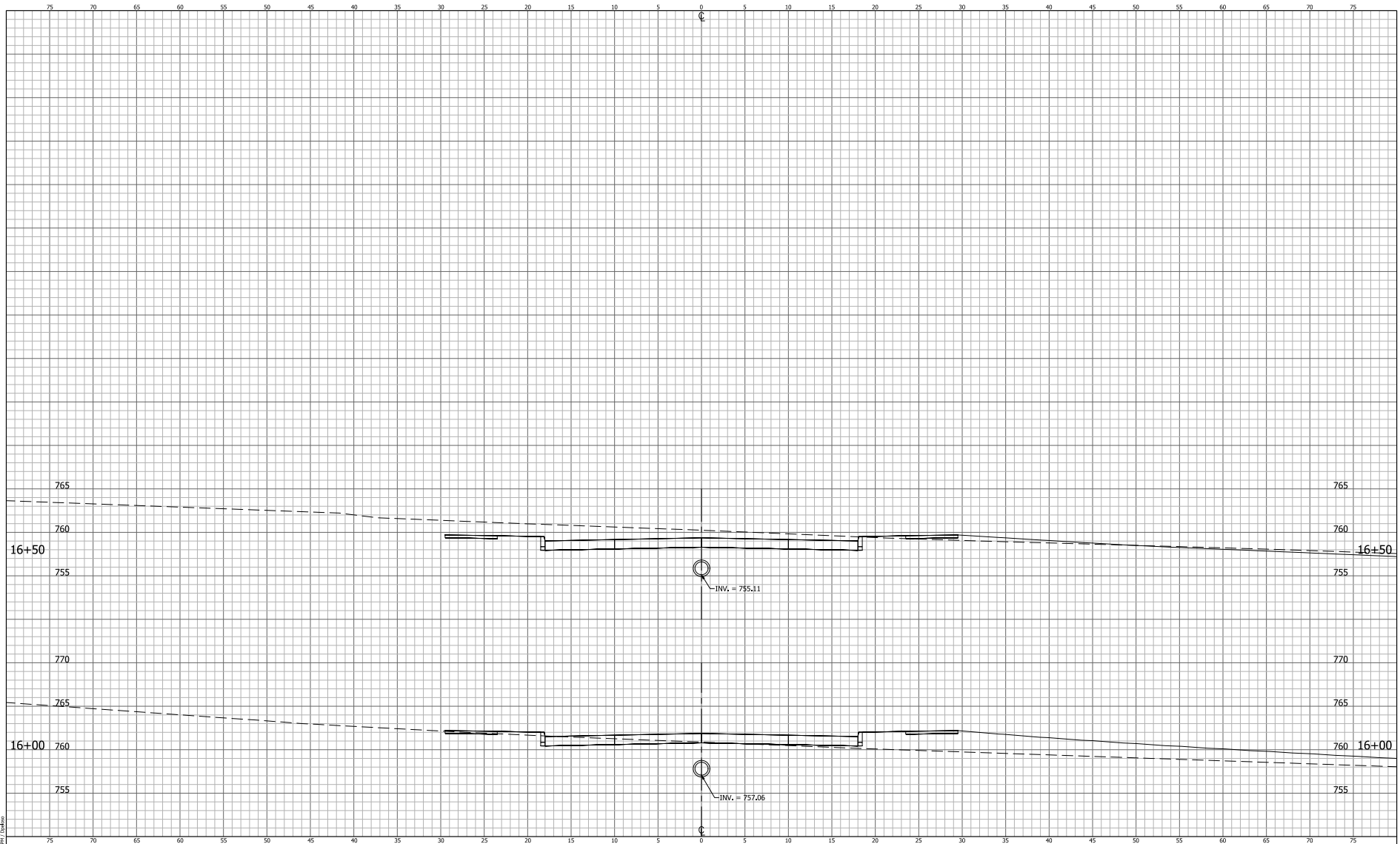
**CITY OF BLOOMINGTON**  
**HOPEWELL WEST**  
**CROSS SECTIONS**  
**JACKSON STREET**

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VERTICAL SCALE	DESIGNATION
1"=5'	
SURVEY BOOK	SHEETS
	XS 3 of XS-14
CONTRACT	PROJECT



OBJECTIVITY WITH: B. McDaniel/Bloomington, City of Hopewell West/Design/2020/Plan  
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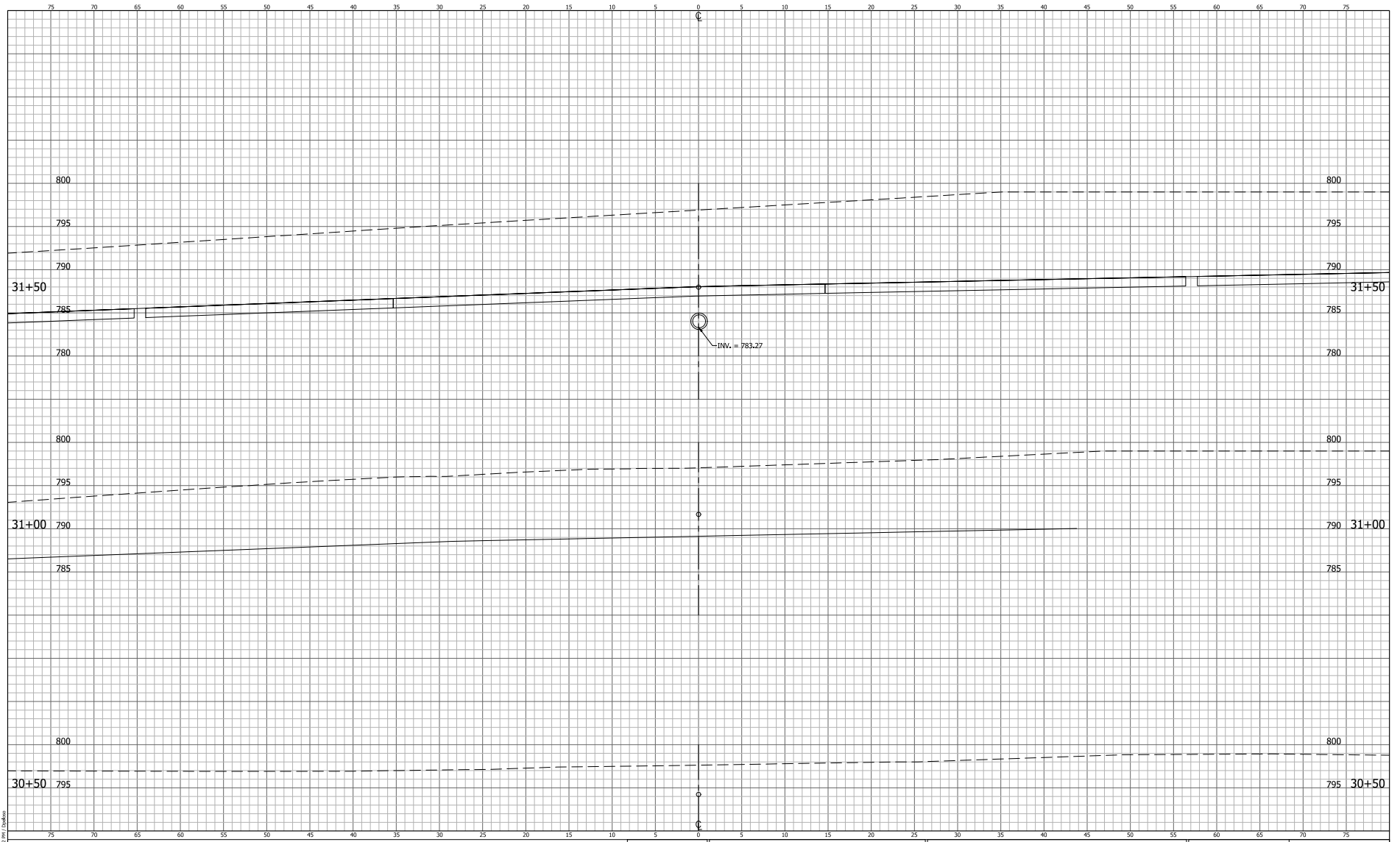
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 4-21-16 J. Decker

