CITY OF BLOOMINGTON

PLAN COMMISSION

November 4, 2019 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL

CITY OF BLOOMINGTON
PLAN COMMISSION
November 4, 2019 at 5:30 p.m. **❖City Council Chambers – Room #115**

ROLL CALL

MINUTES TO BE APPROVED: September 17th & 23rd UDO minutes

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

CONSENT AGENDA:

SP-35-19 **Elliot R. Lewis**
650 N. College Ave.
Request: Site plan approval to allow the construction of a multi-family building for 33 dwelling units.
Case Manager: Eric Greulich

PETITIONS:

SP-23-19 **City of Bloomington**
105 & 111 W. 4th St., and 222 S. Walnut St.
Request: Site plan approval for a new parking garage with waivers in the Commercial Downtown (CD) zoning district.
Case Manager: Jackie Scanlan

SP/UV-32-19 **Rimrock Companies**
1901 W. 3rd St. & 307 S. Cory Ln.
Request: Site plan approval and use variance recommendations to the Board of Zoning Appeals for larger units in the "mini-warehouse facility" use in the Commercial Arterial (CA) zoning district.
Case Manager: Jackie Scanlan

PUD-34-19 **Curry Urban Properties**
NW Corner of Longview Ave. & Pete Ellis Dr.
Request: PUD district ordinance and final plan approval to rezone 3.2 acres to PUD.
Case Manager: Jackie Scanlan

Auxiliary aids for people with disabilities are available upon request with adequate notice.
Please call 812-349-3429 or e-mail human.rights@bloomington.in.gov.

BLOOMINGTON PLAN COMMISSION **CASE #: SP-35-19**
STAFF REPORT **DATE: November 4, 2019**
Location: 650 N. College Avenue

PETITIONER: Elliot R. Lewis
601 N College Ave., Bloomington

CONSULTANTS: Studio 3 Design Inc.
8604 Allisonville Rd., Indianapolis

Smith Brehob and Associates, Inc.
453 S. Clarizz Blvd., Bloomington

REQUEST: The petitioner is requesting site plan approval for a three-story multifamily residential building.

BACKGROUND:

Area:	0.38 acres
Current Zoning:	CD – Downtown Gateway Overlay
Comp Plan Designation:	Downtown
Existing Land Use:	Commercial/Surface Parking Lot
Proposed Land Use:	Multi-family residences
Surrounding Uses:	North – Multi-family residential
	West – Multi-family residential
	East – Business/Professional Office
	South – Single/Multi-family residential

REPORT: The 16,566 sq. ft. property is located at the southeast corner of N. College Ave. and W. 11th St. and is zoned Commercial Downtown (CD), within the Downtown Gateway Overlay (DGO) district. Surrounding land uses include multi-family residences to the north and west, a business/professional office for Amethyst House to the east, and single and multi-family residences to the south. The property has been developed with a one-story retail business and surface parking lot. There are 12' wide platted alleys along the south and east sides of the property.

The petitioner proposes to remove the current structure and parking area to construct a 3-story structure. There will be 15 studio units, 15 one-bedroom units, and 3 three-bedroom units for a total of 33 units and 39 bedrooms. Parking will be provided on-site through a mix of 16 vehicular spaces on the interior of the building and 5 parking spaces in garage spaces accessed from the south side of the building for a total of 21 on-site parking spaces. There is also on-street parking along the east side of College Ave. along this property frontage. The petitioner is requesting to utilize the Level One Green Development Incentives for this project to allow for a 25% increase in density. There is currently a drivecut on both the 11th Street and College Avenue frontages that will be removed. The adjacent alleys will be utilized to access the parking areas. New sidewalks, street trees, and street lights will be installed along the property frontages as required. No ground floor nonresidential use is required in this section of the Downtown Gateway Overlay.

Plan Commission Site Plan Review: Two aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.300. Those aspects are as follows:

The Plan Commission shall review:

- Any proposal adjacent to a residential use.
- Any proposal that does not comply with the development standards set forth in the Downtown Gateway Overlay District.
    - Three aspects of the project do not meet DGO standards:
        - The first aspect is the DGO limits density to 20 units per acre and the petitioner is proposing 25.66 units per acre.
        - The second aspect is that the DGO restricts buildings to a maximum height of 30'. The proposed building has portions that reach a height of 45'.
        - The third aspect is the DGO requires that buildings over 35' in height step back the portions of a building over 25' in height a minimum of 15'.

SITE PLAN ISSUES:

Residential Density: The maximum residential density in the DGO is 20 units per acre. The petition site is 0.38 acres and would be allowed 7.6 DUEs. The petitioner is requesting to utilize the Level One Green Development Incentives to allow a 25% increase in density which would allow 9.5 DUEs. The petitioner is proposing 9.75 DUEs which still exceeds the allowable number of units by 0.25, even with the Level One Green Development Incentives.

> **Density 20.03.330(a)(1):** An approval of deviation is required to allow the proposed density. The DGO limits density to 20 units per acre. The petitioner is requesting a density of 25.66 units per acre which exceeds the 25 units per acre allowed if the Level One Green Development Incentives are approved. Even with the increased density, the petitioner is able to meet the parking requirements for the project. The department believes that the slight increase in proposed density is negligible and is appropriate.

Non-Residential Uses on the First Floor: No ground floor nonresidential use is required in this section of the Downtown Gateway Overlay district. The proposed project is completely residential and is a permitted use.

Green Development Incentives: With this project the petitioner is requesting to utilize the Level One Green Development Incentives. It is up to the Plan Commission to approve the utilization of these incentives. They are proposing to recycle at least 50% of the existing construction/demolition debris, purchase at least 10% of the building materials within 500 miles of the project site, use permeable pavers for at least 50% of the interior parking and drive aisles, provide 100% of the required bicycle parking as covered and/or long-term storage, and are located within ¼ mile of a Bloomington Transit stop. In addition to those, they are providing additional bicycle parking beyond the minimum required, are providing 1,000 square feet of a green roof, capturing stormwater runoff from the roof to irrigate the green roof, providing on-site recycling, using a white reflective roof to minimize heat dispersion, and utilizing only native species for all landscaping. The Department believes that petitioner should be granted approval of the Green Development Incentives for this project.

Height: The maximum height in the DGO is 30'. The maximum proposed height of the new structure is 45' at the southeast corner of the building. The building is 37' tall along the 11th Street frontage. There is approximately 12' of elevation change across this property which makes it

difficult to design a three-story building across the site and stay within the height limit of the district. The petitioner addresses the difficulties in designing a three-story building in their petitioner statement.

