## CITY OF BLOOMINGTON

# PLAN COMMISSION

### June 10, 2024 5:30 p.m. Council Chambers, Room #115 Hybrid Zoom Link:

https://bloomington.zoom.us/j/82362340978?pwd=ZnExeVNaSUN GVGdZQTJHNjBBb3M0UT09

Meeting ID: 823 6234 0978 Passcode: 622209

#### Virtual Link:

https://bloomington.zoom.us/j/82362340978?pwd=ZnExeVNaSUNGVGdZQTJHNjBBb3 M0UT09

Meeting ID: 823 6234 0978 Passcode: 622209

Petition Map: https://arcg.is/1m5DWi

ROLL CALL

MINUTES TO BE APPROVED: March 19, 2024 Special Session and May 13, 2024

#### **REPORTS, RESOLUTIONS AND COMMUNICATIONS:**

PETITIONS CONTINUED TO July 15, 2024:

DP-17-24/PLAT2024-04-0026

**Eric Deckard** 3615 E Post Road Parcel: 53-05-35-400-062.000-005 Request: Primary plat approval to allow a two-lot subdivision of 4.21 acres in the Residential Medium Lot (R2) zoning district, with request for subdivision waivers and waiver of second hearing. <u>Case Manager: Gabriel Holbrow</u>

#### **PETITIONS:**

SP-22-24/USE-2024-05-0051

#### Tyler Curry

4600 E Morningside Drive Parcel: 53-05-36-300-001.001-005 Request: Site plan approval to allow the construction of 110,250 square foot self- storage facility in the Mixed Use Medium Scale (MM) zoning district. <u>Case Manager: Katie Gandhi</u>

DP-12-24/PLAT2024-03-0025

#### Darlene Meyer

4415 E. Moores Pike Parcel: 53-08-01-300-002.000-009 Request: Primary plat approval for a 19-lot subdivision of 5.034 acres in the Residential Medium Lot (R2) zoning district. <u>Case</u> <u>Manager: Eric Greulich</u>

#### **BLOOMINGTON PLAN COMMISSION** STAFF REPORT – Second Hearing Location: 4415 E. Moores Pike

CASE #: DP-12-24 / PLAT2024-03-0025
DATE: June 10, 2024

PETITIONER:	Darlene Meyer 4415 E. Moores Pike, Bloomington
CONSULTANTS:	Bynum Fanyo & Associates, Inc. 528 N. Walnut Street, Bloomington

**REQUEST:** The petitioner is requesting primary plat approval for a 19-lot subdivision of 5.034 acres in the Residential Medium Lot (R2) zoning district. The petitioner is requesting a waiver from the required 67% of lots to be accessed by an alley.

BACKGROUND:	
Area:	5.034
Current Zoning:	Residential Medium Lot (R2)
<b>Comp Plan Designation:</b>	Neighborhood Residential
Existing Land Use:	Dwelling, Single Family (detached)
<b>Proposed Land Use:</b>	Dwelling, Single Family (detached)
Surrounding Uses:	North – Single family residences (Gentry Estates)
	West – Single family residence
	East – Single family, attached (Hearthstone Village)
	South – County Jurisdiction

**FIRST HEARING SUMMARY:** At the first hearing there were comments expressed regarding the design of the internal roads and appropriate street widths, the expected cost and selling prices of the new homes, and location of the road stub to the west to align with existing right-of-way. To address some of those comments the petitioner has revised the street cross sections to meet the Transportation Plan requirements which includes reducing the width of the proposed streets. The location of the extension of Bridgestone Drive has been adjusted to better align with the location of the right-of-way to the west.

**REPORT:** The property is located on the north side of E. Moores Pike and is zoned Residential Medium Lot (R2). Surrounding land uses include single family residences to the north and west, attached single family residences to the east, and agriculture/single family residence to the south (County Jurisdiction). There are no known regulated environmental features on this property. The property currently contains one single family dwelling unit.

The petitioner is proposing to subdivide the property to create 17 single family residences and two common area lots. The proposed subdivision would be accessed by one drive cut on Moores Pike and include an extension of Bridgestone Drive from the east that would stub to the property to the west. There is existing platted right-of-way to the west of this property, but no improvements were constructed within that right-of-way. Due to the lack of road stubs to connect to on adjacent properties to the north, the petitioner is proposing to construct a road stub to the north and also create an alley stubbed to the west property line. A turnaround area has been shown on the north side of Lot #10 to provide sufficient area for vehicle turnarounds. There are two common area lots proposed on the south side of the site that would collect and detain stormwater drainage from the site. All internal roads would be public with 61' of right-of-way, 6' sidewalks, 6' tree plots, and

on-street parking on both sides. The street width will be 28' from face of curb to face of curb.

Since this property is over 3 acres in size, this subdivision must utilize the Traditional Subdivision type, which requires a minimum of 67% of the lots to be served by alleys. The proposed site plan does not include any lots being served by alleys and the petitioner is requesting a waiver from that requirement.

**20.06.060(b)(3)(E) PRIMARY PLAT REVIEW:** The Plan Commission or Plat Committee shall review the primary plat 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 petitioner is proposing two on-site detention areas to meet storm water detention and water quality requirements. These are both shown in Common Area lots on the south side of the site. Water and sanitary sewer connections will be connected to existing facilities through Bridgestone Drive to the east. A force main will be required for the sanitary sewer line. The City of Bloomington Utilities Department is still reviewing the proposed plans and no problems with meeting sewer and water capacity have been identified. There are no portions of this site that lie within the 100-year regulatory special flood hazard area.

#### 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**: The petitioner is requesting a waiver from the requirement to have a minimum of 67% of the lots served by an alley. All of the proposed lots meet the minimum lot area and lot width standards of the UDO. If the requested waiver is deemed appropriate and approved, the proposed subdivision would be compliant with the UDO. There are no other known applicable regulations that would apply to this property or subdivision. Approval from the City of Bloomington Utilities Department is required prior to the issuance of any grading permits. Plans have been submitted to CBU for review and no problems meeting any standards of CBU have been identified. There are no other known prior approvals for this property.

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

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

**PROPOSED FINDING:** The request to not have any of the lots served by an alley does not appear to have any detrimental impacts on public safety, health, or general welfare, or be injurious to other property. The low volume of expected traffic (both vehicular and pedestrian), small number of lots within this development, and general location of this development on the periphery of the City mitigate the impacts of additional drive cuts on the street and safety of pedestrians. The conditions are unique to this property in that the property width prevents the installation of a compliant public street and number of lots appropriate to this size property, while at the same time providing enough space for an alley system along the property boundary. Requiring the lots to be served by an alley would substantially reduce the number of new lots being created. This project serves to create individual lots for purchase for potential owner occupancy, which is a stated need within the community. The granting of the waiver will not vary the provisions of the development standards, Comprehensive Plan, or Transportation Plan.

### 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 and use of the property as a "Dwelling, Single Family" use is consistent with Comprehensive Plan designation of the property as Neighborhood Residential. There are not any Interlocal Agreements that would pertain to this subdivision. There are no expected adverse impacts as a result of this plat. The proposed plat allows the creation of 17 new single family lots that are consistent with the requirements of the UDO with access to existing road system, public services, and public facilities. A new sidewalk and street trees will be installed within the development and along Moores Pike. There are no known regulated environmental features that must be addressed with the plat. All adjacent facilities and infrastructure are adequate to support the proposed use. No phasing of the plat is expected or approved.

**PLAT REVIEW:** The proposed subdivision is following the Traditional Subdivision (TD) design standards.

#### **Subdivision Standards:**

Parent tract size (minimum): 3 acre Open space required: 5% (10,965 square feet required/14,928 square feet provided) Lots served by alleys: 67% \*waiver requested to allow zero. Block length: 800 feet maximum; 632 feet proposed. Cul-de-sac length: Not permitted.

**Transportation facilities:** The proposed internal road and extension of Bridgestone Drive are classified as a Neighborhood Residential typology. The Neighborhood Residential typology requires a 6' sidewalk and 5' tree plot which have been shown. Moores Pike is classified as a Neighborhood Connector and requires a 7' sidewalk and 8' tree plot which have also been shown.

**On-street parking:** There will be on-street parking along both sides of the internal road (Baxter Drive) and Bridgestone Drive. The streets are shown with 28' from face-of-curb to face-of-curb which follows the Transportation Plan standards.

**Tree plot width:** The minimum tree plot width required for the Neighborhood Residential typology is 5' and a 6' tree plot has been provided. The required 8' tree plot is shown along Moores Pike, however due to the location of existing underground utilities, the required street trees will be placed behind the sidewalk. One additional street tree will be required along the west side of the property on the Moores Pike frontage to ensure street trees are not more than 30' apart.

#### Lot Establishment Standards:

Lot area and lot width: The minimum lot width in the R2 district is 60' and the minimum lot area is 7,200 square feet. All of the proposed lots meet these standards.

Lot shape: All lots meet the UDO requirement for regular lot size and a depth-to-width ratio not to exceed four to one.

Lot access: All proposed lots have direct frontage on a public street. No drive cuts on Moores Pike are proposed or allowed.

**Stormwater Standards:** A stormwater management plan has been submitted to the City of Bloomington Utilities Department for their review. Final acceptance and approval from CBU is required prior to issuance of any permits.

#### **Right-of-Way Standards:**

**ROW width:** Both the new internal street and extension of Bridgestone Drive will be public streets with a Neighborhood Residential typology which requires 61' of dedicated right-of-way, which has been shown. Moores Pike is classified as a Neighborhood Connector and requires 74' of total right-of-way (37' from centerline) and the petitioner has shown the required 37' from centerline dedication.

**Environmental Considerations:** There are no known steep slopes, karst features, or wetlands on the site.

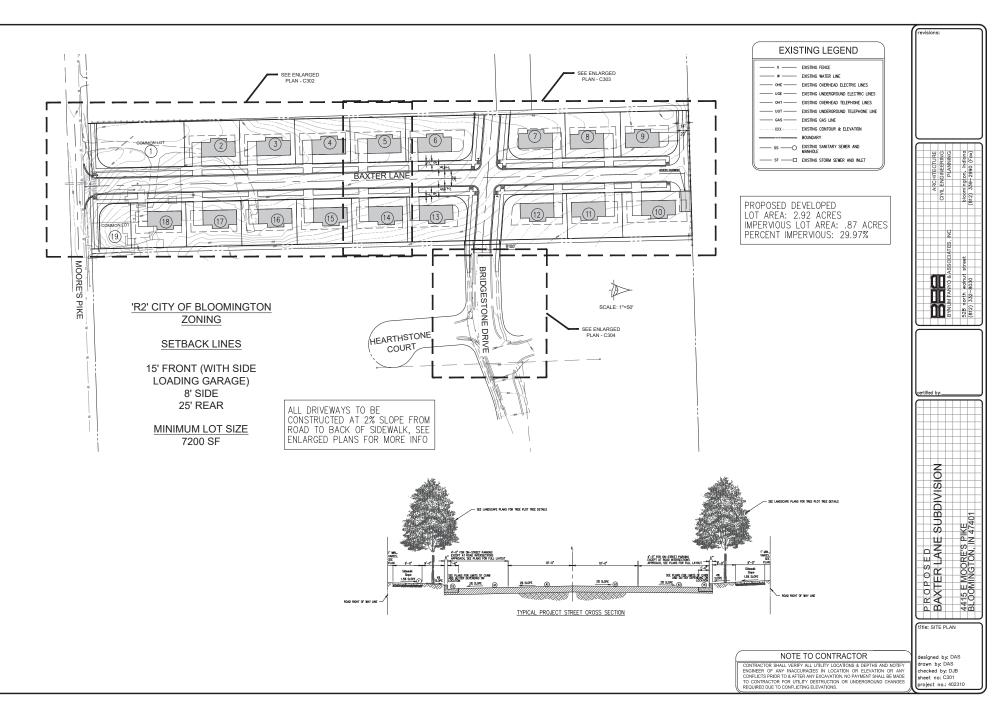
**Utilities:** Utility service and facilities are located within Bridgestone Drive to the east and this development is proposing to extend and connect to those facilities.

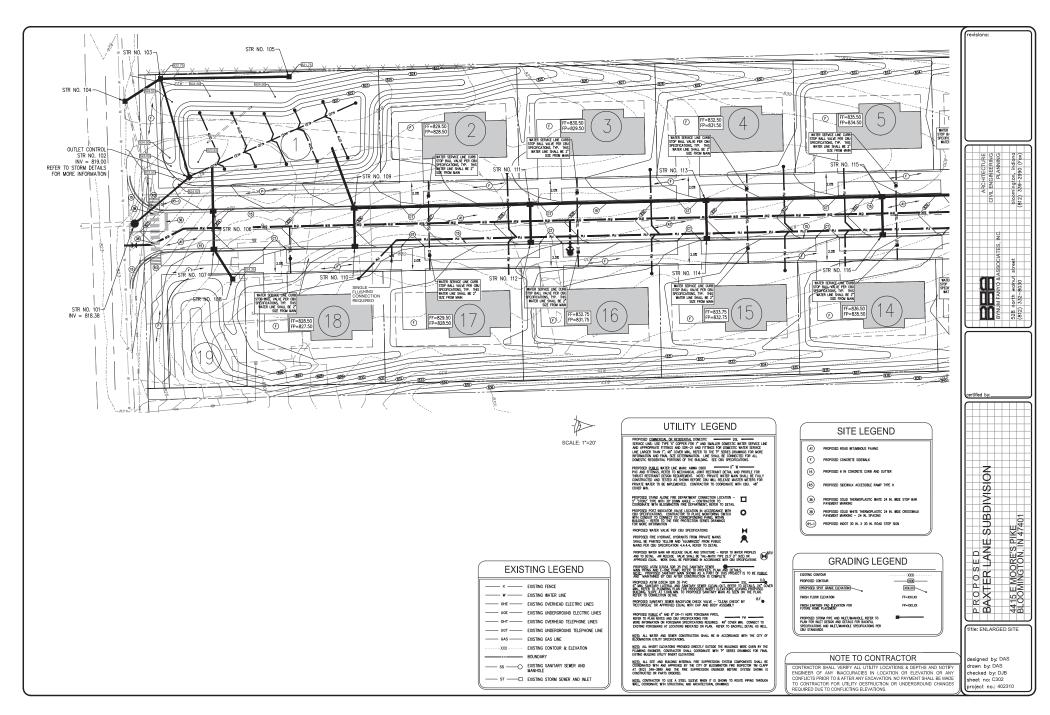
**CONCLUSION:** This development would provide 17 new single family lots that have the potential to be owner occupied and would fulfill many goals of the Comprehensive Plan and Housing Study that identifies the need for owner occupied housing and creation of new dwelling units. This petition will also extend an existing public street through the site as well as provide pedestrian improvements along the Moores Pike frontage.