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**CITY OF BLOOMINGTON**  
**HOPEWELL WEST**  
**CROSS SECTIONS**  
**JACKSON STREET**

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CONTRACT	PROJECT



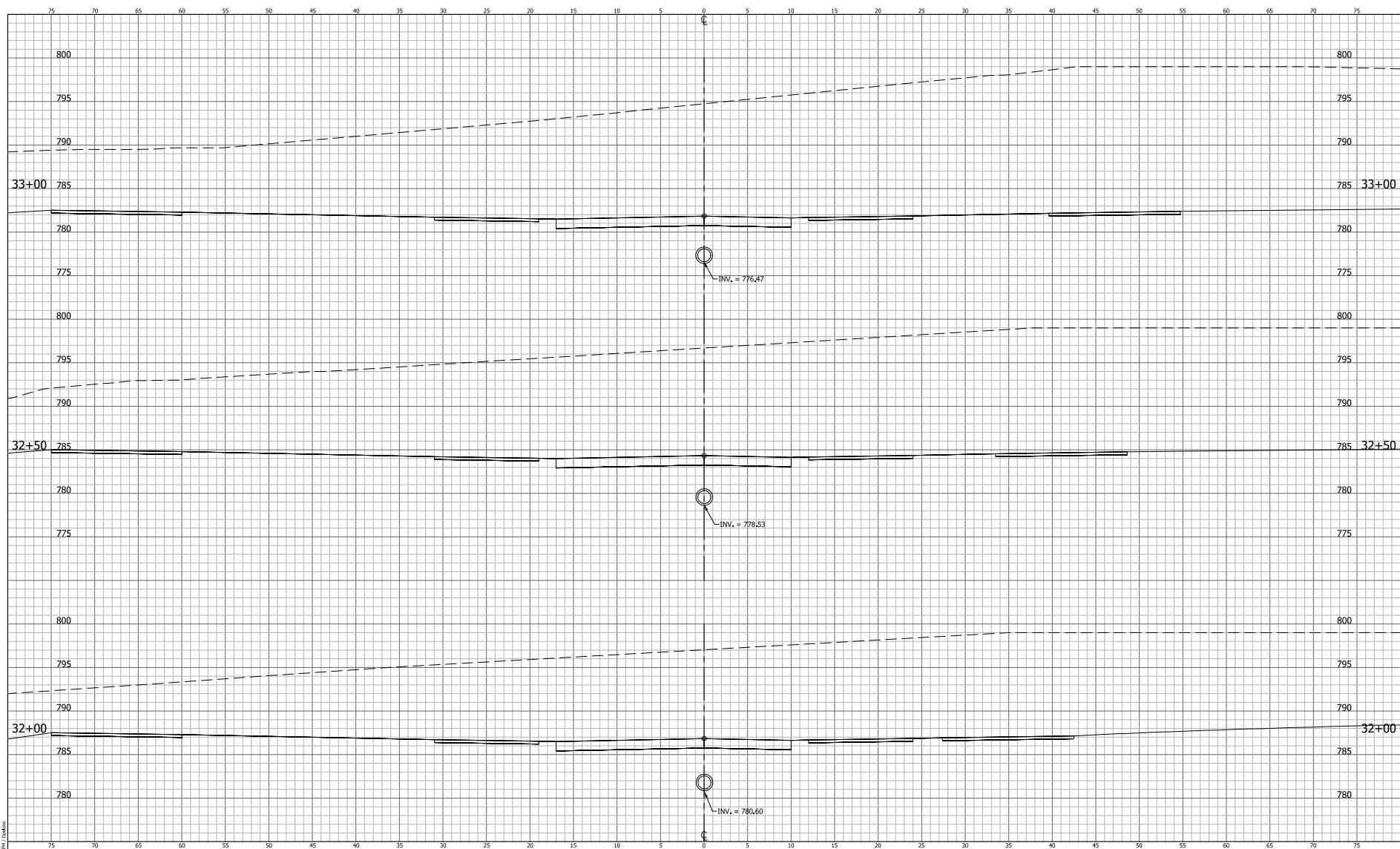


DIRECTOR OF PUBLIC WORKS  
 CITY OF HOPEWELL, VIRGINIA  
 10000 UNIVERSITY STREET  
 HOPEWELL, VIRGINIA 22961

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**CITY OF BLOOMINGTON**  
**HOPEWELL WEST**  
  
**CROSS SECTIONS**  
**UNIVERSITY STREET**

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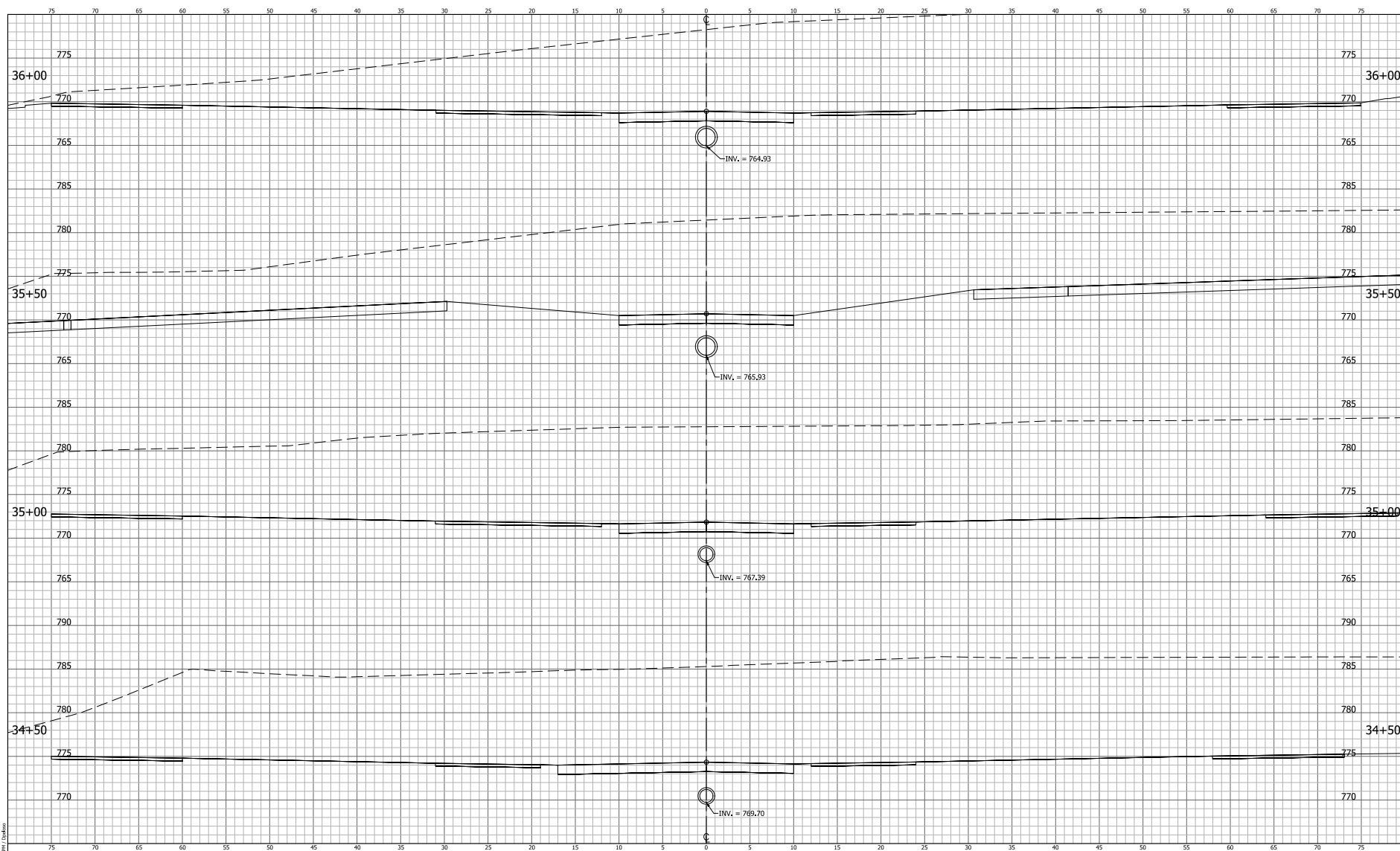