> **20.03.330(b)(2) Height:** An approval of deviation is required in order to allow the proposed 45' tall building. As mentioned, there is 12' of grade change along this property. The Comprehensive Plan and the UDO intended for three-story structures to be constructed within this overlay district. The petitioner has designed a three-story building for this property, with a 4-story portion of the south side of the building featuring parking below the building. The proposed new UDO outlines a design standard of 3 stories with a maximum height of 40', which this project complies with using the proposed definition for measuring height in the draft UDO. In addition, the petitioner has met the building height stepdown requirement for constructing next to a historic structure, so this would not have a negative impact on the adjacent historic structure to the south. Both properties to the north have been developed with three-story structures that range in height from 40' to 47' tall, so the proposed height of this building would not be out of character with adjacent buildings. The Department believes the increase in height for this building is appropriate.

Parking: For residential uses, no parking is required for bedrooms 0-10, 0.5 parking spaces are required for bedrooms 11-20, and for any bedrooms above 20, 0.8 parking spaces are required. Based on the 39 bedrooms with this project, there are 20 vehicular parking spaces required and the petitioner is proposing 21. The proposal will meet the minimum parking requirements.

Access: There will be a drivecut removed from each street frontage with this project. Access to the parking areas will be achieved through the adjacent platted alleys. The existing drivecuts will be replaced with tree plots and sidewalks.

Bicycle Parking/Alternative Transportation: Based on the 39 bedrooms, there are 7 bicycle parking spaces required. The petitioner is proposing 16 bicycle parking spaces. Four bicycle spaces along the perimeter of the building along 11th and College, 4 covered spaces within the interior courtyard, and 8 covered and secured spaces within the interior of the building. This petition exceeds the minimum number of bicycle parking spaces required.

Architecture/Materials: The primary building materials on the structure include brick, glass, and cement board siding.

The DGO requires a void-to-solid percentage of 40% for the ground floor and 20% for the upper floor. Due to the change in grade along the College Avenue frontage there will be sections of exterior that are a solid wall. The petitioner has shown art work along this section to improve the view of the blank wall.

> **20.03.340 Void-to-Solid Ratio:** An approval of deviation from the minimum required void-to-solid ratio is required for a portion of the façade along College Avenue. The DGO requires a minimum of 40% of void-to-solid along the first floor. Due to the change in grade along College Avenue and the lack of any residences or improvements behind a portion of a proposed blank wall, the building will not be able to meet the void-to-solid ratio along a portion of College Avenue. Due to the small section of wall that prevents this façade from meeting the requirement and the incorporation of artwork in this area, the Department believes the design is appropriate.

The proposal meets all other architecture requirements.

Streetscape: Street trees, new sidewalk segments, and street lights will be required along both 11th Street and College Avenue. These have been shown on the site plan.

Landscaping: With this petition, there would be new landscaping required to be installed on the site. A landscape plan that, including required street trees, has been submitted. Some revisions to the plan need to be made prior to issuance of a grading permit. In addition, the petitioner has committed to using native species for all landscaping.

Impervious Surface Coverage: The DGO allows for 75% impervious surface coverage. The proposed project meets this through the use of permeable pavers and landscaped areas.

CRITERIA AND FINDINGS FOR SITE PLANS

20.09.120 (e)(9) The staff or plan commission, whichever is reviewing the site plan, shall make written findings concerning each decision to approve or disapprove a site plan.

(A) **Findings of Fact.** A site plan shall be approved by the Plan Commission only upon making written findings that the site plan:

(i) Is consistent with the Comprehensive Plan;

Proposed Findings:

- The site is in the "Downtown" area of the Comprehensive Plan's Land Use Map.
- A mix of office, commercial, civic, high-density residential and cultural uses are recommended for the downtown.
- Help meet current and projected regional housing needs of all economic and demographic groups by increasing Bloomington's housing supply with infill development, reuse of non-residential developed land, and developments on vacant land if it is at least partially surrounded by existing development.
- Encourage redevelopment that complements and does not detract from the Downtown's historic, main-street character (Goal 4.1).
- This petition accomplishes the above goals by redeveloping an underutilized property with a new multi-family residential project that features a wide range of green development features. The proposed building has unique architecture that contributes to the diversity of buildings within the downtown. The incorporation of a diverse housing mix also accomplished many goals of the Comprehensive Plan to provide a diverse housing mix for the community.

(ii) Satisfies the requirements of Chapter 20.02, Zoning Districts;

The UDO includes an intent for the CD district and guidance for the Plan Commission in 20.02.370. The following items address those intent and guidance statements.

Proposed Findings:

- The project does serve to protect and enhance the central business district by adding infill residential development.
- The project does provide high density development with residential dwelling uses.

- The project does incorporate some pedestrian-oriented design through an existing first-floor window design and massing and does accommodate alternative means of transportation by providing bicycle parking beyond the UDO minimums.
- The project does intensify the use of under-utilized properties by developing a surface level parking lot with residential space.
- The incorporation of the proposed green development aspects helps decrease possible negative environmental impacts.

(iii) Satisfies the requirements of Chapter 20.05, Development Standards;

Proposed Findings:

- The project meets all applicable development requirements of Chapter 5.

(iv) Satisfies the requirements of Chapter 20.07, Design Standards; and

Proposed Findings:

- Not applicable as the property is not being subdivided.

(v) Satisfies any other applicable provisions of the Unified Development Ordinance.

Per 20.03.310, the Plan Commission shall approve a site plan that meets all of the standards of 20.03.330, 20.03.340, and 20.09.120.

- The petition meets all of the standards of 20.03.330, 20.03.340, and 20.09.350 with the listed exceptions:
  - Void-to-solid percentage
  - Building Height Stepback
  - Density
  - Height

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

1.) The Petitioner shall revise the Landscape Plan to meet the minimum standards of the UDO and provide additional details regarding construction of the rain garden.

Staff Response: The Department will review this to insure compliance prior to issuance of a grading permit.

2.) The petitioner should allocate space for recyclable materials collection.

Staff Response: The petitioner has committed to providing on-site recycling. This will be insured with the building permit review.

3.) The Petitioner should reconstruct the two alleys using “green alleys” practices

Staff Response: Although not required, the Department will review incorporating this comment with the grading permit review.

4.) The Petitioner should apply green building and site design practices, which provide the public benefit of fighting climate change.

Staff Response: The petitioner has included a high level of green development practices with this project.