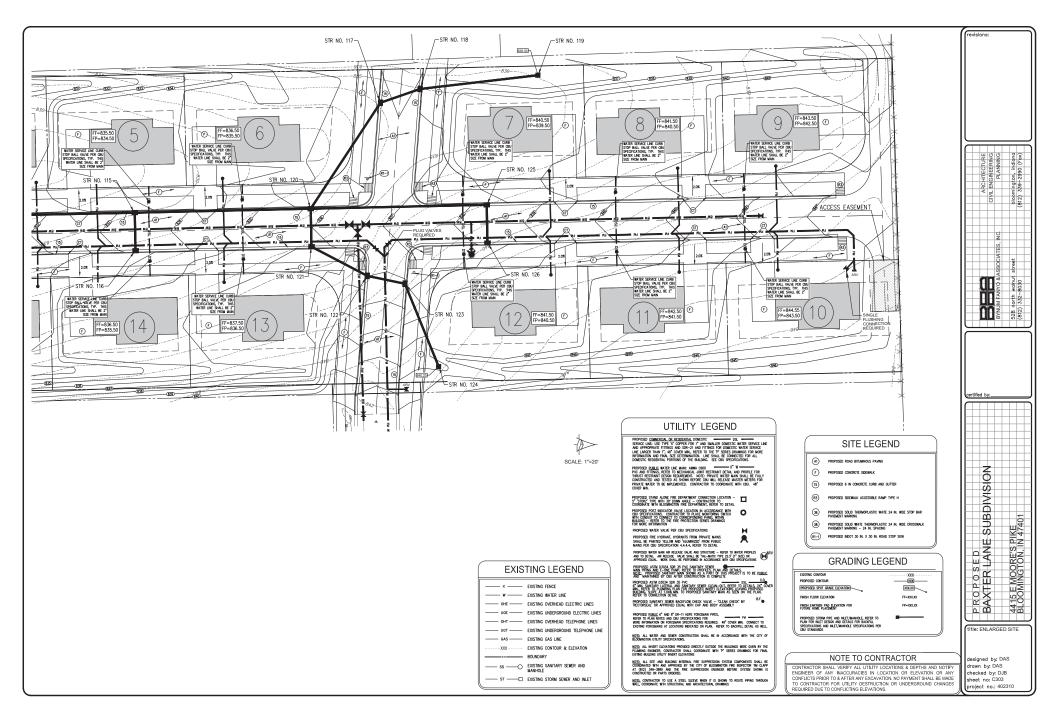
**RECOMMENDATION**: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve the primary plat with the following conditions of approval:

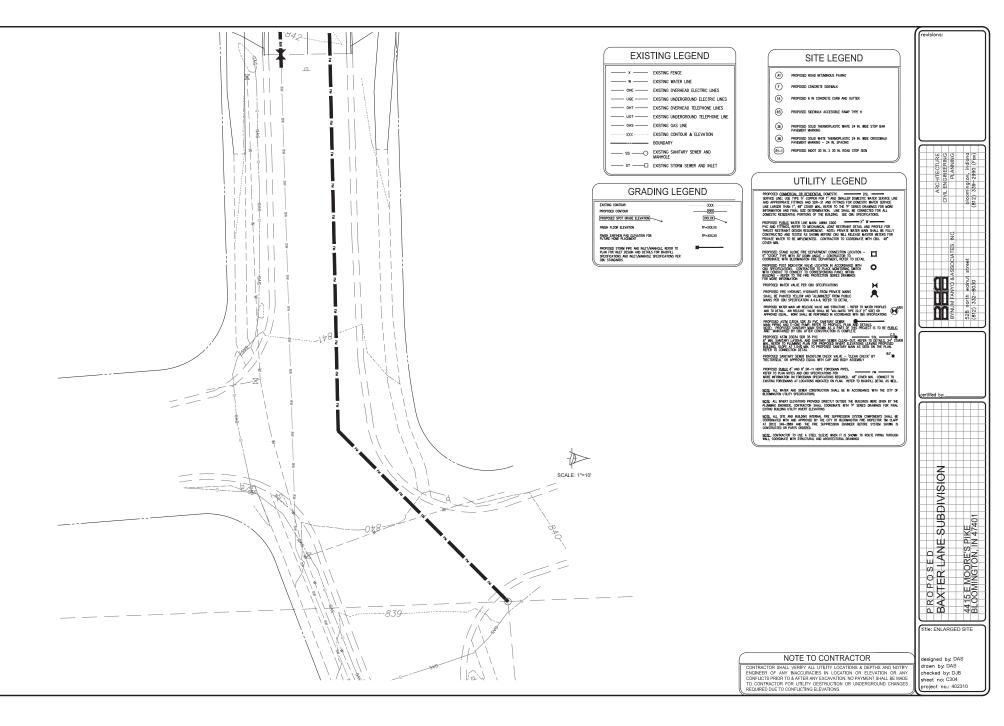
- The final design of the road will be reviewed and approved with the grading permit
   A waiver is approved to not require any of the lots to be accessed by an alley.

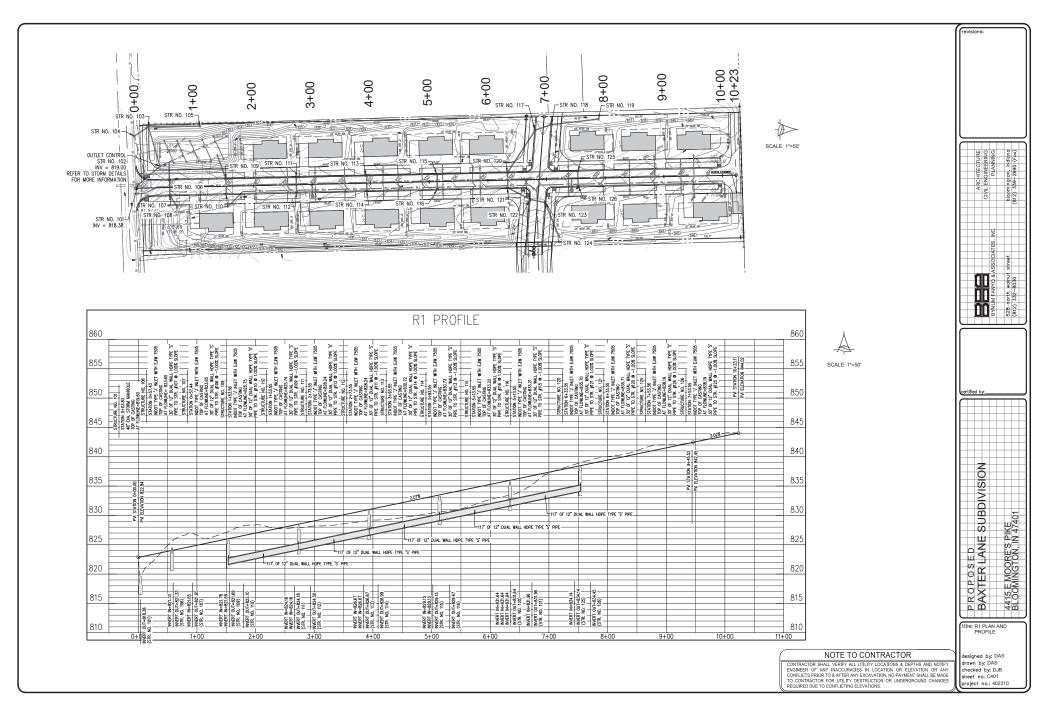
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			VICINITY/LOCATION MAP SCALE: 1"=
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BYNUM FANYO	& ASSOCIATES, INC	C	architecture
528 North Walnut	Street		civil engineering
Bloomington, India	ana 47404 (812) 332-8	3030	planning
OWNER/DEVELOPER: THE CURRENT EDITION O DARLENE MEYER TRANSPORATION, MANUA	F THE INDIANA DEPARTMENT OF L ON UNIFORM TRAFFIC CONTROL		Certified By: Revisions
	MINGTON UTILITIES STANDARD USED WITH THESE PLANS		JEFFREY S. FANYO, P.E. BAXTER LANE SUBDIVISION IND. REG. NO. 18283 PROJECT NO. 402310

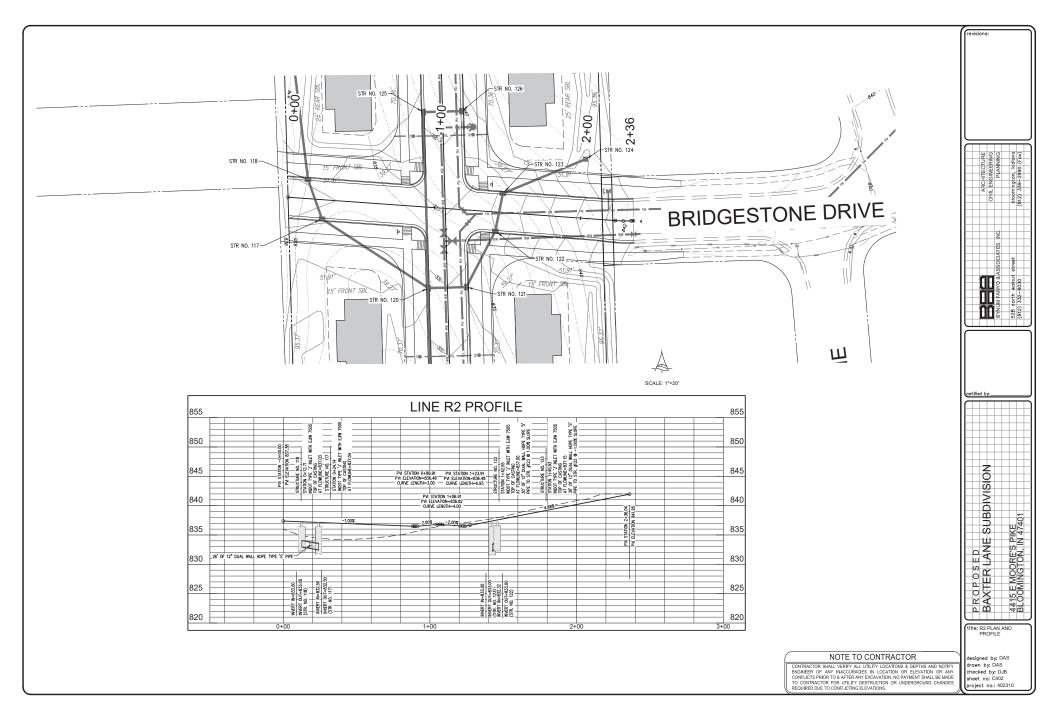


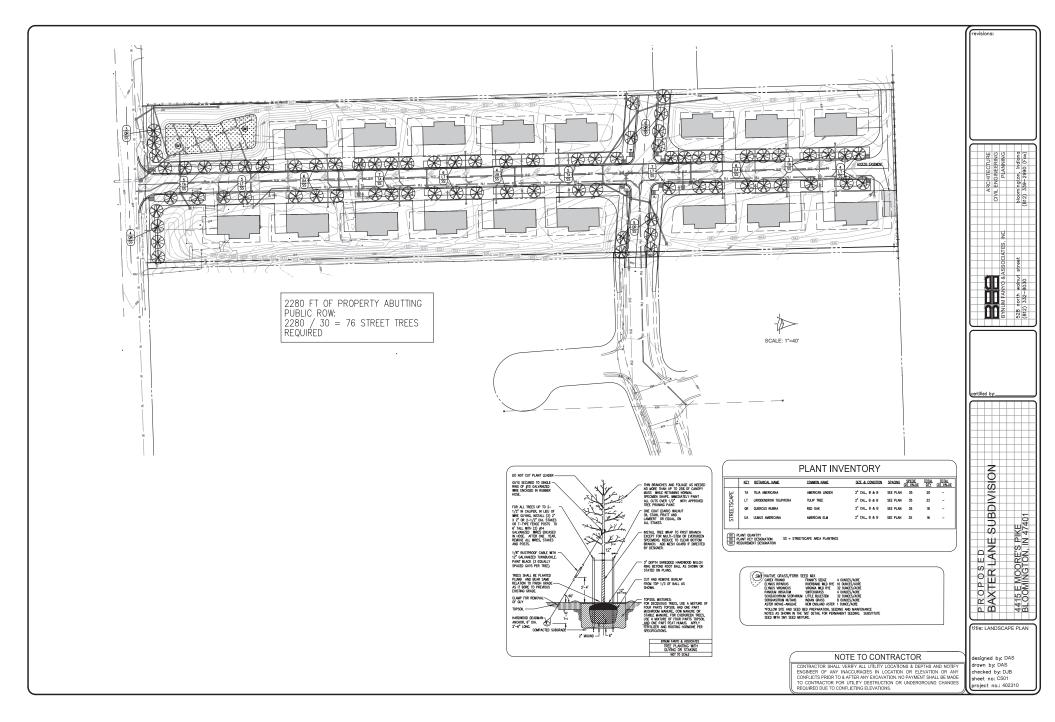












#### BLOOMINGTON PLAN COMMISSION STAFF REPORT

#### CASE #: SP-22-24/USE2024-05-0051 DATE: June 10, 2024

Location: 4600 E Morningside Drive (parcel #53-05-36-300-001.001-005)

<b>PETITIONER:</b>	Tyler Curry		
	P.O. Box 7016		
	Bloomington, IN 47407		
<b>OWNER:</b>	Morningside Holdings, LLC 1507 S Piazza Dr		
	Bloomington, IN 47401		
CONSULTANT:	Bynum Fanyo and Associates		
	528 N Walnut St		
	Bloomington, IN 47404		

**REQUEST:** Major site plan to allow the construction of a three-story, 110,250 square foot "storage, self-service" facility in the Mixed-Use Medium Scale (MM) zoning district.