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**CITY OF BLOOMINGTON**  
**HOPEWELL WEST**  
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**UNIVERSITY STREET**

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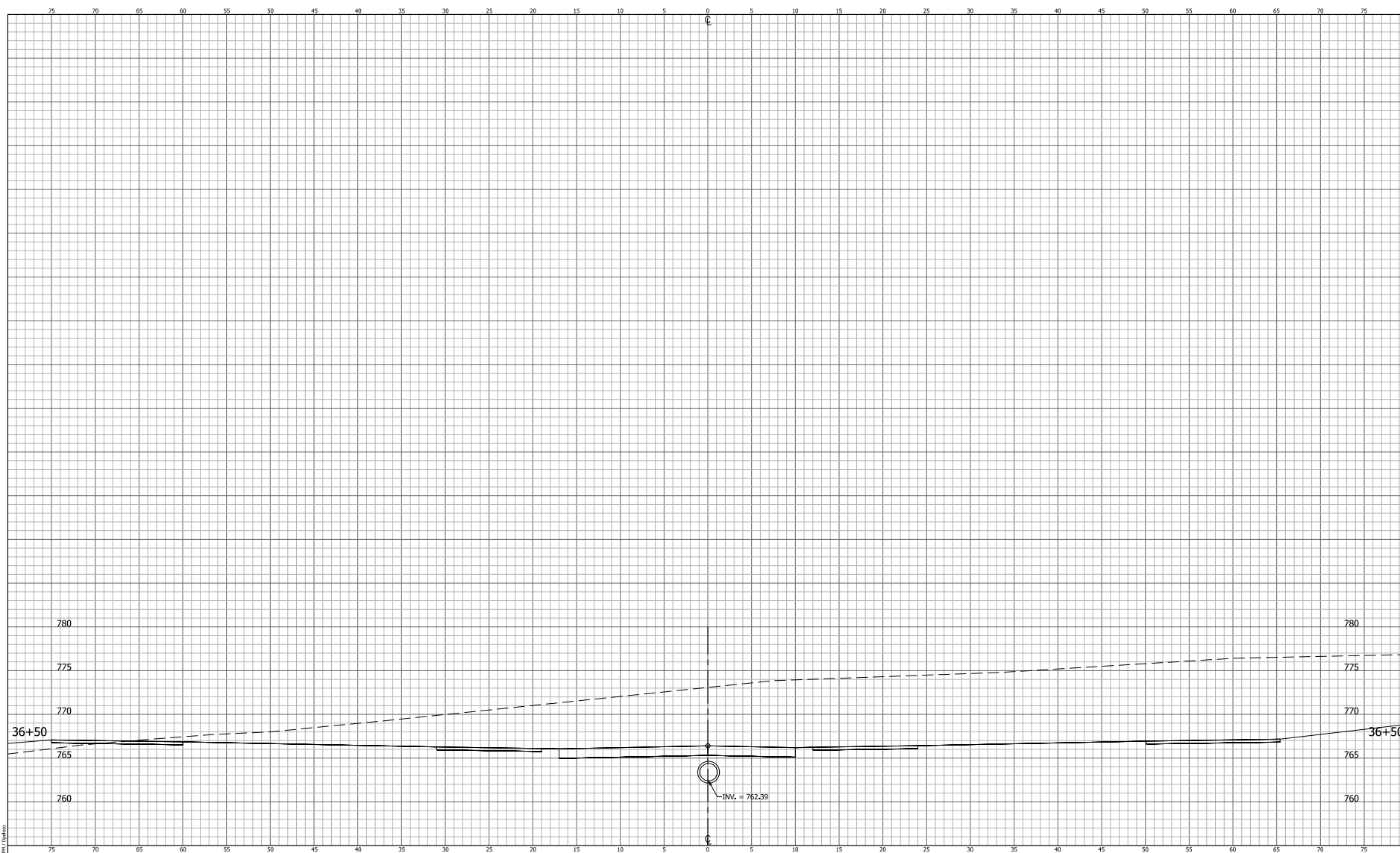


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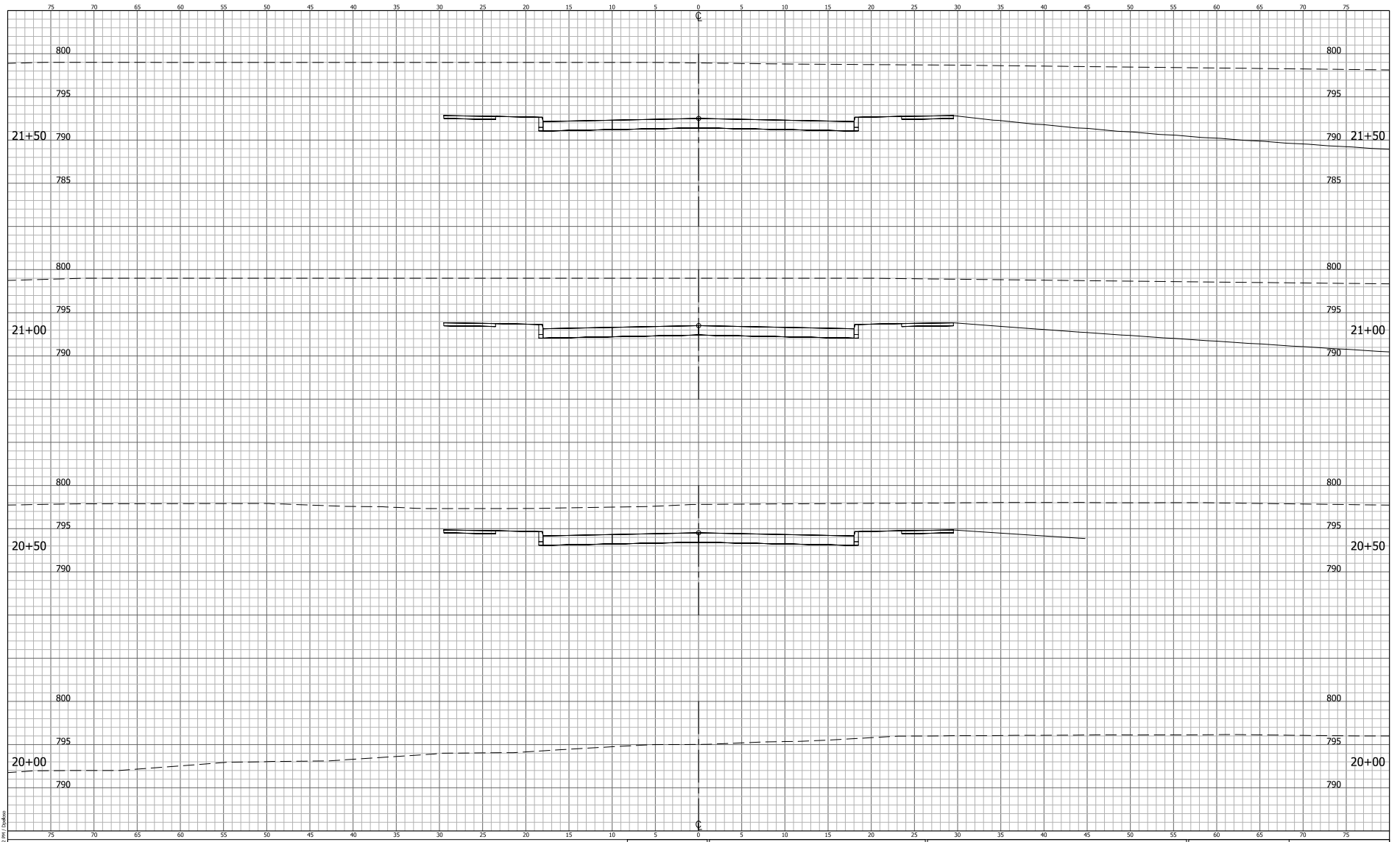
**CITY OF BLOOMINGTON**  
**HOPEWELL WEST**  
  