CONCLUSION: This petition meets the DGO Development Standards with the following exceptions: void-to-solid percentage, density, height, and building stepback. As discussed in those individual sections, the proposed deviations are minor and still allow for a three-story building that matches surrounding building heights and respects the stepdown that is required adjacent to a historic structure. The petitioner is meeting all of their on-site parking requirements as well. The incorporation of the additional green development features also adds a significant benefit to this project. In addition, the petitioner is committing to setting aside a portion of units within the building to be used for workforce housing. It also includes various positive aspects related to larger City goals including compatible infill, compact urban form, the addition of housing stock, and innovative design.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve the site plan with the following conditions:

1. A completed green building worksheet must be approved prior to issuance of a grading permit.
2. The petitioner shall provide on-site recycling as committed to in their petitioner statement.

City of Bloomington
Environmental Commission

draft MEMORANDUM

Date: November 4, 2019

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: SP-35-19, The Bailey
650 N. College Ave.

The purpose of this memo is to convey the environmental concerns and recommendations provided by the City of Bloomington Environmental Commission (EC) with the hope that action will be taken to enhance the project's environment-enriching attributes.

1.) LANDSCAPE PLAN
The Landscape Plan needs revision and some explanation before it meets the Unified Development Ordinance (UDO) regulations, and can be approved. The Petitioner must have an approved Landscape Plan in place prior to the issuance of the required Grading Permit. Please include additional details regarding the rain garden slopes and plants.

2.) RECYCLABLE SPACE
The EC recommends that space be allocated for recyclable-materials collection, which will reduce the facility's carbon footprint and promote healthy indoor and outdoor environments. Recycling has been an important tradition in Bloomington for decades, and has many benefits in energy and resource conservation while contributing to Bloomington's environmental quality and sustainability, and is a community expectation for new structures.

3.) GREEN ALLEYS
The EC views the restoration of both alleys after construction is finished as a great opportunity to install "green alley" features. Green alleys add to the sustainability of an urban environment by improved drainage through pitching, grading, swales, and permeable pavement for water infiltration; use of reflective, high albedo pavement instead of asphalt; and installation of native pollinator-attracting vegetation. For additional details on green alleys, please see The Chicago Green Alley Handbook at https://nacto.org/wp-content/uploads/2015/04/green_alley_handbook_chicago.pdf.

4.) GREEN/ENVIRONMENT-ENHANCING BUILDING PRACTICES
The Petitioner is requesting the use of the Level 1 Green Building Incentives to increase density by 25%. The EC recommends that the Petitioner submit the Green Building Worksheet and the supporting materials required so the goals requirements can be verified. Such supporting materials shall include, but isn't limited to the following.

a. Information regarding how recycling and/or salvaging at least 50% of non-hazardous construction and demolition debris will be measured.

b. Proof that the building materials have been extracted, harvested, recovered, or manufactured within 500 miles of the project site for a minimum of 10% (based on cost) of the total materials value.

The Petitioner has committed to four simple green building practices to gain the density incentive, but the EC recommends that they commit to others as well. The Petitioner states in the Petitioner's Statement that they plan to follow minimum building code, and they are considering some additional practices without commitments. The EC recommends incorporating all of the green building practices available, including some specific ones listed below.

c. Reduce the Heat Island Effect: The roof material should have a *minimum* initial Solar Reflective Index (SRI) of 0.65, and an aged index of 0.55. *SRI* is a value that incorporates both solar reflectance and emittance in a single value to represent a material's temperature in the sun. SRI quantifies how hot a surface would get relative to standard black and standard white surfaces. It is calculated using equations based on previously measured values of solar reflectance and emittance as laid out in the American Society for Testing and Materials Standard E 1980. It is expressed as a fraction (0.0 to 1.0) or percentage (0% to 100%). This can be achieved by choosing a membrane that is not only white, but also embedded with reflective material. Please provide specific details regarding the type of white membrane roofing material you propose.

d. Solar Energy Generation: Install solar photovoltaic cells to reduce the use of greenhouse-gas emitting pollutants, which harm the environment and contribute to common health problems such as asthma. Using solar energy helps protect the user against volatile utility rates, adds value to the property, and supports the local economy. This building is ideal for photovoltaic (PV) solar panels because it has a flat roof. Solar power is now competitive with coal, especially considering the full-cost accounting price.

e. Building Envelope: The EC recommends that the building envelope be constructed with higher insulation values than the minimums in the building code. The HVAC system also should exceed standards for this type of structure.

EC RECOMMENDATIONS

1.) The Petitioner shall revise the Landscape Plan to meet the minimum standards of the UDO and provide additional details regarding construction of the rain garden.

2.) The Petitioner should provide space for residential recycling.

3.) The Petitioner should reconstruct the two alleys using "green alleys" practices.

4.) The Petitioner should apply green building and site design practices, which provide the public benefit of fighting climate change.