BACKGROUND:			
Area:	2.141 acres		
Zoning:	Mixed-Use Medium Scale (MM)		
Surrounding Zones:	North – Mixed-Use Medium Scale (MM)		
	East – RE 2.5 – Estate Residential 2.5 (county zoning)		
	South – Mixed-Use Corridor (MC)		
	West – Mixed-Use Corridor (MC)		
<b>Comp Plan Designation:</b>	Urban Corridor		
<b>Existing Land Use:</b>	Vacant		
Proposed Land Use:	Store, Self-Service		
Surrounding Uses:	North – Commercial (office)		
	East – Vacant (county land)		
	South – Commercial (veterinary hospital)		
	West – Residential (multifamily)		
Surrounding Streets:	North – E Indiana Bell Ct (private)		
_	West – E Morningside Drive (city-maintained, Neighborhood		
	Residential street typology, Signed Bike Route/Share Use		
	Lane, Bloomington Transit 3 East bus route)		
	East – None		
	South – None		
<b>Transportation Plan:</b>	Proposed Neighborhood Greenway (Phase 2, 4-6 years)		
*	Proposed Right-Of-Way Width: 60 feet		

**REPORT:** The property is located at 4600 E Morningside Drive and is zoned Mixed-Use Medium Scale (MM). The future land use map from the Comprehensive Plan designates this property as Urban Corridor. Surrounding uses include commercial (office) to the north, vacant to the east, commercial (veterinary clinic) to the south, and multi-family residential to the west. Surrounding zoning districts include MM to the north, county residential zone to the east, and Mixed-Use Corridor (MC) to the south and east.

This property has been vacant and/or used for surface parking since before 2007. There is an existing 5-foot sidewalk along the E Morningside Dr frontage. Vehicular access to this property is possible through city-maintained street E Morningside Drive to the west and the shared, private drive E Indiana Bell Ct to the north.

The petitioner is proposing to construct a new, three-story, climate-controlled, self-storage facility with an interior drive-through. The proposed self-storage facility is a single building with a footprint of 36,750 square feet and 110,250 gross square feet. This property, located in the MM zoning district, permits the "Storage, Self-Service" use (use-specific standards apply).

The applicant presented this proposal to staff at the April 30<sup>th</sup>, 2024 Development Review Committee Meeting. The applicant also presented about this project to the Park Ridge East Neighborhood Association meeting on May 5, 2024, which lies within 500 feet of 4600 E. Morningside Drive. The Planning & Transportation Department did receive multiple emails from the community, which are attached to this packet.

**MAJOR SITE PLAN REVIEW 20.06.050(a)(2)(C)(ii):** Major site plan approval is required for developments that contain more than 20,000 square feet of new nonresidential space. This proposed site plan will involve the construction of a 110,250 square foot building and therefore requires major site plan review.

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

#### "Storage, Self-Storage" Use-Specific Standards

- UDO Standards
  - a. All storage shall be kept within an enclosed building, except recreation or other oversized vehicles, which shall be stored only in exterior areas screened from view from any street frontage.
  - b. Loading docks are prohibited on the side of the facility facing the residentially zoned land;
  - c. A permanent screen shall be required along all property boundaries and shall conform to landscaping and screening requirements in Section 20.04.080(m) (Screening);
  - d. Public access shall only be permitted between 6:00 a.m. and 10:00 p.m
  - e. 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.
  - f. All storage shall be contained within a fully enclosed structure that:
    - i. Is at least a two-story structure with a defined use on the upper floor(s) and if storage units are provided on the upper floors, then access to the units shall be from interior hallways.
    - ii. Does not have any garage doors or access doors to any storage unit facing any public street, park, or open space, unless the doors are screened from all visible public streets, parks, and open spaces.
- Provided
  - a. All storage shall be kept within an enclosed building.
  - b. No public loading docks are located on the side of the facility facing the

residentially zoned land. A vegetative buffer will screen this property from the county residential property to the east.

- c. Outdoor loading and service areas requiring a screen are not visible from public open space, public trail, public street, or adjacent property.
- d. Public access to this facility will only be permitted between 6:00 a.m. and 10:00 p.m.
- e. Outdoor loading, service, and refuse areas shall be integrated into the building design to the maximum extent practicable the proposed self-storage facility will contain storage units accessed from interior hallways.
- f. All storage shall be contained within a fully enclosed structure that is at least a two-story structure with a defined use, has access to the upper floor units via interior hallways, and does not have any garage doors or access doors to any storage unit facing any public street, park, or open space.
  - i. Storage units will be located on the ground floor (1<sup>st</sup> floor), the 2<sup>nd</sup> floor and the 3<sup>rd</sup> floor and will be accessed from the interior.
  - ii. Access doors to the building, which are located on the north and south face of the building, do not face public streets, parks, or open spaces and enable the loading and unloading of storage items to take place inside of the building. Access doors to any individual storage unit are screened and completely inside the building.

#### **MM Dimensional Standards:**

- Front build-to range (minimum)
  - *UDO Standards:* 15-25 foot build-to range from front property line and 45-55' from E Morningside Drive centerline (per 60 foot ROW in Transportation Plan).
  - *Provided:* 24 feet from front property line and 54.5 feet from E Morningside Drive centerline.
- Front building facade at build-to range (minimum)
  - o UDO Standards: 70% of building façade
  - Provided: 100%
- Side/Rear building setback (minimum)
  - UDO Standards: 7 feet from property line
  - *Provided*: >7 feet
- Front parking setback (minimum)
  - UDO Standards: 20 feet behind the primary structure's front building wall
  - Provided: 20 feet behind the primary structure's front building wall
- Side/Rear Parking setback (minimum)
  - UDO Standards: 8 feet from property side/rear property lines
  - Provided: >8 feet

#### • Landscape Area (minimum)

- UDO Standards: 40% of the property
- o *Provided:* 41%
- Primary Structure Height (maximum)
  - UDO Standards: Four stories not to exceed 50 feet
  - *Provided:* Three stories, 41 feet
- Floor to ceiling height (minimum)
  - UDO Standards: 12 feet where a nonresidential use is proposed on the ground floor
  - *Provided:* 12 feet

#### **Environment:**

- **Steep Slopes**: N/A There are no naturally occurring steep slopes present. Percent slope on this site lies between 0-12%.
- Siltation and erosion prevention: An erosion control plan will be submitted and approved with the grading permit. A grading permit will be required before development can begin on the property. There are no expected unique siltation or erosion control issues expected with this proposal.
- **Drainage:** A grading and drainage plan has been submitted. A biorention pond along the east property line will collect stormwater from four storm inlets in the east half of the property. There are currently no stormwater inlets along E Morningside Drive. A copy of the drainage plans have also been submitted to City of Bloomington Utilities for their review. Water flow calculations and final approval from CBU is required prior to issuance of a grading permit.
- **Riparian Buffer:** This property is not contiguous with, nor does it contain any naturally occurring intermittent or perennial streams within this property.
- **Karst Geology:** No structures are located within 10 feet of a Karst Conservancy Easement. No land-disturbing activity, mowing, or temporary or permanent structure is located within the sinkhole nor within 25 feet of the last closed contour of the sinkhole. Water flow calculations demonstrating that Stormwater discharge into a karst feature shall not be increased over, or substantially reduced below its pre-development rate, and that drainage shall be designed to route runoff through vegetative filters or other filtration measures before entering a karst feature, will be required. A condition has been added.
- Wetlands: No wetlands were identified on the site.
- Tree and Forest Preservation: There is no closed canopy on the site.
- Lake Watershed: There are no watershed issues on the site.
- Floodplain: There is no floodplain area on this site.

#### Access, Connectivity & Parking:

Public access to this proposed development is available via a new driveway access point along E Morningside Drive at the southwest corner of the property. Traffic can exit the property by either moving through the building and exiting through a drive connecting to E Indiana Bell Ct, located near the center of the property; or, by moving toward the east end of the property and exiting via a second drive connecting to E Indiana Bell Ct. E Indiana Bell Ct is private road with a shared access easement between this property and the property to the north.

- Entrance/Drive Access
  - *UDO Standards:* No entrance or drive shall be installed within 50 feet of any intersection and closer to a street than the existing or proposed front building wall. No entrance or drive along a neighborhood street shall be installed: within 100 feet of any intersecting street, and within 50 feet of another driveway entrance.
  - *Provided*: The west-most drive cut along E Indiana Bell Ct is 150' from the intersection with E Morningside Drive. The east-most drive cut along E Indiana Bell Ct is 141' from the west-most drive cut. The drive cut along E Morningside Drive is 141' from the intersection of E Morningside Dr with E Indiana Bell Ct.
- Entrance/Drive Pavement Widths
  - *UDO Standards:* No entrance or drive located in the front yard of a property shall exceed 24 feet if from a nonresidential use onto a local street.
  - *Provided:* All three drives are equal to or less than 24 feet wide.
- Pedestrian Facilities

- UDO Standards: 6' pedestrian zone & 5' greenscape/tree plot
- Provided: 6' pedestrian zone & 8' greenscape/tree plot
- **Public Transit** Title 20 requires a transit facility to be constructed at this site because this is a nonresidential development of at least 20,000 square feet gross floor area, and because the nearest existing transit facility on the route is more than one-fifth of one mile (1,056 feet) away from the closest primary building on the site. This development is not expected to significantly increase public transit need. There is an existing transit stop 200 feet south of this property; however, it does not meet Title 20's definition of a transit facility. No transit facility is proposed with this development and a conversation with the Bloomington Public Transportation Corporation has not yet occurred. A condition has been added.
- Vehicle Parking
  - *UDO Standards*: There is no minimum parking requirement for this use. The Storage, Self-service use maximum vehicle parking allowance is 2.85 spaces per 1,000 GFA of indoor sales/leasing/office space.
  - *Permitted:* 3 spaces (does not include ADA spaces)
  - *Provided:* 3 spaces
- ADA Van Accessible Parking (minimum)
  - UDO Standards: 1 space
  - Provided: 1 space
- Bicycle Parking (minimum)
  - *UDO Standards:* 6 spaces, or 5% of total vehicle spaces, whichever is more. For nonresidential and mixed-use developments with more than 20,000 square feet of gross floor area, all required bicycle parking facilities shall be Class II covered spaces.
  - Required: 6 spaces, covered
  - *Provided:* 6 spaces. No cover has been proposed. A condition has been added.

#### **Building Design:**

#### • Exterior Facades Design

- UDO Standards:
  - width of modules (maximum): 40 feet
  - contain one or more primary and secondary exterior finish materials
  - North Façade 3 design elements required in each module
  - East Façade 3 design elements required in each module
  - South Façade 3 design elements required in each module
  - West Façade 3 design elements required in each module
- *Provided:* 
  - All modules are 40 feet or less
  - Building contains one or more primary and secondary exterior finish materials
  - North Façade design elements 1. Awnings, 2. Change in building façade height of at least five feet between modules, 3. A regular pattern of transparent glass constituting a minimum of 50 percent of total wall of first-floor elevation
  - East Façade design elements 1. Awnings, 2. Change in building façade height of at least five feet between modules, 3. A regular pattern of transparent glass constituting a minimum of 50 percent of total wall of first-floor elevation

- South Façade design elements 1. Awnings, 2. Change in building façade height of at least five feet between modules, 3. A regular pattern of transparent glass constituting a minimum of 50 percent of total wall of first-floor elevation
- West Façade design elements 1. Awnings, 2. Change in building façade height of at least five feet between modules, 3. A regular pattern of transparent glass constituting a minimum of 50 percent of total wall of first-floor elevation
- **Patterns** One or more permitted primary and secondary exterior finish materials (cementitious siding, brick, EIFS, stone, and glass) repeat to create horizontal and vertical design elements and color and pattern changes.
- Eaves and Roofs The building includes a flat roof with a parapet.
- **360-Degree Architecture** All sides, including those not visible from the street frontages, have a finished facade that is similar to the visible facades in terms of materials and architectural detailing.