**CROSS SECTIONS**  
**UNIVERSITY STREET**

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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
	XS 8 of XS-14
CONTRACT	PROJECT



DIRECTOR OF PUBLIC WORKS  
 CITY OF BLOOMINGTON  
 1000 W. BLOOMINGTON AVENUE  
 BLOOMINGTON, IN 47403-1000  
 TEL: 317.344.2200  
 FAX: 317.344.2201

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	CITY OF BLOOMINGTON HOPEWELL WEST	HORIZONTAL SCALE	BRIDGE FILE
		1"=5'	DESIGNATION
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CONTRACT		XS 9 of XS-14	
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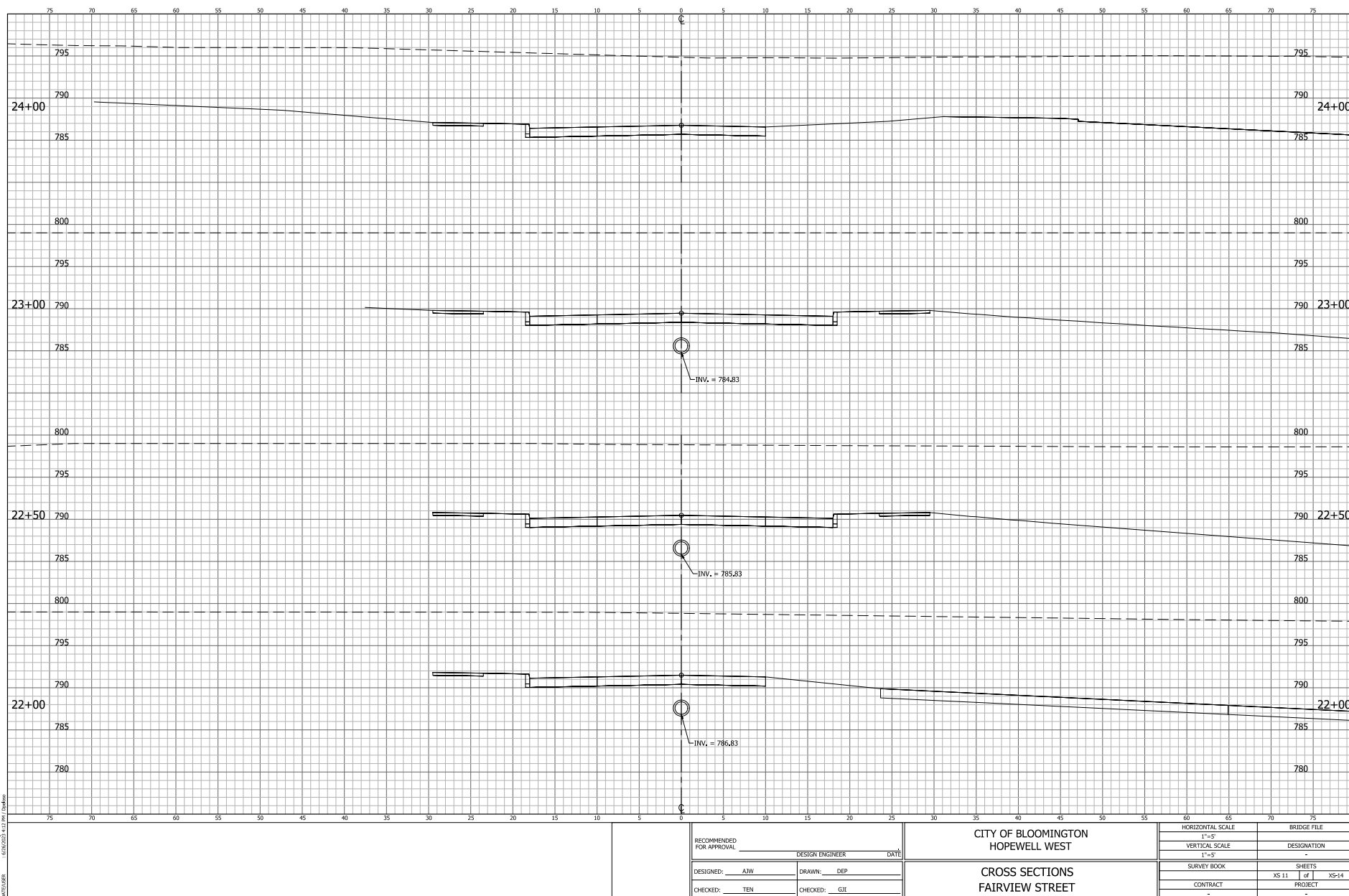


DIRECTOR OF PUBLIC WORKS  
 CITY OF HOPEWELL  
 1000 WEST MAIN STREET  
 HOPEWELL, VA 22941-1000  
 TEL: 540-338-1234 FAX: 540-338-1235

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: A.W.	DRAWN: DEP		
CHECKED: TEN	CHECKED: GJI		

**CITY OF BLOOMINGTON**  
**HOPEWELL WEST**  
  
**CROSS SECTIONS**  
**FAIRVIEW STREET**

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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	
	XS 10	of XS-14
CONTRACT	PROJECT	

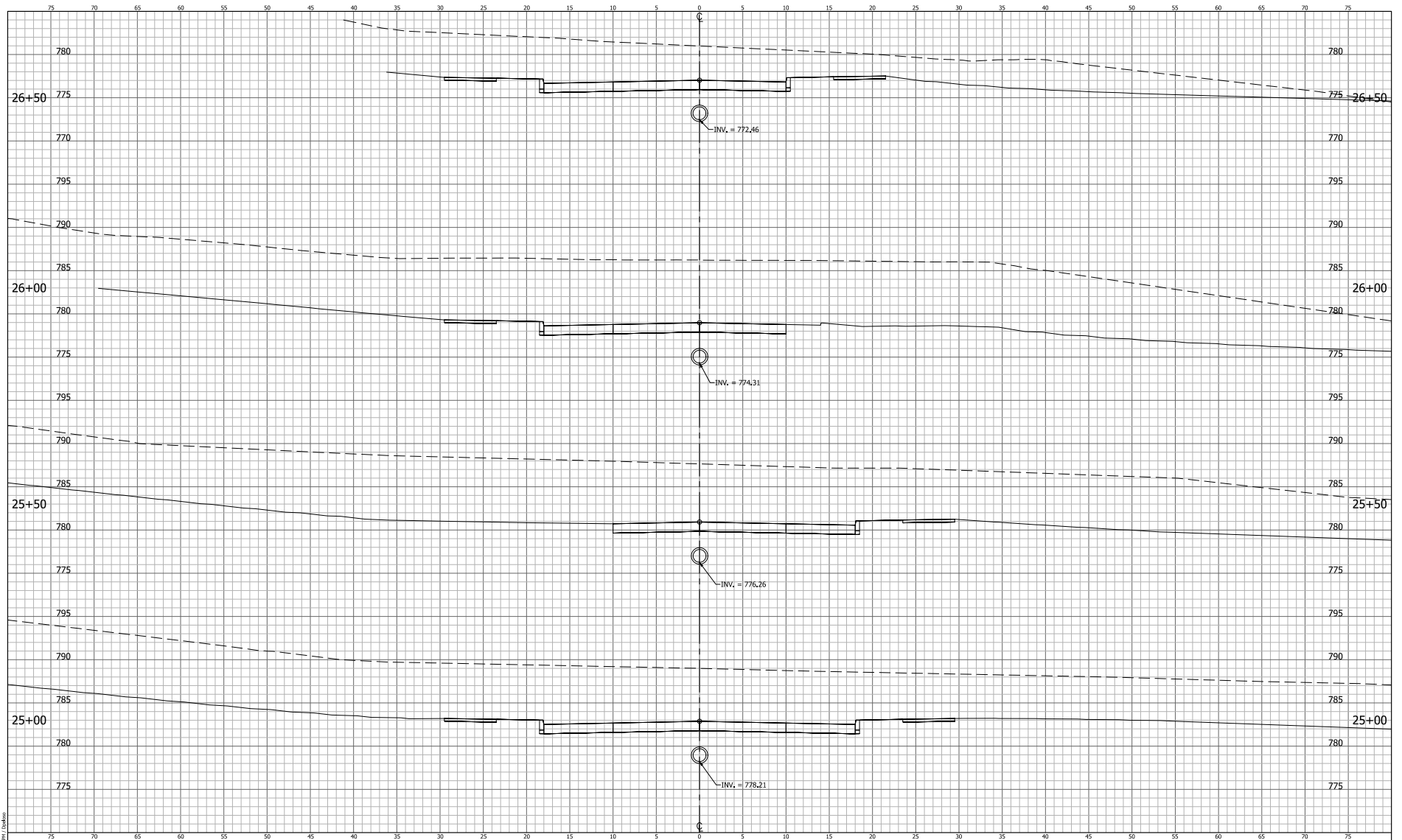


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**CITY OF BLOOMINGTON  
HOPEWELL WEST**  
  