By: greulice
30 Oct 19

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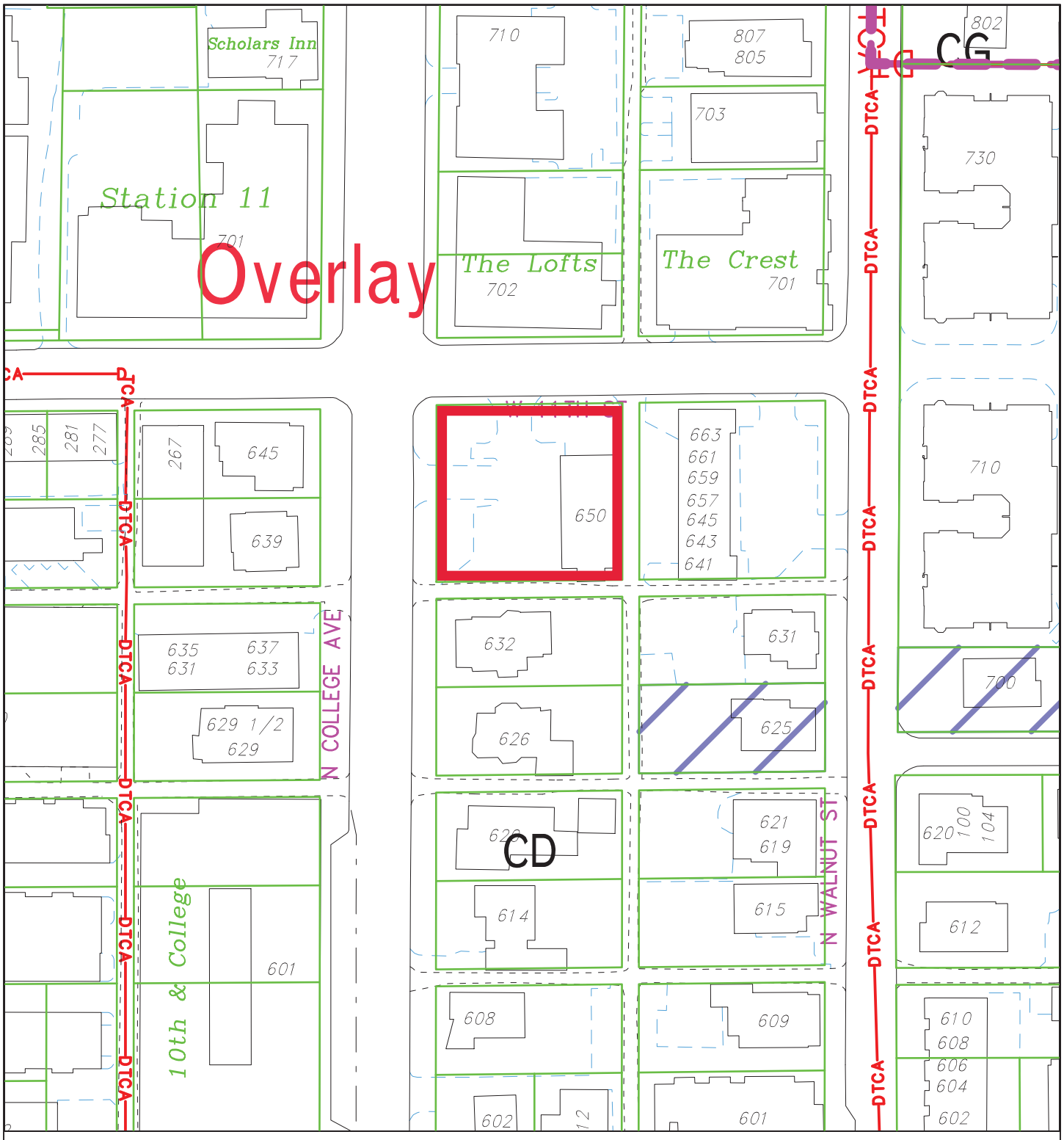
City of Bloomington
Planning & Transportation

Scale: 1" = 100'

For reference only; map information NOT warranted.



By: greulice
30 Oct 19

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City of Bloomington
Planning & Transportation

Scale: 1" = 100'

For reference only; map information NOT warranted.

STUDIO THREE DESIGN

September 30, 2019
Revised 10-21-2019

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

Attn: Mr. Eric Greulich

RE: The Bailey
650 N. College

PETITIONERS STATEMENT

Dear Eric;

Studio 3 Design is pleased to submit the attached apartment development, "The Bailey" for Plan Commission review. The following document outlines the project scope and addresses comments received to date regarding the project. Please take time to review and contact us with any additional questions.

The following petition is based on the current UDO.

Project Location

The project site is located at 650 N. College Ave, (SE) corner of intersection of 11th and College. The North side of the site fronts on 11th street (primary façade). College Street on the West side of the property (primary façade). The South and the East side of the property is bound by an east-west alley running from College to Walnut and a North South alley running from 11th St down to 10th Street.

650 N. College Ave.

Apartment Types	Count	Beds
Studio Apartment	15 Units	15 Beds
1 Bedroom Flat	15 Units	15 Beds
3 Bedroom Flats	03 Units	09 Beds
	33 Units	**39 Beds**

Property density:

Site: 125' x 132'= **.38 acres**
20 DUE's/acre = **7.6 DUE's allowed**

Studio .20 DUE x 15 = 3.00 DUEs
1 Bed . .25 DUE x 15 = 3.75 DUE's
3 Bed 1.00 DUE x 03= 3.0 DUE's

9.75 DUEs used.
Green incentives: (25% increase requested) 7.6 DUE's allowed x 1.25 = 9.50 DUE's

Request for use of Green Development Incentives:

We are requesting to use green incentives as outlined under the current UDO, Chapter 20.05.049 to achieve a **Level 1 Incentives for a 25% increase in density.** We will meet the following goals as part of our submittal:

Goal 1d: Recycling and/or salvaging of at least 50% of non-hazardous construction and demolition debris.
Goal 1e: Utilization of building materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 10% (based on cost) of the total materials value.
Goal 2a: Use of permeable pavement for 50% of all private driveways, pathways, and parking areas.
Goal 3b: Provision of 100% of the required bicycle parking spaces as either long term Class 1 bicycle parking facilities or covered, class II bicycle parking facilities or a combination of those two bicycle parking facility types.

Project Concept

The building has been developed as an urban infill project within the Downtown Gateway District. At 33 Units (30 of which are single bed units) it is the ideal scale for an urban infill project. The design is strongly focused toward the pedestrian with all curb cuts removed, parking accessed from alleys only and walk-up units provided along College and 11th street.
The building will be designed in a "C" shape with the open end facing the alley. The resulting central courtyard will be used for surface parking that is 100% screened from the 2 primary streets and only accessed from the alley.
The resulting design will eliminate multiple curb cuts along College and 11th street and provide for a continuous infill of a 2 to 3 story façade along the street in lieu of the current open parking lots.
The architecture is designed to provide interest and activity along the street frontage with the façade broken in 25' and 65' modules with up to 6' recesses at module transitions. Walk up units are provided off each of the primary facades with porches and balconies tucked into the building recesses. Primary entrances are provided on College Ave at the SW corner of the site and along 11th street at the NE end of the site. The building steps vertically at the South end to transition to the lower height of the neighboring historic structure. The corner of 11th and College is articulated with additional glazing and an illuminated translucent vertical band that rises and is capped at the roof line. The overall feel of the development is geared toward a modern flair in it's the use of materials and detailing. The 3 story scale of the building is broken down both in modulation on the street front where materials and wall plains step away from the typical rectangular box so often dropped into the downtown setting.

Parking Counts

Site "A" College and 11th Street

Required parking for non-residential	20 spaces
Parking provided	**21 spaces** (5) carports on lower level (14) carports and (2) open air spaces on street level

Setbacks For 650 N College

The Building is set per the current standards. Up to the build to line on College and 11th streets with a min. 5' setback along the side and rear alleys. At the SW corner of the site (along the alley), the building sets back from the property line to align with the front of the neighboring historic buildings to the South. See Historic building section below.

Green Incentives allow for the side and rear setbacks to be reduced by up to 25%. The project is not using these allowed reductions as part of the submittal. A min. of 5' setback is provided with the East facade exceeding that setback requirement.