#### Primary Pedestrian Entry

- *UDO Standards:* One primary pedestrian entrance is required and shall contain at least three architectural details.
- *Provided*: One primary pedestrian entrance is provided and includes the three required details: 1. Prominent building address, building name, and enhanced exterior light fixtures, 2. Raised corniced entryway parapet, 3. Recessed or framed sheltered element of at least 3 feet in depth.
- Windows on Primary Facades All first-story windows on the primary facade (those portions of a facade that are adjacent to or front on a private or public street, park or plaza) of a primary structure are transparent and do not make use of dark tinting or reflective glass.

#### Landscaping:

- Street Trees
  - *Required*: 7 large canopy trees from permitted species list, along E Morningside Dr (one large canopy tree for every 30 feet of property that abuts a public right-ofway)
  - *Provided:* 7 large canopy trees from permitted species list. Due to the presence of existing utilities in the proposed tree plot the required street trees must be placed behind the sidewalk and have been shown.
- **Buffer Yard** When the MM district abuts a residential zone, a Type 2 buffer yard along east property line is required (15 feet wide, 1 large deciduous tree every 25 feet, 2 evergreen trees every 25 feet (species from permitted species list))
  - *Required*: 15 feet wide buffer space, 8 large deciduous trees from permitted species list, 16 evergreen trees from permitted species list
  - *Provided*: 15 feet wide buffer space, 8 large deciduous trees from permitted species list, 16 evergreen trees from permitted species list
- Interior Plantings
  - UDO Standards:
    - A minimum of nine large canopy trees, three evergreen trees, and three medium or small canopy trees per acre of required minimum landscape area.
    - A minimum of 27 shrubs per acre of required minimum landscape area (one ornamental tree may be substituted for every four shrubs up to 50% of the required shrubs), planted two feet/eight feet, respectively from foundation.

- *Required:* 8 large canopy trees, 3 evergreen trees, 3 medium or small canopy trees, and 24 shrubs selected from the permitted species lists in Title 20.
- *Provided:* 8 large canopy trees, 3 evergreen trees, 3 medium or small canopy trees, and 24 shrubs selected from the permitted species lists in Title 20. Final review of these plantings will be completed with the grading permit.
- Parking Lot Perimeter Landscaping
  - UDO Standards: Applies to parking lots with four or more spaces.
    - One tree per four parking spaces planted within 10 feet of the parking lot edge.
    - Three shrubs, which grow to a minimum height of four feet, per one parking space, planted within five feet of the parking lot edge.
  - *Required:* 1 large canopy tree, 12 shrubs
  - Provided: 2 large canopy trees, 20 shrubs
- Parking Lot Bumpouts/Islands/Endcaps N/A

**Outdoor Lighting:** 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. No deviations from the lighting code are expected. A condition of approval has been added.

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

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

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

#### **PROPOSED FINDING:**

- i. The proposed site plan is compliant with all of the standards of the UDO, except for what is noted as a condition below. The UDO currently permits the 'storage, self-service' use within the MM zone. There is no work proposed or approved within the adjacent 100-year floodplain. The proposed site plan is consistent with the approved plat and related easements and restrictions.
- The Future Land Use Map from the Comprehensive Plan designates this property as Urban Corridor, which envisions an urban mixed-use district that serves nearby neighborhoods, but also the larger community. Site design features to consider in Urban Corridor include building to street frontages, structures that are multistory and pedestrian-scaled, and indoor and outdoor public gathering spaces, in an effort to transform the existing automobile-centric context into a mixed-use district. The size, scale and intensity of the Urban Corridor district should not reflect that of a Regional Activity Center, a district containing large and big box retailers that range from 10,000 square feet to over 60,000 square feet.

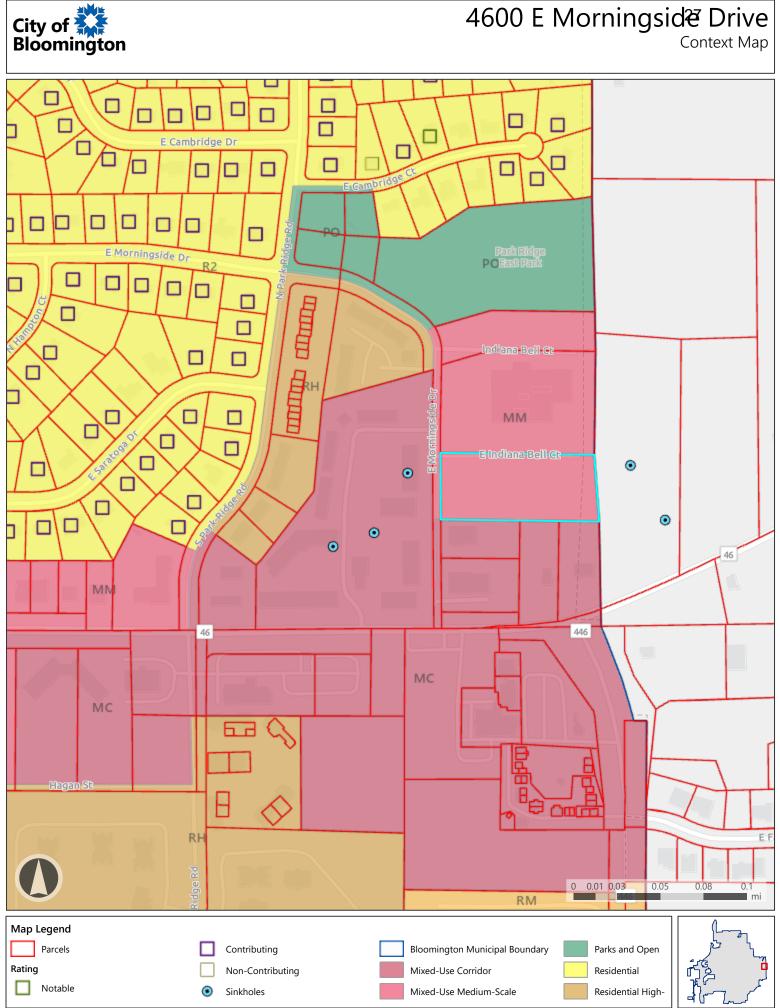
The proposed self-storage facility will serve the larger community; however, it does not support the Urban Corridor goal to transform the existing automobile-centric context into a mixed-use district and it does not follow the land development policy guidelines or include the site design features that are outline in the Comprehensive Plan. The proposed self-storage use is a more intense and auto centric use than what is envisioned by the Comprehensive Plan and it is not mixed-use in this design.

This property is adjacent to E Morningside Drive, which is a 20 foot-wide neighborhood residential street. E Morningside Drive is currently a Shared Use Lane that is connected to the Longview Bike Lane, the 7<sup>th</sup> Street Greenway, a route that extends from the east edge of Bloomington to the Near West Side neighborhood, just west of downtown Bloomington. Neighborhood Greenways are "low-speed, lowvolume shared roadway intended to create a safe walking and bicycling environment." (Transportation Plan, page 38). The Transportation Plan's bicycle facility recommendation for E Morningside Drive is Neighborhood Greenway and the Comprehensive Plan states that enhancing Bloomington's multimodal transportation system is a priority. One of the Vision Statement Principles is: "to provide a safe, efficient, accessible, and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile." Per the 2035 Long Range Transportation Plan (published by the Bloomington and Monroe County MPO), "one of the most important benefits of an alternative transportation and greenways system is to minimize the use of cars."

- There will be a large detention pond interior to the site that will collect rainwater iii. from two storm inlets. Sewer and water service lines are available along E Morningside and at the rear of this property. There are known water pressure issues in this area. This proposal suggests connecting the storm water from this site to the storm water pipes the run through the properties to the north. The storm water pipes to the north are over 50 years old and are vitrified clay pipe, which is not up to CBU's current standards. City of Bloomington Utilities Department has some concern with this because if there is an issue with the storm pipe, which is receiving water from the proposed project, that will affect the proposed project's drainage. Additionally, the current deed does not provide sufficient evidence that this site has permission to connect to the private storm water system. CBU prefers that storm water from this site be routed to the public storm system and not from one private system to another; however, there are no public storm inlets in this area. Final acceptance and approval from City of Bloomington Utilities will be required prior to the issuance of any permits. A condition has been added.
- iv. There are no other prior approvals for this property.

**CONCLUSION:** The proposed site plan meets all of the requirements of the Unified Development Ordinance. The development of this property will provide a service to the community on land that has been vacant for many years. This project's detention pond and landscaping plantings will provide screening and protection to the karst feature and county land to the east. While this use at this scale is not an ideal complement to the nearby neighborhoods, this project will provide secure self-storage services on the east side of Bloomington, which is an area of town that currently has the least number of self-service storage options available. **RECOMMENDATION**: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve SP-22-24/USE2024-05-0051 with the following conditions:

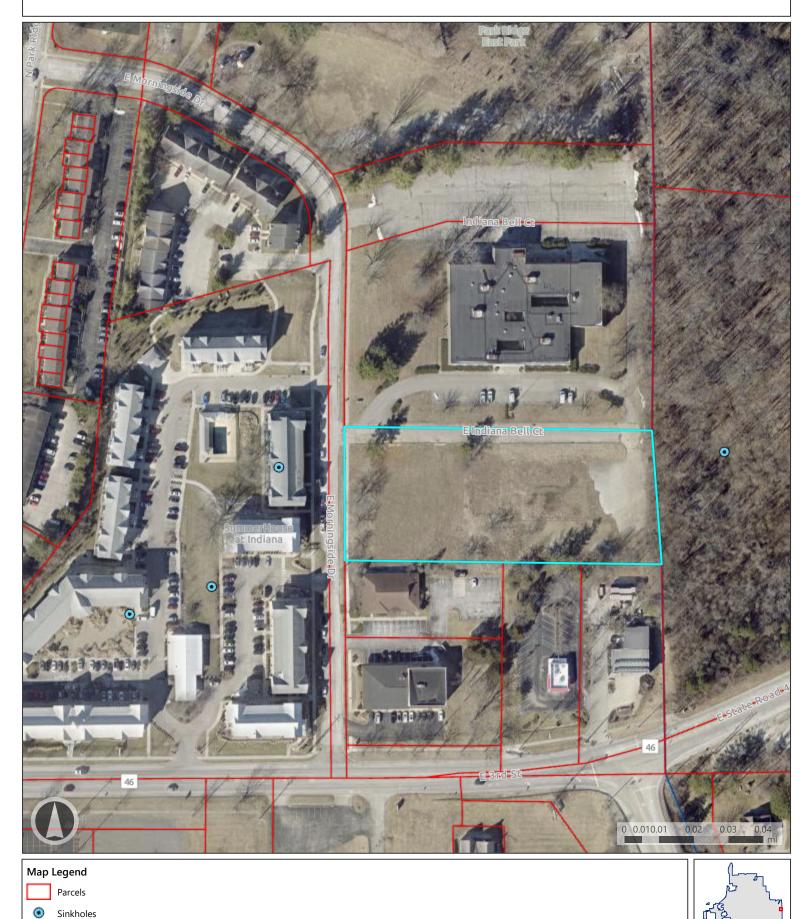
- 1. The petitioner must receive a grading permit before land disturbance occurs.
- 2. A lighting and photometric plan must be submitted and approved before issuance of the grading permit.
- 3. This site plan review does not approve signage. The petitioner will need to apply for sign permits.
- 4. Applicant will install transit facilities as determined by the Bloomington Public Transportation Corporation. If transit facilities are desired by the Bloomington Public Transportation Corporation, proposed facilities within the public right-of-way will require approval by the City Board of Public Works.
- 5. The applicant shall provide proof of shared access easement for private drive (E Indiana Bell Ct) with the property to the north.
- 6. Applicant will sign an Acknowledgement of Encroachment Agreement with CBU for the construction and plantings that will occur in the sanitary easement.
- 7. Applicant must add the required covered bicycle parking.
- 8. Applicant shall provide water flow calculations demonstrating that storm water discharge into the karst feature to the East of this property shall not be increased over, or substantially reduced below its pre-development rate, before permits will be issued.
- 9. Applicant shall provide the following and receive approval from CBU for the proposed storm water system connection:
  - a. Written permission from the property owner to the north for the proposed project to connect to their storm system.
  - b. Proof that the original development plans for this area show that the original intent was to connect the individual parcels to a private storm system and not the public one.
  - c. Video inspection of the inside of all of the existing clay pipes to the north, showing their condition. If they are not in good condition, this connection would be disallowed by CBU.
  - d. Drainage calculations showing that the 8" and 10" pipes on the northern property have appropriate capacity in 100-year storm events. CBU's minimum allowable storm pipe size is 12".
  - e. If determined by CBU, then easements would need to be granted from the northern property owner to allow the proposed project and CBU to access their private storm pipe, in order to allow for maintenance to be conducted by either the proposed project or CBU if it was deemed necessary. Easement language should state that CBU can require maintenance to be conducted by the northern property owner.
  - f. If the applicant is unable to provide the private storm system information listed above, to the satisfaction of CBU, the applicant will be required to connect to public stormwater pipes.



Created: 4/19/2024 Map By:



## 4600 E Morningside Drive Aerial Map



BYNUM FANYO & ASSOCIATES, INC.

Architecture Civil Engineering Planning

May 6<sup>th</sup>, 2024

Katie Gandhi City of Bloomington Planning Department 401 N. Morton Street Bloomington, Indiana 47404

RE: Morningside Drive Self-Storage Final Plan Approval Petitioner's Statement

Katie Gandhi or To Whom It May Concern:

Our client, Tyler Curry, respectfully requests final plan approval for the referenced project and to be placed on the next Plan Commission agenda for the plan to be approved by the Plan Commission members.