**CROSS SECTIONS  
FAIRVIEW STREET**

HORIZONTAL SCALE 1"=50'	BRIDGE FILE
VERTICAL SCALE 1"=5'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	XS 11 of XS-14
-	PROJECT
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DIRECTOR: PAUL W. ...  
 PROJECT: ...  
 SHEET: ...

RECOMMENDED FOR APPROVAL		
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CITY OF BLOOMINGTON  
 HOPEWELL WEST  
 CROSS SECTIONS  
 FAIRVIEW STREET

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1"=5'	
VERTICAL SCALE	DESIGNATION
1"=5'	
SURVEY BOOK	SHEETS
	XS 12 of XS-14
CONTRACT	PROJECT



# **DRAINAGE REPORT**

**HOPEWELL WEST SITE  
CITY OF BLOOMINGTON, IN**

**FOR PRIMARY PLAT SUBMITTAL – JUNE 26 2023**



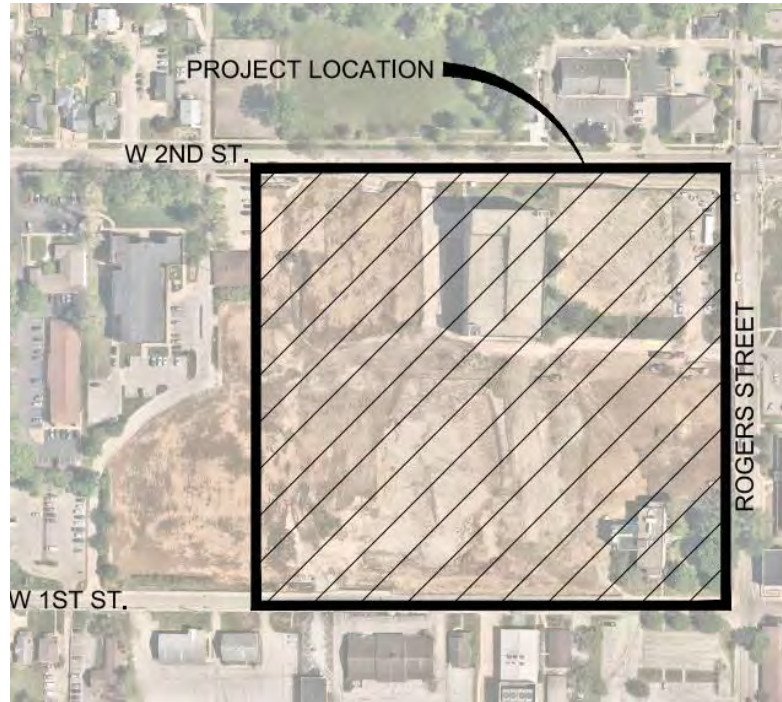
<b>HYDROLOGIC AND HYDRAULIC REPORT .....</b>	<b>3</b>
<b>INTRODUCTION .....</b>	<b>3</b>
<b>FLOODZONE DESIGNATION .....</b>	<b>3</b>
<b>HYDROLOGIC ANALYSIS .....</b>	<b>3</b>
<b>RAINFALL .....</b>	<b>4</b>
<b>DETENTION REQUIREMENTS .....</b>	<b>4</b>
<b>PRE-DEVELOPMENT CONDITIONS .....</b>	<b>4</b>
<b>POST-DEVELOPMENT CONDITIONS .....</b>	<b>4</b>
<b>ALLOWABLE DISCHARGE RATE &amp; REQUIRED VOLUMES .....</b>	<b>6</b>
<b>VOLUME CALCULATION .....</b>	<b>6</b>
<b>PROPOSED OUTLET STRUCTURE .....</b>	<b>6</b>
<b>PREPARER CONTACT INFORMATION .....</b>	<b>6</b>
<b>APPENDIX .....</b>	<b>7</b>

## HYDROLOGIC AND HYDRAULIC REPORT

### INTRODUCTION

The City of Bloomington is planning to redevelop approximately 10 acres of the old IU Bloomington Hospital site into mixed-use areas and residential lots. Bloomington plans to reestablish the old “block” street grid system as part of this redevelopment and a new “greenway” street running east-west with landscape, streetscape, and multi-modal infrastructure features.

The site is bordered on the north by 2<sup>nd</sup> Street, the east by Rogers Street, and the south by 1<sup>st</sup> Street. To the west, there are existing parcels owned by other entities that are remaining at this time.



### FLOODZONE DESIGNATION

Based upon a scaled interpretation of the Flood Insurance Map No. 18105C0141D for Monroe County, Indiana, dated August 19, 2021, with data refreshed from October 2020, the subject tract is not located with Zone AE (Special Flood Hazard Area inundated by 100-year flood Base Flood Elevations determined) or Floodway Area Zone AE. The subject tract is located within Zone X (area of minimal risk between 1% and 0.2% annual chance floodplains. No base flood elevations or base flood depths are shown within the zone.

### HYDROLOGIC ANALYSIS

The Rational Method is used as the basis of analysis for hydrologic design. Analysis for this project examined the 2-yr, 10-yr, and 100-year rainfall return period to determine the required pre-development and post-development runoffs for evaluation.

The existing storm sewer on the site are demolished and all proposed storm sewer will tie into water quality and detention facilities as required. Ultimate outlets of the proposed system will outlet to existing facilities that tie into the Rogers Street storm sewer.

The proposed storm sewer has not been designed and it is anticipated that this will be developed as the project develops further. The proposed system shown in our plans is preliminary in

nature. Inlet sizing and spacing has not been completed at this time since final planned infrastructure is not determined. Ultimately, at this time we cannot finalize use scenarios as the site is not being developed. Final approval and ultimate sizing will need to be re-evaluated as required by CBU.

## RAINFALL

The Intensity-Duration-Frequency (IDF) rainfall data used in the Rational Method analysis was taken from the City of Bloomington Utilities Department (CBU Standard Detail No. 16). The time of concentration for pre-developed site was calculated using the TR-55 methodology by adding the travel times for sheet flow, shallow concentrated flow, and channel flow. A minimum Time of Concentration of 5 minutes was used.

## DETENTION REQUIREMENTS

The goal of the City is to detain all future Hopewell West site developments within the Hopewell West site. It was also expressed that the use of public right-of-way was not desirable for underground detention. There is an existing basin with some additional capacity to the east that could serve as some relief if necessary.

## PRE-DEVELOPMENT CONDITIONS

Since this is a redevelopment site, we followed the Monroe County Ordinance Section 761 to determine the detention requirements and allowable release rates based on the planned land use as outlined in the Master Plan for this site. The following tables indicate the applicable runoff coefficients and the areas associated with those surface types for pre-developed conditions. Since we are using Rational Method, we are instructed to use 0.2.