Streetscape

A simple rhythm of trees in a wide (13') landscape plot along College Ave. The setback is too narrow along 11th street to allow for trees in grates to be installed. Lighting along College and 11th street will be from the building with the main entrance and the walk-up units each having lights at the door. Where possible, additional landscaping is planned along the building in zones set back from the property line.
The project will incorporate walk up units along College and 11th street to further enhance the curb appeal and create a more inviting atmosphere. Walk up units will in some cases have raised patio area and steps and in others be accessible from grade. In each case, the units will still maintain an accessible entrance from the parking lot courtyard.

The proposed project eliminates all of the curb cuts on College and 11th streets and allows for additional street parking to be infilled along the street. The removal of the cuts makes the streetscape more walkable and safer for pedestrians and maintains all the vehicular traffic in the alley.

Site Accessibility

The site has multiple points for access. On College Ave. a lower level access point for one apartment and some private parking is provided. This building entrance has a stair connecting it to the parking level and apartments off the courtyard one level up (street level). The 11th street entrance is ADA accessible to the street level units and parking is the central core. The main parking lot is accessed off the alley. The site provides ADA van accessible parking and an accessible path to the street level apartments. Access from the building via public walks also provides a connection to a public bus stop across the street on College Ave.

Building Façade modules

The building provides a rhythm of 65' and 25' modules along College and 11th Street with 6' deep offsets at module transitions that conform to the current UDO standards. The main façade on College also has a setback at the southern end (last module) that aligns with the historic building facade across the alley to the south. Additional steps both horizontally and vertically are provided with-in the major modules, breaking them down further to add interest and detailing to the facades along the street front as well as to provide a more human scale.

Building Height

The overall building height exceeds the 30' maximum building height required under the amended UDO.
The site has a significant slope – approx. 12' of slope from NE down to SW corners.
A typical floor to floor elevation for a 9' ceiling height is 10'-8" to 12'-8" when a taller level one volume is provided. The roof truss depth plus a minimal 12" parapet adds a min. of 4'-0" to the overall height. So in a district that is set-up to allow for 3 story buildings, the min. building height without site slope and any added vertical articulation (flat straight roof line) is 34'-4" (10'-8" + 10'-8" + 9' + 4'). A three-story building is not possible within the 30' height limitations provided.
Add in the fact that the building is measured from the lowest to the highest point on site and we start with a building that is viewed as being 46'-4" tall under the UDO.
In actuality, we are providing a three-story building with one internal corner at the intersection of the alleys that is 4 levels high. Additionally, we are creating a unique and prominent feature at the corner of 11th and College that is still three levels but has a raised parapet.
The surrounding buildings to this site on the North and West are 4 story structures that sit on hills and are taller than the proposed building by a full story and sit in the same district as the proposed project.

A deviation from height standards will be requested for height exceeding 30'.

Building Materials

The building façade primary materials are a mix of modular brick, glass, and cement board siding The secondary material used includes metal panel, some translucent panel at the building corner. Primary materials carry on all 4 sides of the building. Within the courtyard the majority of the facades will maintain the primary material of cement board siding.

Void to Solid Percentages

The UDO asks for a building in this overlay district to have a **40%** void to solid ratio on the ground floor primary street elevation and **20%** void to solid ratio on the upper floors facing a public street.
The building is 100% residential- no commercial or non-residential is required.
Void to solid ratios are as follows for primary facades:
College Ave: Level 1 is **41%,** Levels 2-3 - each **exceed 20%**
11th Street: Level 1 is **42%,** Levels 2-3 – each **exceed 20%**

Building Step Back

The UDO recommends a step-back of 15' at 35' above grade. Due to the excessive grade change there will be areas that exceed 35' from grade to parapet.
At the inside corner (alley intersection) the building is 4 levels and does not step back.
The intent of the step back requirement was to maintain a 3-level appearance along the street front, this is further clarified under the proposed changes to the new UDO. The one corner that exceeds 3 levels is over 100' back from the street frontage and faces the alley. The remaining areas that exceed 35' do so because of grade or parapet variations.

A deviation from standards will be requested.

Historic Alignment and Stepdown:

To the South of our property (across the alley) is the 632-apartment building (owned by the owner of this proposed project). The house (632) is a historic designated structure that was added onto. Our new building respects the historic structure thru multiple approaches. First, our western façade module, College Ave, sets back to be in alignment with the historic structure's front porch / façade. Second, our building height is well within the 14' maximum height variation allowed under the UDO. Finally, building materials and window proportions on the SW portion of the building pick up on the historic structure's proportions.
The UDO states the setback requirements are for structures immediately adjacent to a designated historic structure. In this case there is a public alley separating the buildings. This may be viewed as a separation that negates the need to follow the setback requirements. **Despite this**, we have maintained our structure in alignment with the designated structures and maintained the height of the adjacent portion of our buildings within the allowable 14' height variation along the primary facades. The rear (inside corner) of the site raises a few feet above the 14' height variation. This section is stepped back roughly 100' from the primary façade on College Ave. We feel this small zone being raised does not impact the designated structures and should not be viewed as a deviation from standards.

Bike Storage/ Parking

An effort has been made to make the facility "bike friendly" through the incorporation of bike parking focused around the College Ave and 11th street entry points as well as from the street level parking lots at each building. Bike parking has been increased above standards with the provision of additional covered and secured bike parking to encourage alternative modes of transportation by residents.

Site Required: 6 Secured bike parking spaces comply with the requested green incentives
Provided: 16 total

- (4) total street locations at College and 11th streets
- (4) total covered locations off main parking lot / street level apartment entrances
- (8) total covered and secured in bike room off of College Avenue entrance and accessible from primary street level parking .

Environmental 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 concrete.
- The elimination of curb cuts on 11th Street and College Ave, allowing for larger green islands and street trees on College as well as enhancing the pedestrian experience and safety around the property.
- High efficiency appliances and building systems.
- Energy efficient windows with low-E glazing
- 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.
- Energy efficient lighting fixtures (LED) throughout the project
- Extra bike parking beyond requirements
- Recycling on site
- The incorporation of over 1000 sf of green roof area that is viewable by the residents.
- The incorporation of rain water harvesting to assist in watering the green roof plantings.
- The incorporation of native vegetation in landscape zones
- The incorporation of rain garden feature on College Ave at the main entrance
- The use of permeable pavers on the parking Lot.

Encroachments:

The project will require the following encroachments with the City:

- Street trees and pole mounted street light on College Ave.

Trash Removal

Trash removal has been provided off of the North- South alley. The grade will be leveled at this location to assist in the roll-out of trash containers on pick-up days. The location is easily accessible to residents as well as the trash collection and recycling collection companies.