#### **Project Narrative:**

4600 E Morningside Drive is a ~2.139-acre lot, zoned as 'Mixed Use Medium Scale.' We are proposing to develop on this parcel a climate controlled, drive-through self-storage facility which will consist of a single structure with three stories and an overall building footprint of 36,750 square feet (+/-).

The proposed facility blends traditional design elements with modern functionality for a timeless aesthetic. The low-slope roof is discreetly concealed behind a continuous parapet, creating a clean and uncluttered profile.

The west elevation and entry area receive special attention with a warm brick wainscot and accents, adding a touch of character and inviting warmth. The remaining portions of the elevations utilize a modern exterior insulation and finish system (EIFS) in a cohesive color palette and pattern, ensuring a cohesive look.

Further visual interest is achieved through strategic variations in height, carefully placed glazing, awnings, and recesses. This thoughtful layering creates a dynamic and visually engaging facade that transcends the typical self-storage facility.

After you have had a chance to review our petition, please feel free to contact us at any time with questions regarding our submission.

Sincerely, Bynum Fanyo & Associates, Inc.

Daniel Butler, P.E., Project Engineer

Copy: BFA File #402408

#### Feedback Received from Public about 4600 E Morningside Drive

#### 1. 5/8/2024 via <u>uReport</u>

Not sure how to lodge opposition but heard Curry is wanting to build self-storage at 4600 Morningside. Total waste of a valuable piece of property on a Greenway. That East/West Greenway should be places people want to bike and walk to, not a wasteful self storage area that will be all vehicular traffic. Not to mention it's in a residential neighborhood and there is not a traffic light there and it will be THREE stories of nothing but storage? We can do better, Bloomington. If the City can reject for any reason please do so. – Anonymous

#### 2. 5/8/2024 via <u>uReport</u>:

Hello. If there is a better way to provide input please let the neighborhood know but we learned that self-storage is going into Park Ridge East on Morningside. The industry is low-income predatory and operates on a model that intends for low engagement. This is the opposite for what should be at the intersection of a Greenway (Longview) and a major road (3rd). Surely there are more industrial locations for the city suited for such a business. It is not true commerce (which would be awesome in that area) but is "set it and forget it" investing. Ugly, wasteful, and most importantly the wrong choice for the location. Definitely build something, but something that people will regularly access and use. – Anonymous

#### 3. 5/12/2024 - via email

Hello,

I hope this email finds you well. I was hoping to lodge an opinion about Tyler Curry's proposed development on Morningside Drive. He wants to build a self-storage building right next to a park and a family neighborhood, which I find <u>completely inappropriate</u>. This is the same area where children play soccer, go sledding in the winter, and walk to the local ice cream shop. All of this would stop if Tyler Curry gets his way.

Ours is a safe, quiet neighborhood that should <u>not</u> have a self-storage facility placed in it. Such a facility would bring in issues of light pollution, antisocial behavior, traffic, and unreasonable levels of noise, to say the least. Please consider telling Tyler Curry <u>no</u>.

Thank you for considering my opinion.

Best wishes, S (<u>sarahjschmitt@gmail.com</u>)

4. 5/14/2024 – via email to David

#### Good afternoon,

I am a resident in the Park Ridge East neighborhood and it was recently brought to my attention that there is a proposed development by Tyler Curry to build a drive thru storage facility. I wish to let you know that I greatly oppose this idea and feel it would not be in the best interest of this neighborhood or its residents. There are plenty of locations for a storage center that would be more appropriate than a neighborhood. This is a residential area, not a place where we want business development. This area would be a great area for something that would directly benefit those that are living here, but this is not that. A specific concern that I have is that while I understand that the proposed operating hours are not 24/7, I find it very difficult to believe that will not end up happening as that is how the majority of these storage facilities operate. Regardless of the hours, the commercial traffic going into and through PRE will not be welcomed nor appropriate. Our neighborhood has already had to install calming measures along Morningside because of excessive speeds and reckless driving (passing stopped school buses nearly striking young children with their vehicles). More traffic in our neighborhood from people from all over the area is the last thing that we need. Please vote no on this proposal.

lan Sons, isons429@gmail.com

#### 5. 5/16/2024 - via email to me

#### Dear Katie,

I am lodging an opposing opinion about Tyler Curry's proposed development on Morningside Drive. He wants to build a self-storage building right next to a park and a family neighborhood, which our neighborhood association finds completely inappropriate. That lot is the same area where children play games, go sledding in the winter, and walk to the local ice cream shop. Ours is a safe, quiet neighborhood that should NOT have a self-storage facility built in it. Such a facility would bring in issues of light pollution, non-local traffic at all hours of the day and night, and numerous safety concerns, to say the least. Please tell Tyler Curry no.

A concerned resident, Kim Evans

#### 6. 5/16/2024 - via email to me

#### Dear Katie,

Our neighborhood (Park Ridge East) was delighted to recently have had Greenway improvements installed after years of advocacy to enhance aesthetics, walkability, safety, and the like. This planned development is at essentially the east "destination" point of what has been long planned as an east-west Bloomington bicycle and pedestrian corridor across the span of Bloomington. The Greenway constitutes an important part of the July 8, 2019, Bloomington Transportation Plan's Priority Bicycle Facilities Network featured in Plan Figure 21. This route should connect residents with places they frequent (where they live, play, eat, and work), not where they store their stuff. A storage facility is inherently designed for vehicular

use, and more realistically is designed for no use at all. As similarly outlined in the 2035 Long Range Transportation Plan, "One of the most important benefits of an alternative transportation and greenways system is to minimize the use of cars." Approval of this project directly contravenes stated Bloomington Planning goals.

Moreover, self-storage is often a predatory business model that exploits low-income individuals who lack space of their own and a model that feeds into an anti-environmental and otherwise largely unethical model of American consumerism (e.g. <u>https://jerseydigs.com/dark-side-self-storage-meth-labs-poverty-homelessness/</u>). In Bloomington, I acknowledge a few such facilities may be useful due to the transitory nature of being a college community. But: 1) this location is a horrible location for such a business that should be used for worthier Bloomington goals, and 2) the industry increasingly needs to be monitored for saturation. Self-storage due to a number of market reasons has been recently seen as a superior real estate investment opportunity, especially post-pandemic when realities of eviction became easier in the context of storage than in housing with the introduction of new tenancy protections, so heavy institutional pivoting into this traditionally independent "ma and pop" business sector has been occurring. Many pro-active communities around the nation are paying attention to this concerning trend and have been taking steps including but not limited to bans on self-storage in order to preserve space for superior uses: (e.g. Providence

- <u>https://www.providencejournal.com/story/news/local/2023/07/21/new-self-storage-facilities-banned-in-providence-to-make-room-for-housing/70443364007/</u>). Should this business inevitably fold, or alternatively push older such facilities in town out of business, (whether that be 2 years from now or even a fully-depreciated commercial building life of 39 years), self storage can be even worse than "big box" stores in leaving behind structures not well-suited for alternative repurposing.

This project fails to comport to the bright and vibrant future Bloomington's Plan Commission should be promoting. It neglects community utility in its pursuit of investor profits. Please explore all available lawful options to say no to this project and instead ensure our limited land resources are utilized appropriately in concert with City goals.

Best regards,

Eric A. Sader, JD, MSW, LSW

Lecturer of Business Law & Ethics, Kelley School of Business

Former Bloomington Assistant Director of Housing & Neighborhood Development

#### 7. 5/16/2024 – via email to me

Please pass along our families request to not have this building developed in this space. I'm sure you've been overwhelmed with PRENA residents expressing their frustration with this development and would like to join that chorus.

Best, Mark D. Miller

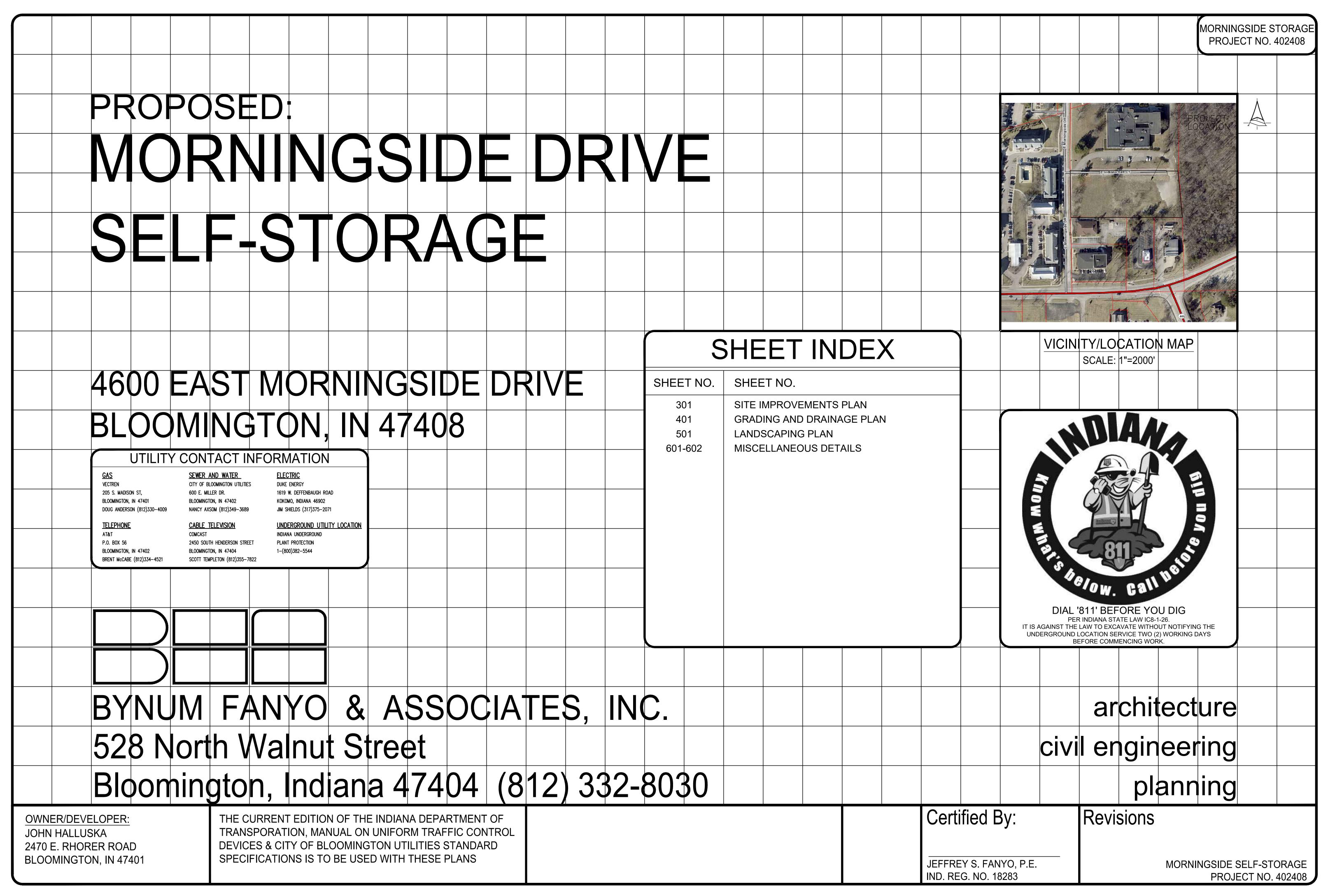
#### 8. 5/19/2024 – via email to Jackie and David

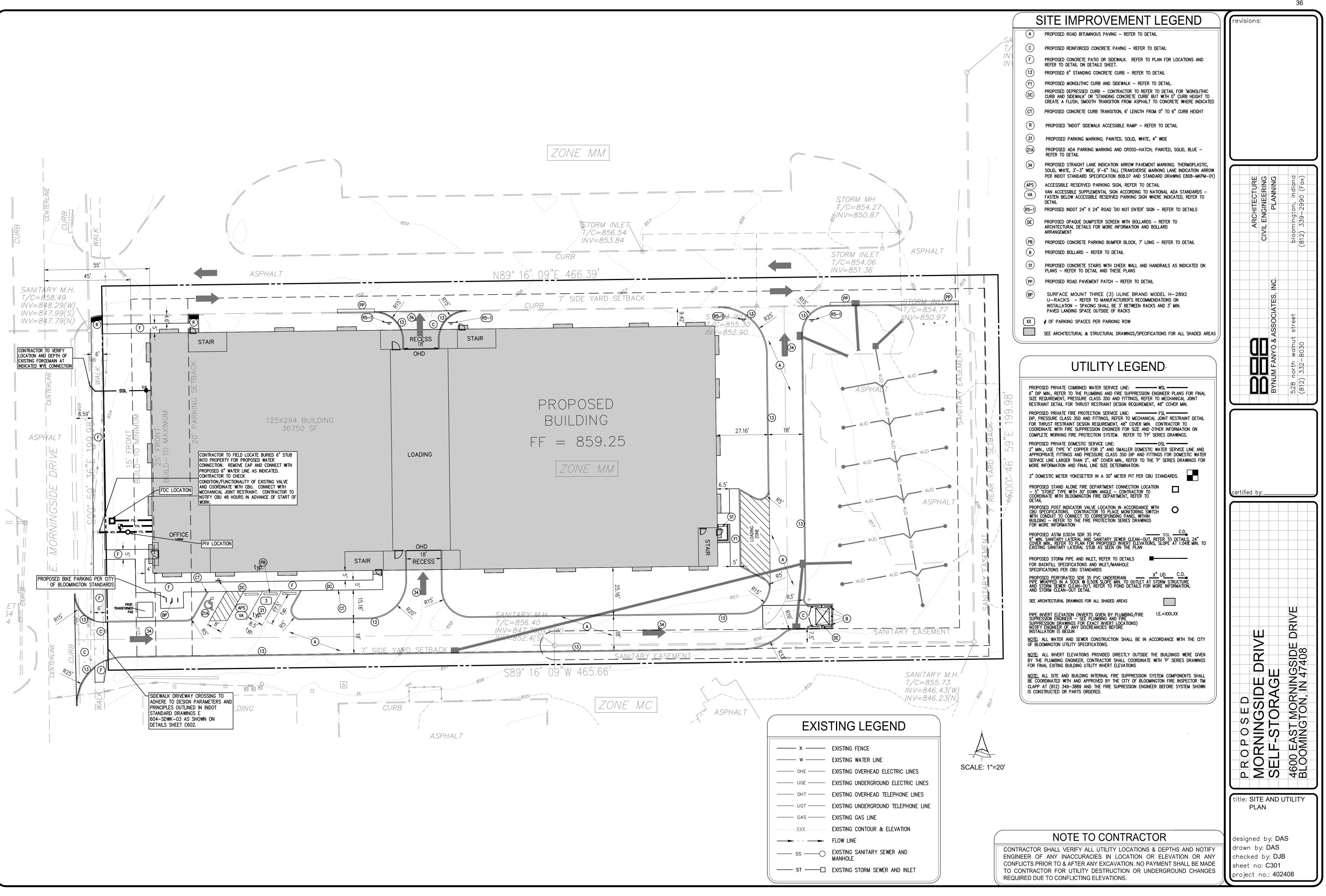
Mr. Hittle and Ms. Scanlan - I am a resident of the Park Ridge East neighborhood. I strongly oppose Tyler Curry's proposed development on Morningside Drive.