Pre-Development Runoff Coefficient		
Surface Type	Runoff Coefficient, C	Area, Ac.
Natural Condition	0.2	10.03

The existing drainage map and Time of Concentration path is shown in the Appendix. The resulting flows based on a 5-minute Time of Concentration are as follows:

Pre-Development Natural Condition Flow	
Return Period	Flow Rate, cfs
2-Yr	10.99
10-Yr	14.94
100-Yr	20.9

## POST-DEVELOPMENT CONDITIONS

At this stage, ultimate development conditions have not been determined. As such, we are evaluating post-development conditions based on the ultimate plan as outlined in the Master Plan for the Hopewell West site. An exhibit of the site is shown below.



	Parcels		On-Parcel Greenspace	
	SF	AC	SF	AC
1	85,872	2.0	32,244	0.7
2	50,636	1.2	8,248	0.2
3	93,874	2.2	26,890	0.6
4	189,124	4.3	48,235	1.1
5	78,164	1.8	40,540	0.9
6	85,462	2.0	24,449	0.6
7	46,073	1.1	15,094	0.3
8	88,168	2.0	20,358	0.5
9	94,211	2.2	22,639	0.5
10	59,362	1.4	8,407	0.2
A	14,097	0.3	0.0	0.0
B	11,090	0.3	0.0	0.0
C	10,951	0.3	10,951	0.3
	907,083		258,056	
Total		21		6

As part of the master plan, greenspace areas, and parcel areas were determined. We know the total runoff area is 10.03 acres. We know that the ultimate plan will utilize pervious pavers and green space (utility strips) but the final layout of those features has not been determined. The remainder of area will be assumed to fall within Public R/W at this point and will be assumed to be impervious to be conservative. A breakdown and calculation for weighted coefficient for the entire site is tabulated below.

Post-Development Runoff Coefficient						
Area (sft)		Pervious Area (sft)	Pervious Coeff.	Impervious Area (sft)	Impervious Coeff.	Weighted Coeff.
4	189124	48235	0.25	140889	0.85	0.70
5	78164	40540	0.25	37624	0.85	0.54
6	85462	24449	0.25	61013	0.85	0.68
7	46073	15094	0.25	30979	0.85	0.65
C	10951	10951	0.25	0	0.85	0.25
ROW	27191	0	0.25	27191	0.85	0.85
<b>Total</b>	436965					<b>0.66</b>

Post-Development Runoff Coefficient (100-YR)						
Area (sft)		Pervious Area (sft)	Pervious Coeff.	Impervious Area (sft)	Impervious Coeff.	Weighted Coeff.
4	189124	48235	0.3125	140889	1.0625	0.87
5	78164	40540	0.3125	37624	1.0625	0.67
6	85462	24449	0.3125	61013	1.0625	0.85
7	46073	15094	0.3125	30979	1.0625	0.82
C	10951	10951	0.3125	0	1.0625	0.31
ROW	27191	0	0.3125	27191	1.0625	1.06
<b>Total</b>	436965					<b>0.82</b>

## ALLOWABLE DISCHARGE RATE & REQUIRED VOLUMES

Our Detention Storage Calculations take the allowable outflow rate from the planned development inflow rate to develop a required storage depth at various storm durations. The peak storage depth determines the required volume in acre-feet. The analysis scenarios for the 2-yr, 10-yr, and 100-yr can be found in the appendix. Below is a summary of the peak results.

Required Storage Analysis	
Return Period	Peak Storage, Acre-ft
2-Yr	0.25
10-Yr	0.34
100-Yr	$0.74 * 1.1 = 0.82$

## VOLUME CALCULATION

The maximum required storage depth in acre-ft comes from the 100-year analysis. A maximum depth of 0.82 acre-ft is required. Preliminary options for detention areas are shown in the site plans. We have approximately 27,000 sft of available surface detention area set aside as part of the development shown in our plan. If we use all available area, this translates to an average depth of 16 inches required within the 27,000 sft of area. Underground detention could be utilized exclusively in this area or in combination with surface detention and falls entirely outside of public R/W as desired.

The topography of the site might require the use of staged detention basins. Detailed design of basins will be performed as the site furthers development.

## PROPOSED OUTLET STRUCTURE

Currently, the site is planned to outlet to an existing manhole near the intersection of Rogers Road and University. We will work with CBU to determine capacity of this structure and if additional detention may be required above and beyond the prior analysis.

## PREPARER CONTACT INFORMATION

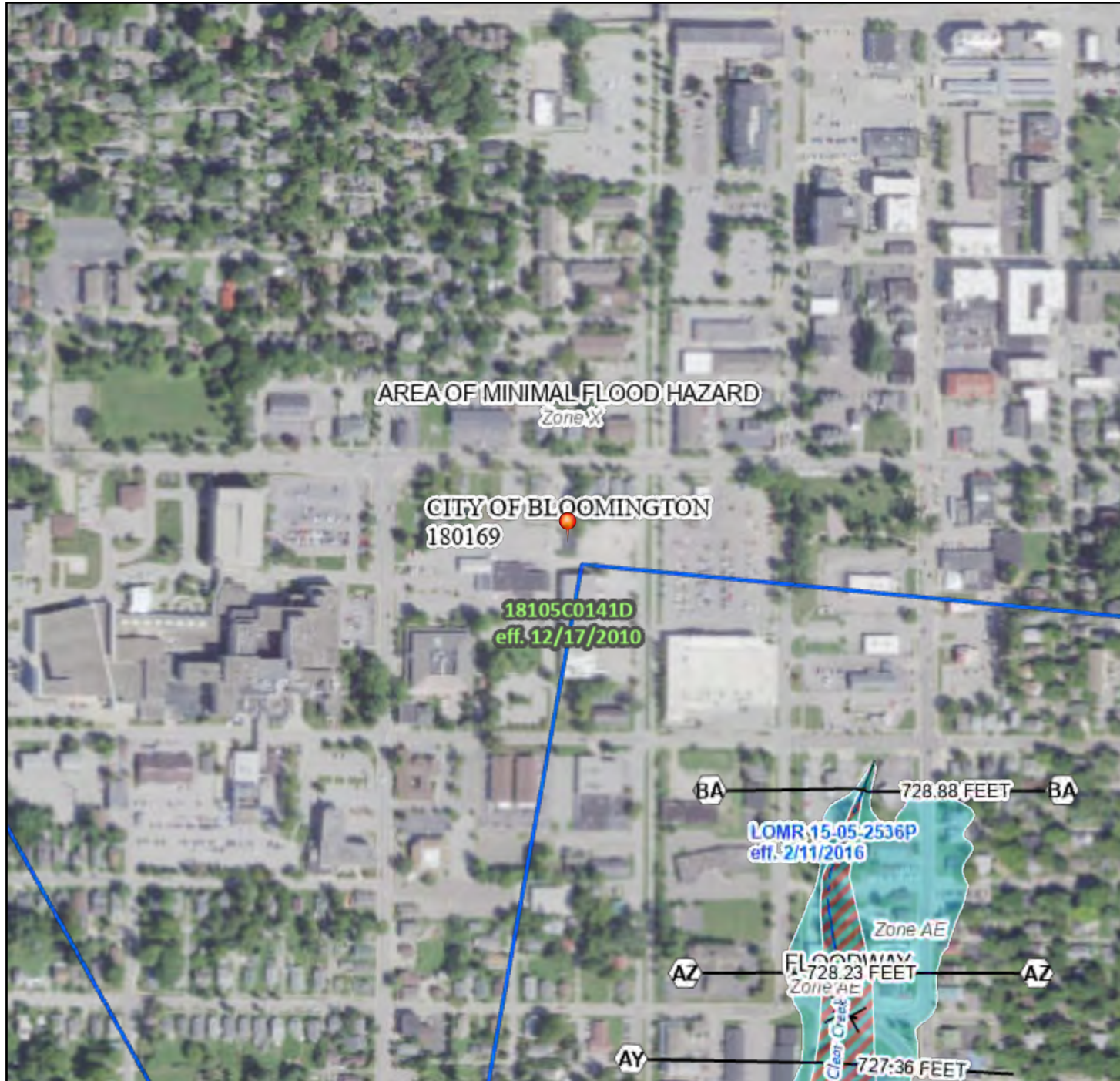
Andrew J. Wolf, PE  
 CrossRoad Engineers, PC  
 115 N. 17<sup>th</sup> Avenue  
 Beech Grove, IN 46107  
 (317) 780-1555 x124  
 awolf@crossroadengineers.com