Site Utilities

Water service for domestic and fire suppression will be brought in at the SE end of the building. Riser room will be located in the lower level near the entrance.
Sanitary will exit the building in the same area and tap lines in College Ave.
Electrical will be feed from lines in the N-S alley. A new transformer feed from the existing overhead lines will be provided with access off of the alley. Electrical meters will be near the transformer location and mounted on an exterior wall facing the alley.

Storm water collection will require a line to be installed from the site and run south to 10th street. The new storm line will serve the permeable paver zones, downspouts and general run-off on the site .

Alleys:

The NS alley will be re-surfaced following construction. The alley is currently in bad shape and has a very steep incline at the intersection of the North – South alley and the East – West alley. The East West alley from College to the intersection of the N-S alley will be re-surfaced following construction.

Anticipated Deviations from UDO standards

We feel that the project is in alignment with all existing and amended requirements of the UDO and as such will only require a few deviations from standards to be addressed.

- **Building height above 30'**. The intention of the building height limitation was to create building massing along the street at 3 levels. The proposed UDO supports this notion and goes one step further by recommending three level structures or 40' along the street in the downtown gateway overlay. Several factors make the 30' height limitation unrealistic for this site.
    - The buildings surrounding the site are predominantly 4 levels supporting the higher massing in the overlay
    - Floor to floor heights, especially when retail is involved require 35 to 40' to achieve a 3-level building with a flat roof.
    - The grade and excessive slope (approx. 12') would effective limit the development of the site to a single-story structure or at most a 2-story structure in some areas of the site.

- **Step-back after 35' of height**. This requirement may require a deviation from standards (if) the building height is viewed from the lowest point on grade to the highest points on the building. The site has roughly 12 feet of fall on College Ave making the 35' regulation an impractical standard to apply. The areas exceeding the 35' limitation along the primary facades are no more than 3 levels, the impacts of grade and the articulation of parapets cause the building to exceed the 35' height. The intent of providing a 3-level structure along the street front has been meet.

- **Density exceeding allowable DUE's by .25**
  The density allowable based on obtaining the Level 1 Green Incentives is 9.5 DUEs. The current project requires 9.75 DUE's. Under the new UDO, density is no longer a factor. The density is developed based on the building footprint that fits on the site. In this case, the building as designed would comply under the new UDO as a 3-level building.

Added Benefits being offered to both the environment and City – not required:

Environmental- beyond those offered for green incentives:

- Extra secured and covered bike parking beyond requirements for green incentives
- Recycling on site
- The incorporation of over 1000 sf of green roof area on the building's SW Corner
- The incorporation of rain water harvesting to assist in watering the green roof plantings and the rain garden below.
- The incorporation of native vegetation in landscape zones
- The incorporation of rain garden feature at the main entrance off College Ave.

Unique Architecture:

- The development of the primary facades into multiple modules that are broken down into smaller pedestrian oriented masses. (Not your typical big box that fills the surrounding area).
- Walk up units both at grade and with raised entrances provide an enhanced pedestrian scale and vitality along the street.
- Large tree plots on College Ave and added landscaping and gardens add to the charm along the street.
- Dynamic street art on the building façade along College Ave adds interest along the street and highlights very well know bike race (Little 500).
- A more modern expression that addresses the street and pedestrian
- A translucent illuminated corner element incorporated into a prominent corner massing that address the vehicular traffic with a n identifiable gateway into the downtown.

Alternative forms of housing:

- The development has a total 33 Units and 39 beds.
- The developer has offered to provided **(4) units or 10%** of the total beds for a period of **20 years** as affordable units as defined by the cost guidelines provided by City Administration.

Respectfully submitted,

STUDIO 3 DESIGN, INC

Tim Cover
Architect

PROJECT SUMMARY

The BAILEY

PROJECT SUMMARY

11th and College

Available DUE's	7.6 Due's
Level 1 Green incentives	25% increase
Revised total Due's	9.5 Due's

UNITS / DUE"s / PARKING

39 beds (9.5)Dues

21 Parking spaces 20 Required

Studio Units	(15) units	(15) beds	(3.0) DUE's
1 bed units	(15) units	(15) beds	(3.75)DUE's
3 bed units	(3) units	(9) beds	(3.0) DUE's
	(33) units	(39) beds	(9.75) DUE's

Over DUE's by .25 Due
Over Parked by 1 Space

GROSS SQ. FOOTAGE SUMMARY

Apartments	27,400 gsf
Parking/ storage	2,546 gsf
Wood Walkway	1,774 gsf
Wood Balcony	834 gsf
Conc. Balcony	1,767 gsf
Green roof	1,037 gsf

REQUEST TO UTILIZE GREEN INCENTIVES

Green incentives requested for increased density
Level 1 incentives for 25% increase in density

Level 1 incentives for rear and side yard setbacks up to 25% reduction in setback - 1.2 feet

GOAL 1:

d. Recycling of 50% of construction and demolition debris

e. Bldg. materials/ products within 500 miles

GOAL 2:

a.Use permeable pavers for 50% of of all private drives, walks, parking areas

GOAL 3:

b. provide 100% of required bike parking as class 1 or class 2 covered or combo of both

GOAL 4:

a.Location of the development within $\frac{1}{4}$ mile of Bloomington transit stop.

ADDED BENEFITS OF PROJECTS

Green roof 1,037 gsf

Bike Parking 16 total provided
required: (6) covered req.
provided: (8) covered /secured
(4) covered
(4) on streetfront