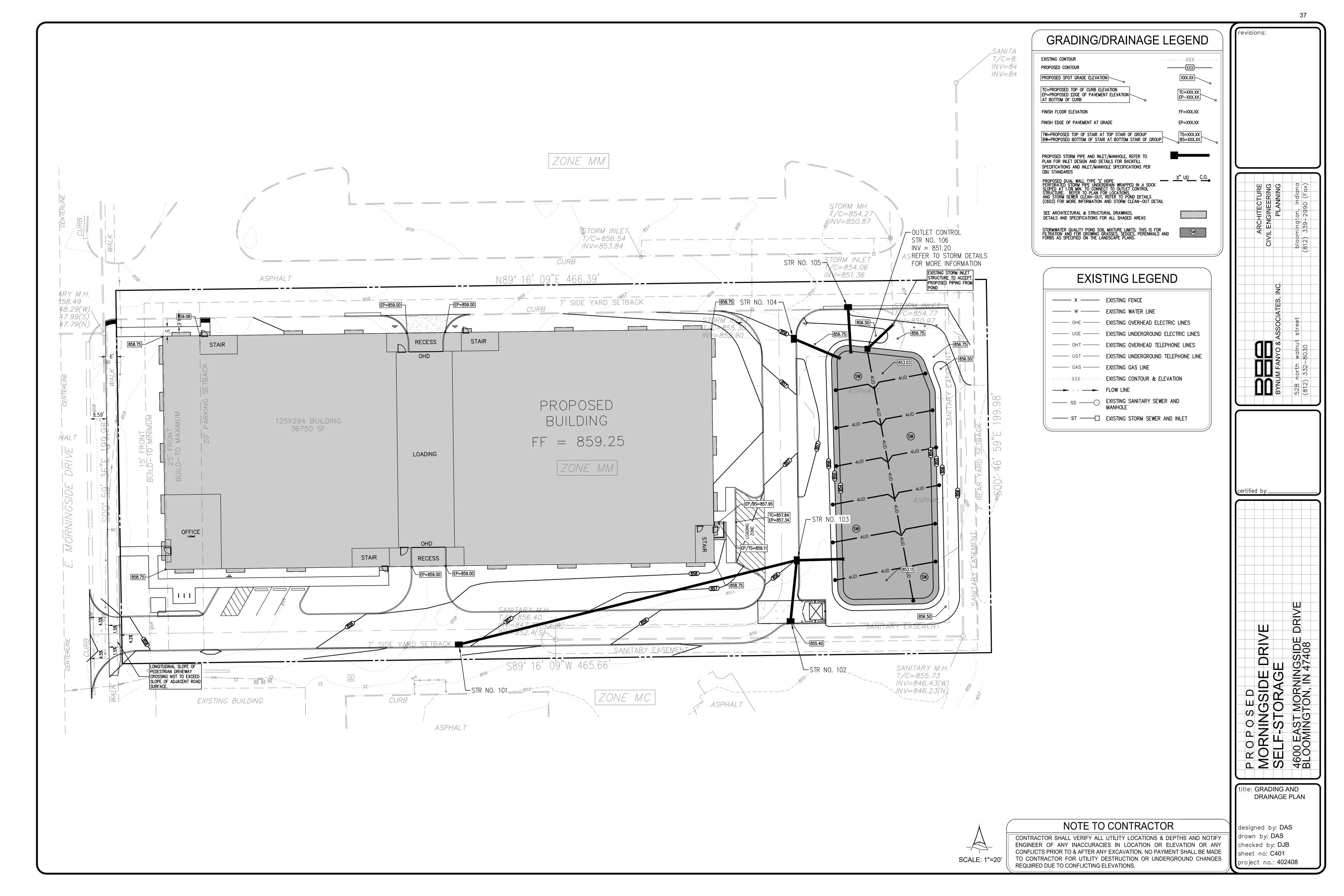
He wants to build a self-storage building right next to a park and a family neighborhood, which is completely inappropriate. This is where children play games, go sledding in the winter, and walk to the local ice cream shop.

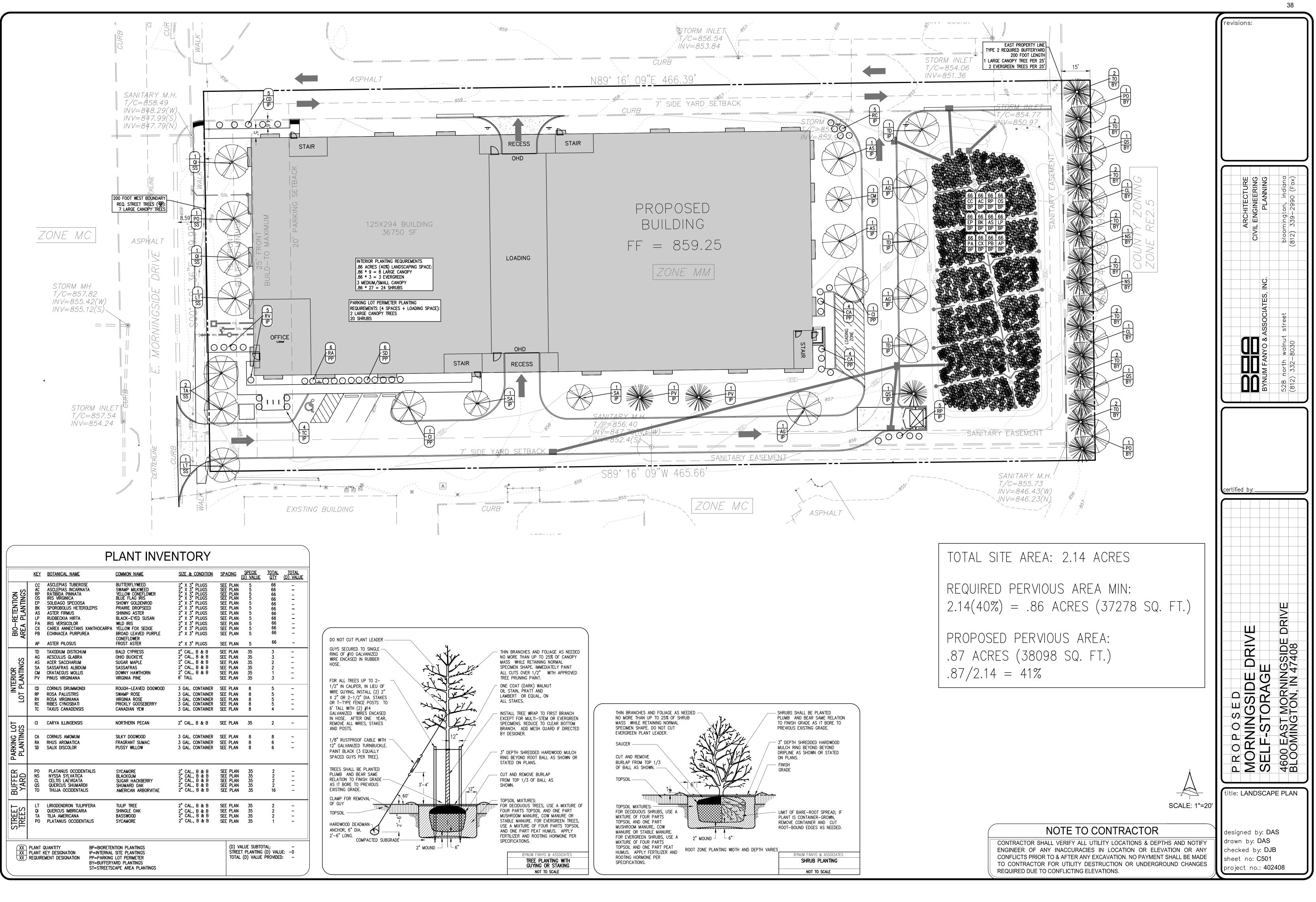
Tyler Curry's proposed facility would bring in issues of light pollution, non-local traffic, and numerous safety concerns -- it belongs in an industrial or less populated area, not in our backyards. Please tell Tyler Curry no.

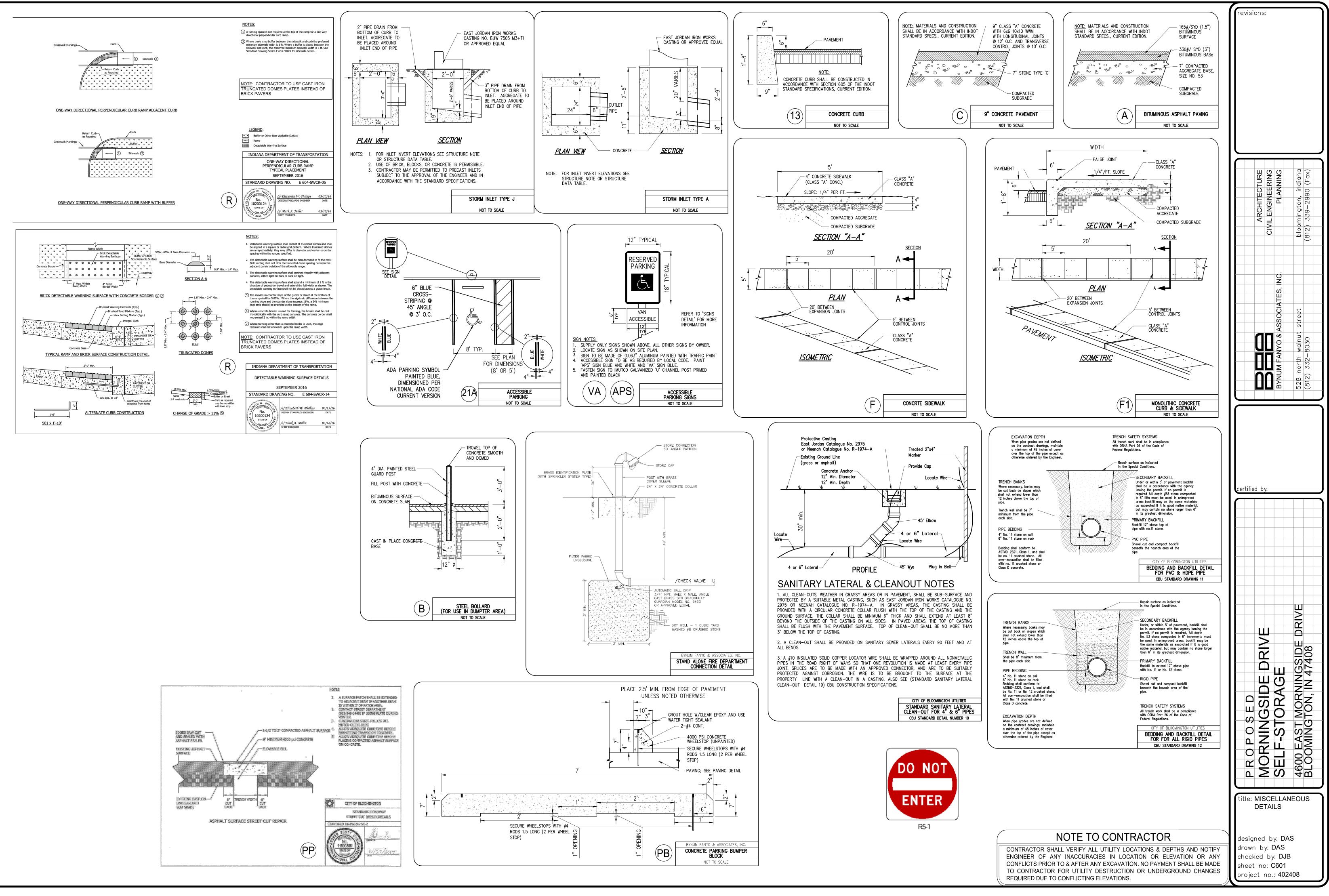
Thank you, Kelly Eskew 4521 E Wiltshire Ct