**APPENDIX**

# National Flood Hazard Layer FIRMette



86°32'32"W 39°9'53"N



86°31'54"W 39°9'25"N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

## Legend 303

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
MAP PANELS		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

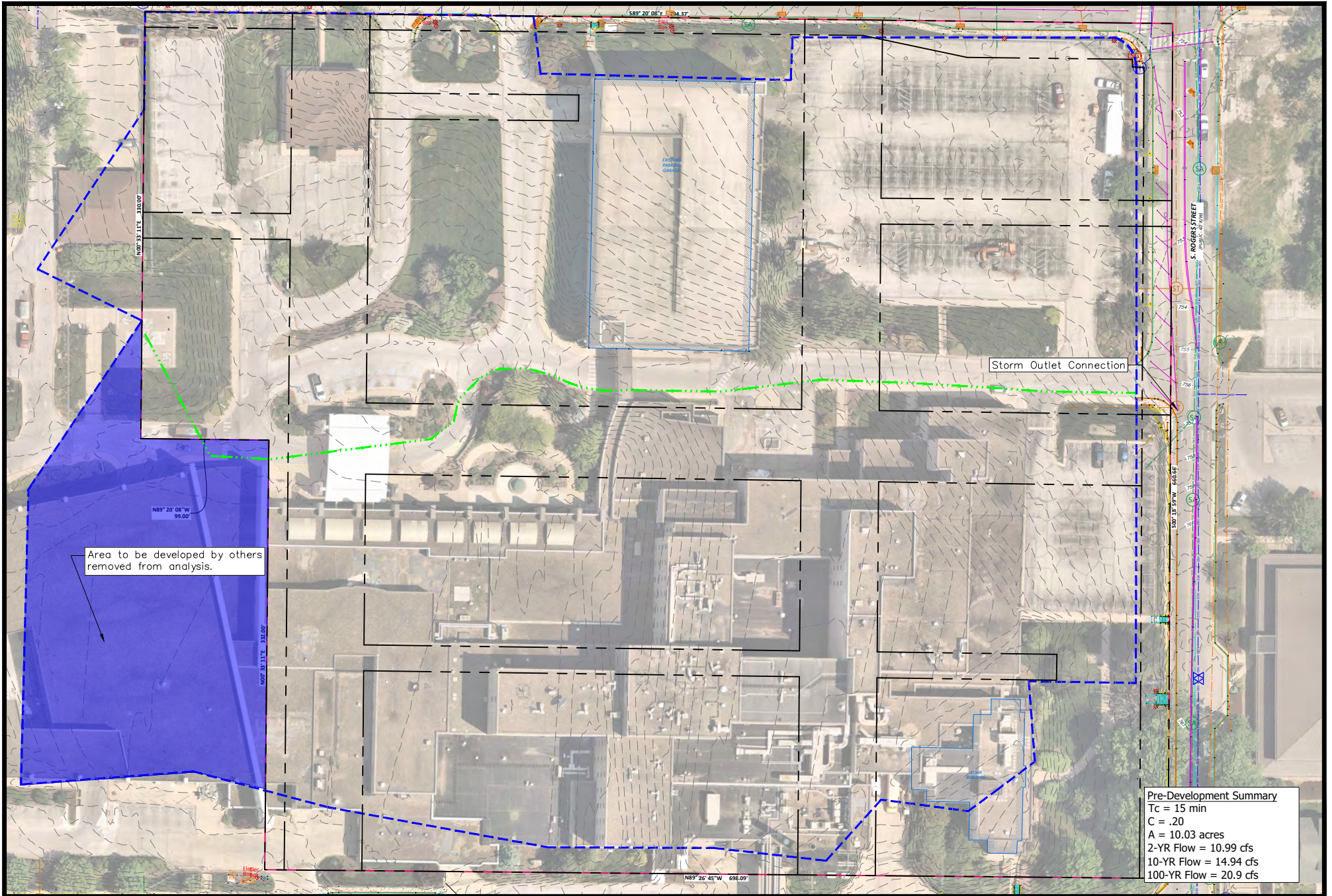


The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/19/2021 at 5:46 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.





## Updated Rainfall Data

Source: <http://hdsc.nws.noaa.gov/hdsc/pfds/index.html>

## Rainfall Duration

Duration		Return Period Rainfall Depth (in)						
Hours	Minutes	1 year	2 year	5 year	10 year	25 year	50 year	100 year
0.0833	5	0.38	0.46	0.55	0.62	0.72	0.79	0.87
0.1667	10	0.60	0.71	0.85	0.96	1.10	1.20	1.31
0.25	15	0.73	0.87	1.05	1.18	1.35	1.49	1.62
0.5	30	0.97	1.17	1.44	1.64	1.91	2.13	2.34
1	60	1.18	1.43	1.80	2.08	2.48	2.80	3.13
2	120	1.38	1.67	2.11	2.46	2.97	3.38	3.83
3	180	1.47	1.79	2.26	2.65	3.21	3.67	4.18
6	360	1.78	2.15	2.73	3.20	3.89	4.47	5.11
12	720	2.11	2.54	3.18	3.70	4.43	5.05	5.70
24	1440	2.55	3.07	3.82	4.44	5.31	6.04	6.80

## Rainfall Intensity

Duration		Return Period Rainfall Intensity (in/hr)						
Hours	Minutes	1 year	2 year	5 year	10 year	25 year	50 year	100 year
0.0833	5	4.61	5.48	6.59	7.45	8.60	9.52	10.42
0.1667	10	3.58	4.28	5.12	5.75	6.58	7.21	7.84
0.25	15	2.92	3.49	4.19	4.72	5.42	5.95	6.49
0.5	30	1.93	2.34	2.87	3.28	3.83	4.25	4.69
1	60	1.18	1.43	1.80	2.08	2.48	2.80	3.13
2	120	0.69	0.84	1.05	1.23	1.48	1.69	1.91
3	180	0.49	0.59	0.75	0.88	1.07	1.22	1.39
6	360	0.30	0.36	0.46	0.53	0.65	0.75	0.85
12	720	0.18	0.21	0.26	0.31	0.37	0.42	0.47
24	1440	0.11	0.13	0.16	0.18	0.22	0.25	0.28

REVISED 10/13/2011 G.N.

City of Bloomington Utilities Engineering Department

NO SCALE  
6/2/99  
M. Hicks

DRAWING FILE:  
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**DEPTH AND INTENSITY  
DURATION FREQUENCY TABLES**

STANDARD  
DETAIL  
NUMBER **16**

TABLE AG-4

## Typical Values of Manning's n

Material	Manning's n	Desirable Maximum Velocities
<b>Closed Conduits</b>		
Concrete	0.013	15 f.p.s.
Vitrified Clay	0.013	15 f.p.s.
Brick	0.015	15 f.p.s.
Cast Iron	0.013	15 f.p.s.
<b>Circular Corrugated Metal Pipe, Annular Corrugations, 2 2/3 x 2 in.</b>		
Unpaved	0.024	7 f.p.s.
25% Paved	0.021	7 f.p.s.
50% Paved	0.018	7 f.p.s.
100% Paved	0.013	7 f.p.s.
<b>Circular Metal Pipe, Helical, 2 2/3 x 2 in. Unpaved Corrugations</b>		
12"	0.011	
18"	0.013	
24"	0.015	
36"	0.018	
48"	0.020	
60" or larger	0.021	
Corrugated Polyethylene Smooth Interior Pipe	0.012	15 f.p.s.
Concrete Culverts	0.013	
<b>Open Channels</b>		
Concrete Trowel Finish	0.013	
Concrete, Broom or Float Finish	0.015	
Gunite	0.018	
Riprap Placed	0.030	
Riprap Dumped	0.035	
Gabion	0.028	
New Earth (Uniform, Sodded, Clay)	0.025	
<b>Existing Earth (Fairly Uniform With Some Weeds)</b>		
Dense Growth of Weeds	0.030	
Dense Weeds and Brush	0.040	
Swale With Grass	0.040	
	0.035	