Diverse housing

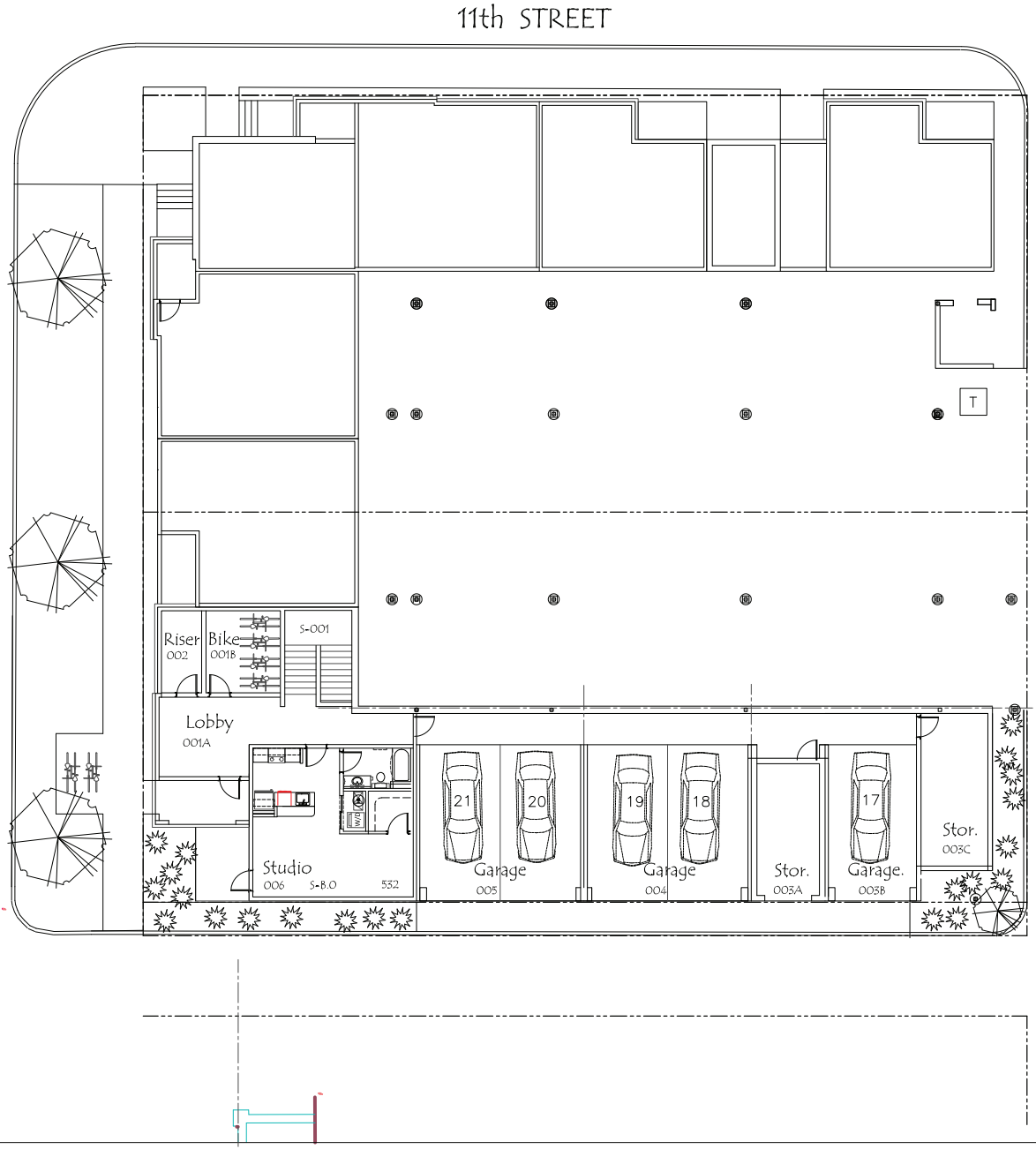
(4) Units - 10% offered as affordable housing
20 year commitment for affordable offered

Additional Site benefits:

Rain Water Harvesting
Bus Stop across st.
Rain Garden
Native vegetation

Unique Architecture

3 dimensional massing along street - multiple variations in hgt, depth and modules
Not the typical "Big Box " project
3 dimensional massing along street
Pedestrian focused
Walk up units
"0" curb cuts for vehicular traffic
All parking off alley access
Works with the sloping site
Unique corner feature denotes arrival into the downtown



TYPE	UNITS #s	BEDS
Studio	1	1 bed
1 Bed	0	0 beds
3 Bed	0	0 beds
	1	01 beds

The BAILEY
Lower Level

NORTH

Scale: $\frac{1}{16}$" = 1'-0"

10/21 / 2019

0 1' 5' 10' 20' 50'

TYPE	UNITS #s	BEDS
Studio	4	4 bed
1 Bed	4	4 beds
3 Bed	1	3 beds
	9	11 beds

The BAILEY
Street Level

NORTH

Scale: $\frac{1}{16}$" = 1'-0"

10/21 / 2019

0
1' 5' 10' 20' 50'