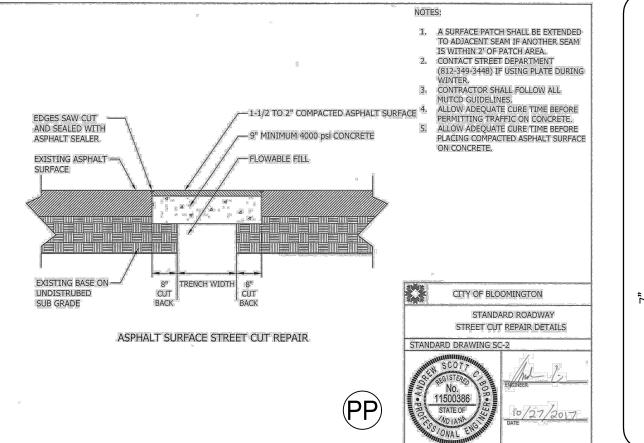


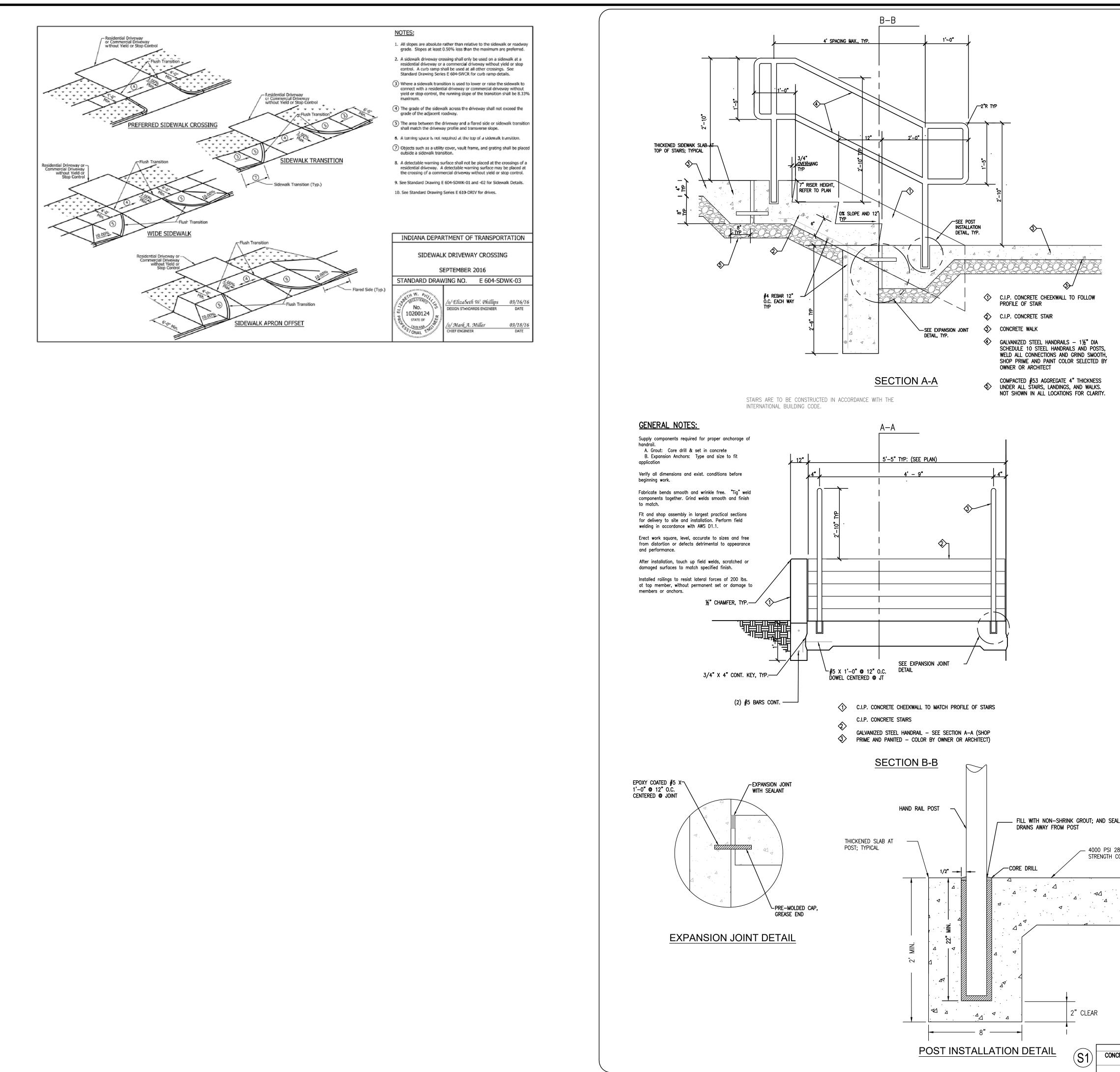




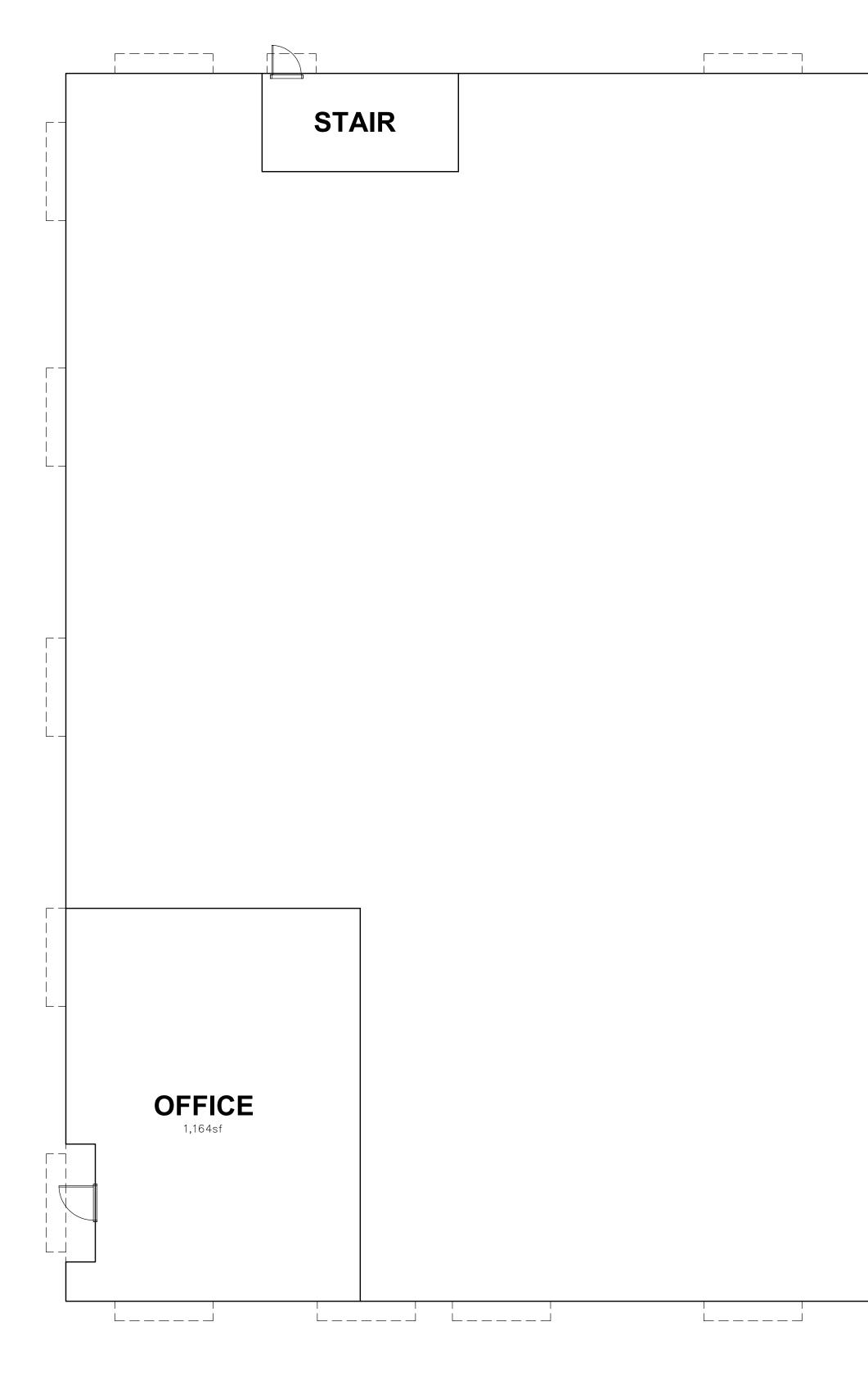


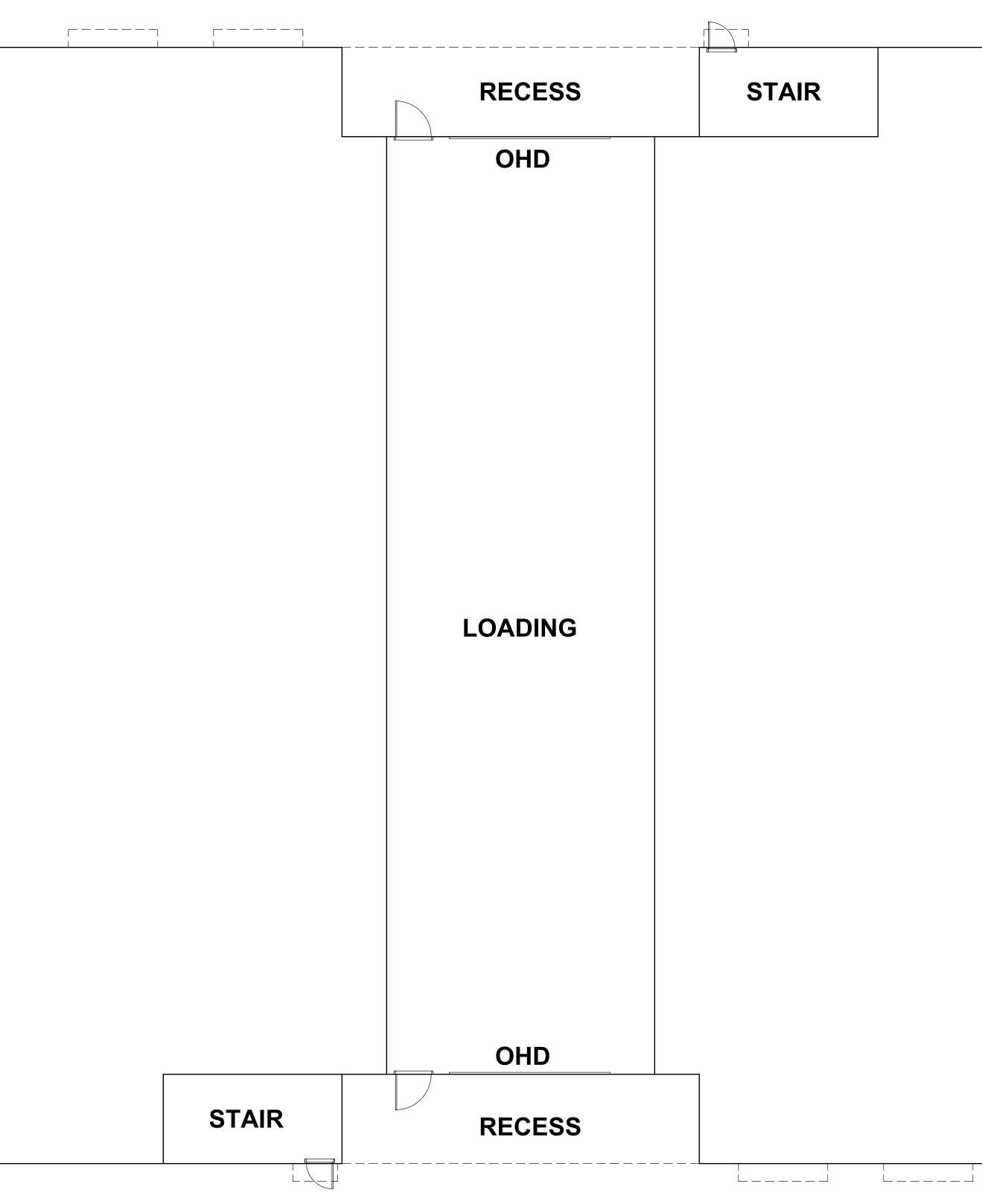




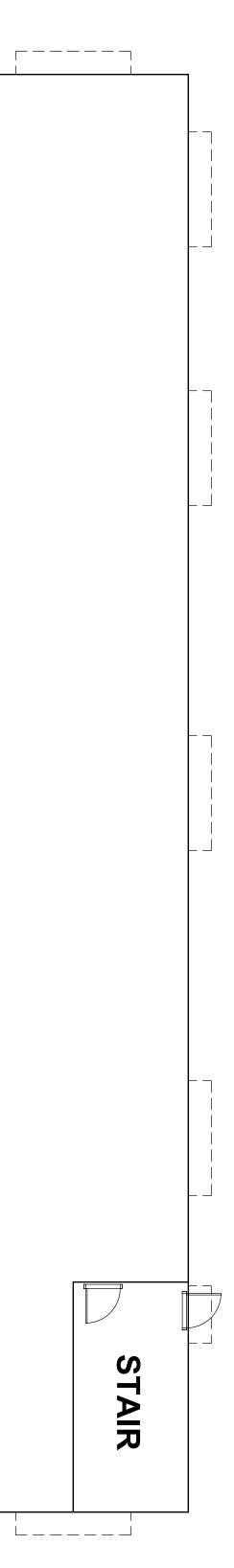


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April 15, 2024

Park Ridge East Neighborhood Association Jill Bond-President

Dear Neighborhood Association:

I am writing to ask that I be added to your May 5, 2024 meeting agenda. I am a local developer proposing to construct a climate-controlled, self-storage facility which will be a 'single building', 3-story structure at *4600 E Morningside Drive in Bloomington*. The overall footprint of the building will be 36,750 (+/-) square feet.