## TIME OF CONCENTRATION or TRAVEL TIME WORKSHEET

Project: Hopewell West

Designer: AJW      Date: 6/26/2023

Str. No.: Pre-Development

### Sheet Flow

1. Surface Description	grass	concrete	
2. Manning's Roughness Coeff., (n)	0.025	0.013	
3. Flow Length, (L) **total L<= 100 ft	70.00 ft.	30.00 ft.	ft.
4. Two-yr 24-hr Rainfall, (P2)	3.07 in.	3.07 in.	in.
5. Land Slope, (s)	0.1020 ft./ft.	0.0200 ft./ft.	ft./ft.
6. Travel Time, (Tt) ( $Tt = [0.007(nL)^{0.8}]/[P2^{0.5}s^{0.4}]$ )	0.016 hr	+ 0.009 hr	+ 0.000 hr

### Shallow Concentrated Flow

7. Surface Description (paved or unpaved)	paved	paved	
8. Flow Length, (L)	460.00 ft.	310.00 ft.	ft.
9. Watercourse Slope, (s)	0.0430 ft./ft.	0.0800 ft./ft.	ft./ft.
10. Average Velocity, (V) ( $Vp = 20.683(s)^{0.5}$ ) ( $Vup = 16.393(s)^{0.5}$ )	3.399 ft./s	4.637 ft./s	0.000 ft./s
11. Travel Time, (Tt) ( $Tt = L/3600V$ )	0.038 hr	+ 0.019 hr	+ 0.000 hr

Watershed or  
Subarea Tc or Tt =

0.081 hr

or

4.84 min

### Channel Flow (

12. Cross Sectional Flow Area, (a)	ft.^2	ft.^2	ft.^2
13. Wetted Perimeter, Pw	ft.	ft.	ft.
14. Hydraulic Radius, (r) ( $r = a/Pw$ )	#DIV/0! ft.	#DIV/0! ft.	#DIV/0! ft.
15. Channel Slope, (s)	ft./ft.	ft./ft.	ft./ft.
16. Manning's Roughness Coeff., (n)			
17. Velocity, (V) ( $V = [1.486*r^{(2/3)}*s^{(1/2)}]/n$ )	#DIV/0! ft./s	#DIV/0! ft./s	#DIV/0! ft./s
18. Flow Length, (L)	ft.	ft.	ft.
19. Travel Time, (Tt)	0.000 hr	+ 0.000 hr	+ 0.000 hr

### DETENTION STORAGE CALCULATIONS

**Project: Hopewell West**

**Designer: AJW**

**Date: 06/26/23**

<b>Release Rate Return Period</b>	2 yrs	<b>Design Return Period</b>	2 yrs
<b>Watershed Area, (AU) (Undeveloped Watershed)</b>	10.03 acres	<b>Watershed Area, (AD) (Developed Watershed)</b>	10.03 acres
<b>Time of Concentration (Undeveloped Watershed)</b>	5.00 min.	<b>Developed Runoff Coefficient, (CD)</b>	0.66
<b>Rainfall Intensity, (iU)</b>	5.48 in./hr		
<b>Undeveloped Runoff Coefficient, (CU)</b>	0.20		
<b>Undeveloped Runoff Rate, (O) (O = CU*iU*AU)</b>	10.99 cfs		

Storm Duration	Rainfall Intensity	Inflow Rate	Outflow Rate	Storage Rate	Required Storage
td	id	I(td) = (CD*id*AD)	O = (CU*iU*AU)	I(td)-O	[(td)-O]*td/12
(hrs)	(in./hr)	(cfs)	(cfs)	(cfs)	(acre-ft)
0.08	5.48	36.28	10.99	25.28	0.17
0.17	4.28	28.33	10.99	17.34	0.25
0.25	3.49	23.10	10.99	12.11	0.25
0.50	2.34	15.49	10.99	4.50	0.19
1.00	1.43	9.47	10.99	-1.53	-0.13
2.00	0.84	5.56	10.99	-5.43	-0.91
3.00	0.59	3.91	10.99	-7.09	-1.77
6.00	0.36	2.38	10.99	-8.61	-4.30
12.00	0.21	1.39	10.99	-9.60	-9.60
24.00	0.13	0.86	10.99	-10.13	-20.26

### DETENTION STORAGE CALCULATIONS

**Project: Hopewell West**

**Designer: AJW**

**Date: 06/26/23**

<b>Release Rate Return Period</b>	10 yrs	<b>Design Return Period</b>	10 yrs
<b>Watershed Area, (AU) (Undeveloped Watershed)</b>	10.03 acres	<b>Watershed Area, (AD) (Developed Watershed)</b>	10.03 acres
<b>Time of Concentration (Undeveloped Watershed)</b>	5.00 min.	<b>Developed Runoff Coefficient, (CD)</b>	0.66
<b>Rainfall Intensity, (iU)</b>	7.45 in./hr		
<b>Undeveloped Runoff Coefficient, (CU)</b>	0.20		
<b>Undeveloped Runoff Rate, (O) (O = CU*iU*AU)</b>	14.94 cfs		

Storm Duration	Rainfall Intensity	Inflow Rate	Outflow Rate	Storage Rate	Required Storage
td	id	$I(td) =$ (CD*id*AD)	$O =$ (CU*iU*AU)	$I(td)-O$	$[(td)-O]*td/12$
(hrs)	(in./hr)	(cfs)	(cfs)	(cfs)	(acre-ft)
0.08	7.45	49.32	14.94	34.37	0.23
0.17	5.75	38.06	14.94	23.12	0.33
0.25	4.72	31.25	14.94	16.30	0.34
0.50	3.28	21.71	14.94	6.77	0.28
1.00	2.08	13.77	14.94	-1.18	-0.10
2.00	1.23	8.14	14.94	-6.80	-1.13
3.00	0.88	5.83	14.94	-9.12	-2.28
6.00	0.53	3.51	14.94	-11.44	-5.72
12.00	0.31	2.05	14.94	-12.89	-12.89
24.00	0.18	1.19	14.94	-13.75	-27.51

DETENTION STORAGE CALCULATIONS

Project: Hopewell West

Designer: AJW

Date: 06/26/23

<b>Release Rate Return Period</b>	100 yrs	<b>Design Return Period</b>	100 yrs
<b>Watershed Area, (AU) (Undeveloped Watershed)</b>	10.03 acres	<b>Watershed Area, (AD) (Developed Watershed)</b>	10.03 acres
<b>Time of Concentration (Undeveloped Watershed)</b>	5.00 min.	<b>Developed Runoff Coefficient, (CD)</b>	0.82
<b>Rainfall Intensity, (iU)</b>	10.42 in./hr		
<b>Undeveloped Runoff Coefficient, (CU)</b>	0.20		
<b>Undeveloped Runoff Rate, (O) (O = CU*iU*AU)</b>	20.90 cfs		

Storm Duration	Rainfall Intensity	Inflow Rate	Outflow Rate	Storage Rate	Required Storage
td	id	I(td) = (CD*id*AD)	O = (CU*iU*AU)	I(td)-O	[(I(td)-O)*td]/12
(hrs)	(in./hr)	(cfs)	(cfs)	(cfs)	(acre-ft)
0.08	10.42	85.70	20.90	64.80	0.43
0.17	7.84	64.48	20.90	43.58	0.62
0.25	6.49	53.38	20.90	32.48	0.68
0.50	4.69	38.57	20.90	17.67	0.74
1.00	3.13	25.74	20.90	4.84	0.40
2.00	1.91	15.71	20.90	-5.19	-0.87
3.00	1.39	11.43	20.90	-9.47	-2.37
6.00	0.85	6.99	20.90	-13.91	-6.96
12.00	0.47	3.87	20.90	-17.04	-17.04
24.00	0.28	2.30	20.90	-18.60	-37.20