As part of the application process, I am required to discuss this proposed development with the Park Ridge East Neighborhood. The site is ~2.139 acres and is currently zoned MM which is 'Mixed Use Medium Scale' and allows for self-storage development.

I appreciate your consideration.

Tyler Curry 812-327-4141

## SUMMARY

May 5, 2024 3:00 pm

Park Ridge East Neighborhood Association

RE: Morningside Drive Self-Storage Development

The meeting was attended by 8 people and took place at the shelter house located next to the park on Morningside Drive. I have provided a sign in sheet as part of this summary.

I started out by introducing myself and talking about the proposed self-storage facility. I had 3 poster boards that I used as a reference. These posterboards are attached to this summary.

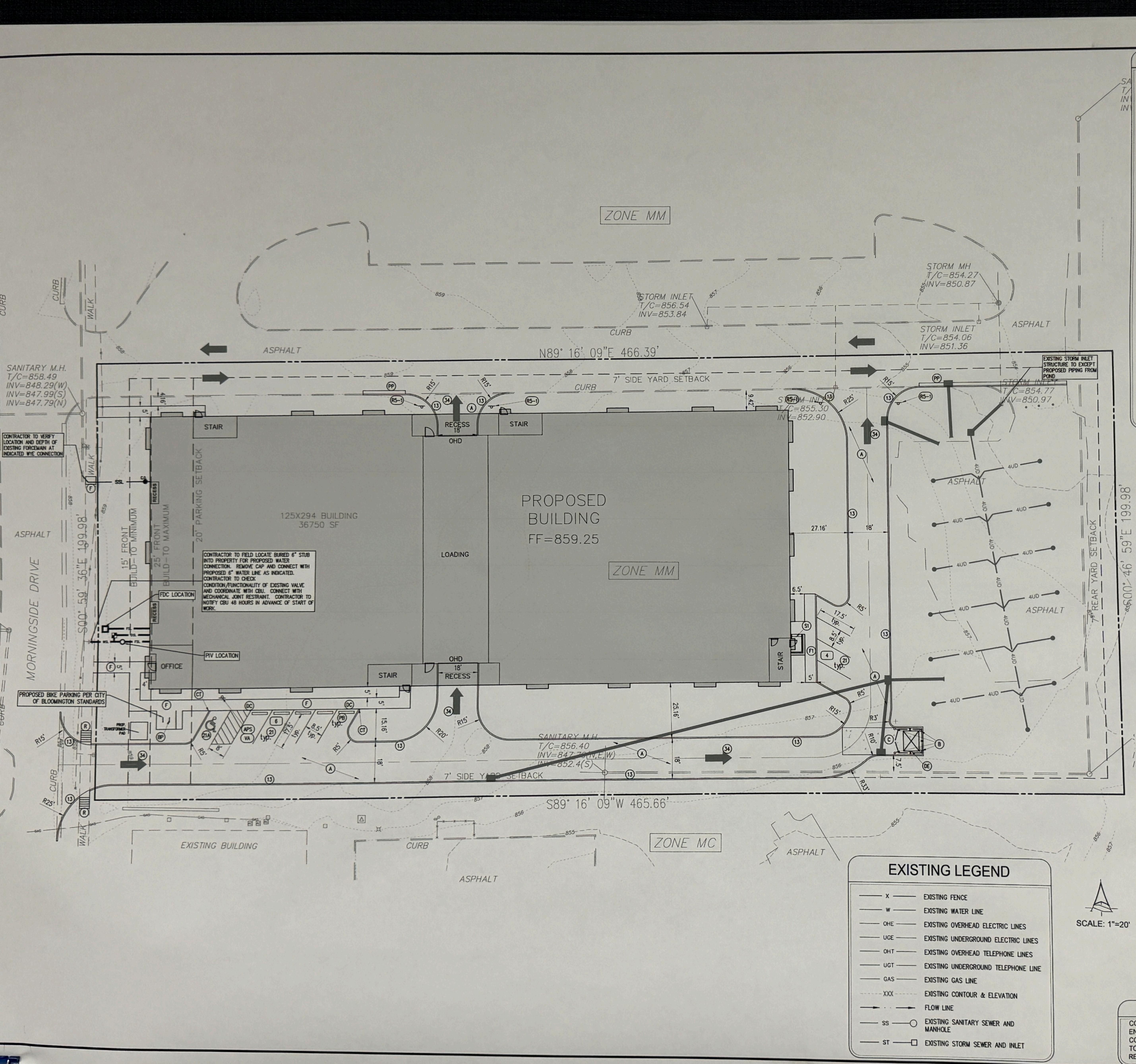
Items discussed:

- 1) Zoning
- 2) Hours of operation; 6:00 a.m. to 10:00 pm
- 3) Building size and height
- 4) Access to the facility
- 5) Interior lighting is visible from the street and on 24 hours.
- 6) Traffic and number of employees
- 7) Impact on the neighborhood and property values
- 8) Security
- 9) They asked about me being a good neighbor and contributing to their (PRENA's) events.
- 10) Upkeep of exterior maintenance and mowing
- 11) Feasibility study

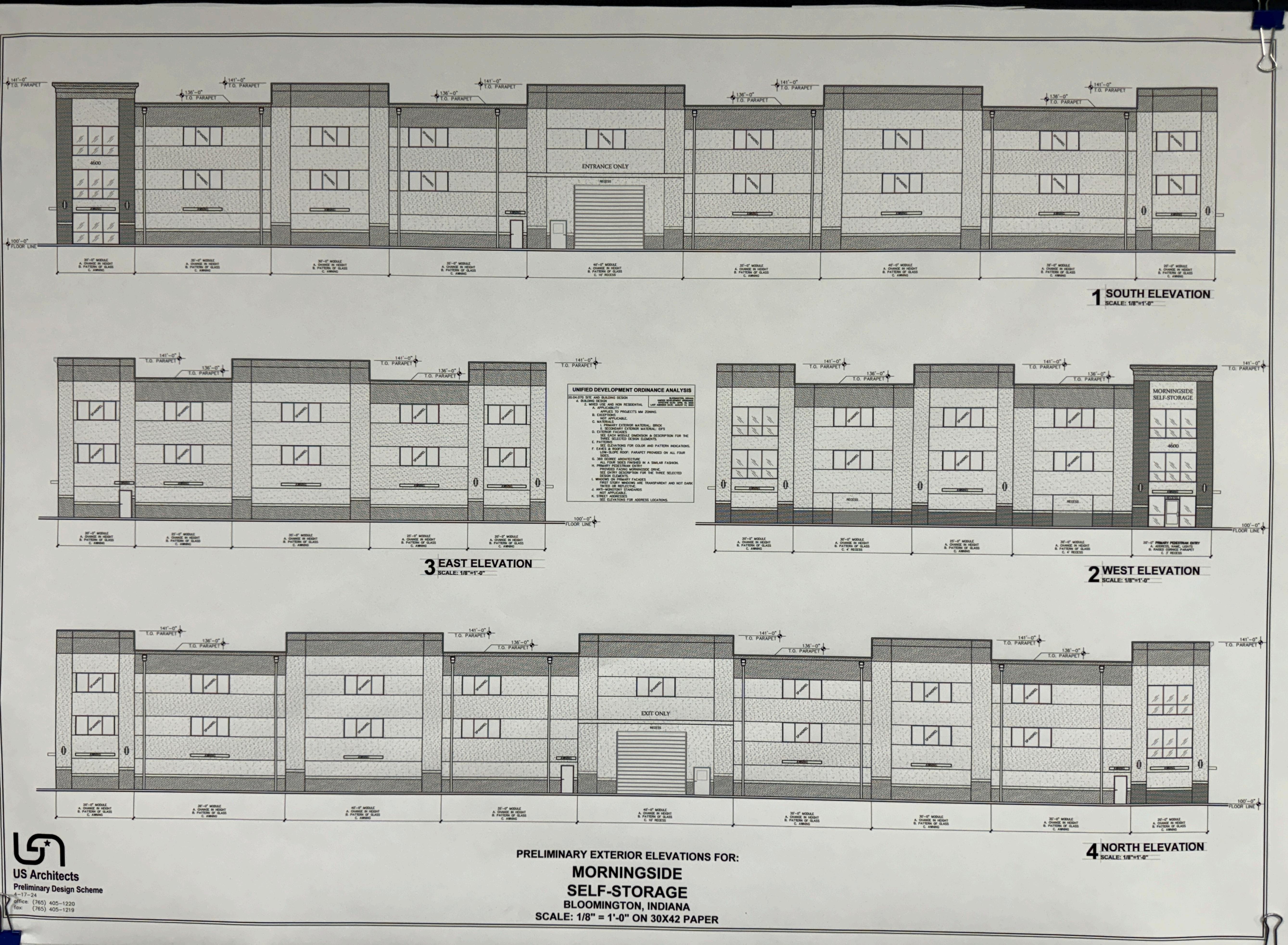
I answered all of their questions and walked away feeling good about having their support. Nobody in that was in attendance objected. I mentioned the Plan Commission hearing date of June 10<sup>th</sup> and told them they can come speak and voice any other questions or concerns at that meeting. The meeting lasted about 45 minutes.

Tyler Curry

45 05-05-24 P.R.E.N.A. Attendances (for Tyke Cuppy) Proposal) - MORNingside Drive-Maryanne Donsey THER CURRY phile Voder Barbara Backler Jul Jolliff Brianna Alexander Christine Davenport Greg Davenport



REFER TO DETAIL ON DETAILS SHEET.         3)       PROPOSED 6" STANDING CONCRETE CURB - REFER TO DETAIL         1)       PROPOSED MONOLITHIC CURB AND SIDEWALK - REFER TO DETAIL         10)       PROPOSED DEPRESSED CURB - CONTRACTOR TO REFER TO DETAIL FOR MONOLITHIC         11)       PROPOSED DEPRESSED CURB - CONTRACTOR TO REFER TO DETAIL FOR MONOLITHIC         12)       CIRB AND SIDEWALK OR 'STANDING CONCRETE CURB' BLICHT TO CREATE A FLUSH, SMOOTH TRANSITION FROM ASPHALT TO CONCRETE WHERE INDICATED         12)       PROPOSED CONCRETE CURB TRANSITION, 6' LENGTH FROM 0" TO 6" CURB HEIGHT         13)       PROPOSED TINDOT' SIDEWALK ACCESSIBLE RAMP - REFER TO DETAIL         14)       PROPOSED PARKING MARKING; PAINTED, SOLD, WHITE, 4" WIDE         15)       PROPOSED ADA PARKING MARKING AND CROSS-HATCH; PAINTED, SOLD, BLUE - REFER TO DETAIL         16)       PROPOSED ADA PARKING MARKING AND CROSS-HATCH; PAINTED, SOLD, BLUE - REFER TO DETAIL         16)       PROPOSED STRAIGHT LANE INDICATION ARROW PAVEMENT MARKING; THERMOPLASTIC, SOLD, WHITE, 3'-3' WIDE, 9'-6'' TALL (TRANSVERSE MARKING LANE INDICATION ARROW PER INDICATION SPECIFICATION 808.07 AND STANDARD DRAWING EB08-MKPM-01)						
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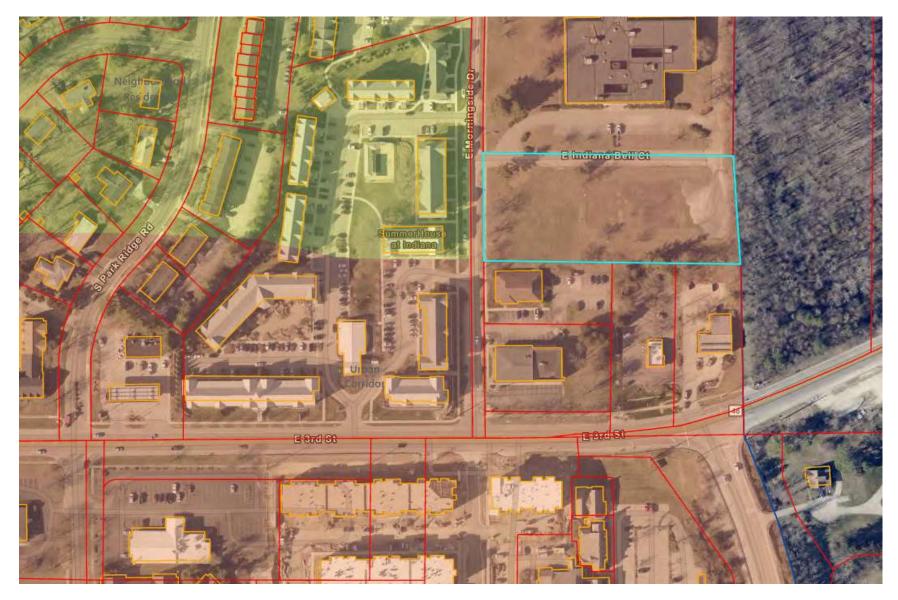
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Future Land Use Map (from the City of Bloomington Comprehensive Plan)