TYPE	UNITS #s	BEDS
Studio	9	9 bed
1 Bed	4	4 beds
3 Bed	1	3 beds
	14	16 beds

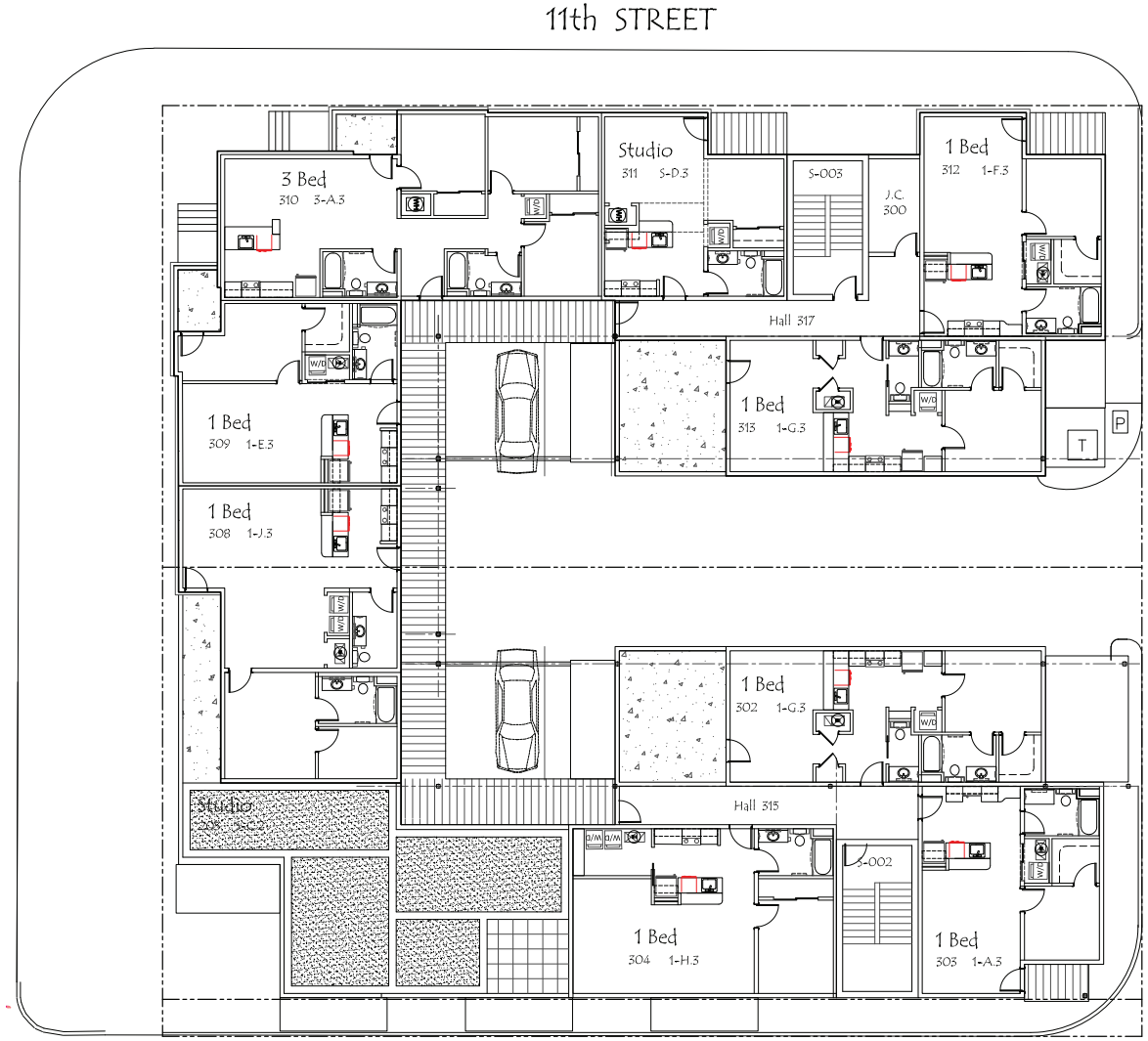
The BAILEY
Level 2

NORTH

Scale: $\frac{1}{16}$" = 1'-0"

10/21 / 2019

0 1' 5' 10' 20' 50'



TYPE	UNITS #s	BEDS
Studio	1	1 bed
1 Bed	7	7 beds
3 Bed	1	3 beds
	9	11 beds

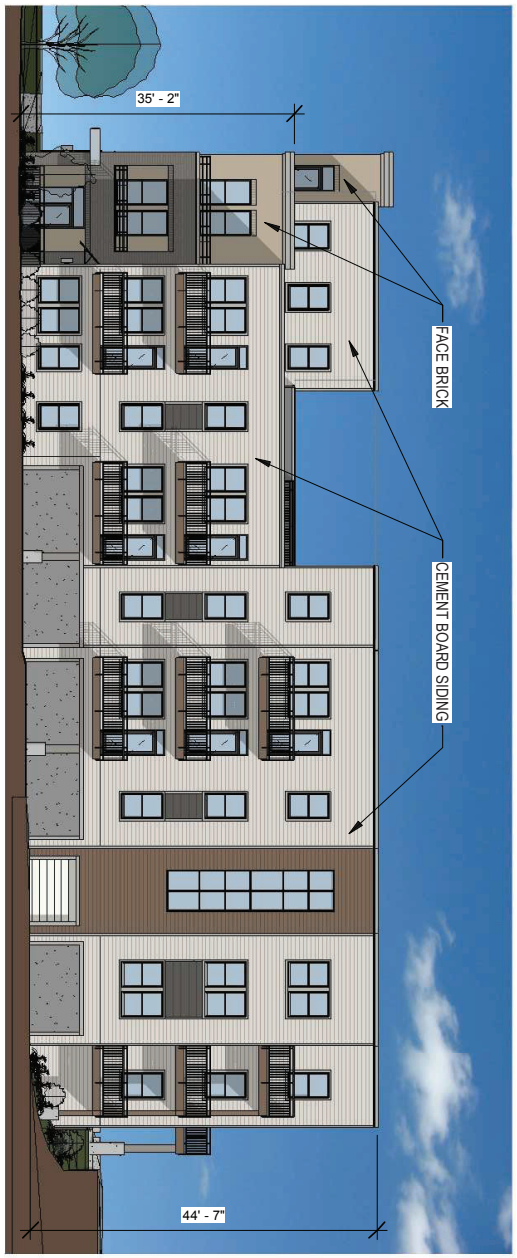
The BAILEY
Level 3

NORTH

Scale: $\frac{1}{16}$" = 1'-0"

10/21 / 2019

0 1' 5' 10' 20' 50'



SOUTH ELEVATION

1/16" = 1'-0"

NORTH ELEVATION

1/16" = 1'-0"

STUDIO THREE DESIGN	THE BAILEY Massing Study	PROJECT NO. 19060 DATE 10/21/19	SHEET DESCRIPTION ELEVATIONS	SHEET NUMBER A6

WEST ELEVATION

1/16" = 1'-0"

EAST ELEVATION

1/16" = 1'-0"

STUDIO THREE DESIGN	THE BAILEY Massing Study	PROJECT NO. 19060 DATE 10/21/19	SHEET DESCRIPTION ELEVATIONS	SHEET NUMBER A7

CORNER VIEW FROM 11th & COLLEGE

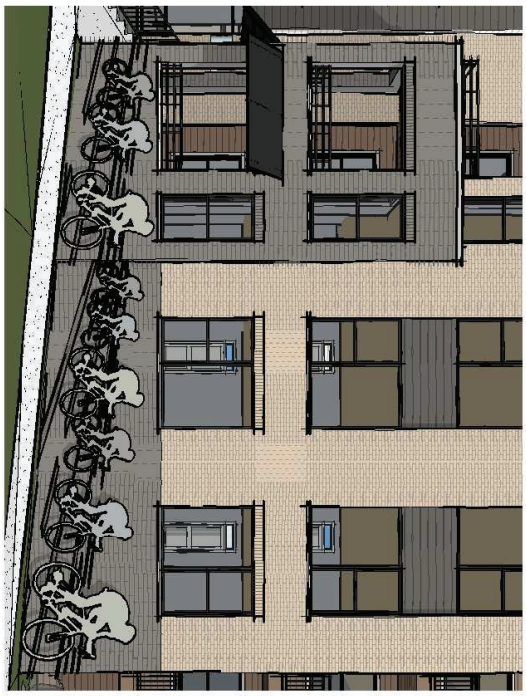
STUDIO THREE DESIGN	THE BAILEY Massing Study	PROJECT NO. 19060 DATE 10/21/19	SHEET DESCRIPTION PERSPECTIVES	SHEET NUMBER A8

PERSPECTIVE FROM SOUTHWEST

STUDIO THREE DESIGN	THE BAILEY Massing Study	PROJECT NO. 19060 DATE 10/21/19	SHEET DESCRIPTION PERSPECTIVES	SHEET NUMBER A9

BUILDING ENTRANCE ON COLLEGE

PUBLIC ART ON COLLEGE



WALK-UPS AT CORNER OF 11th & COLLEGE

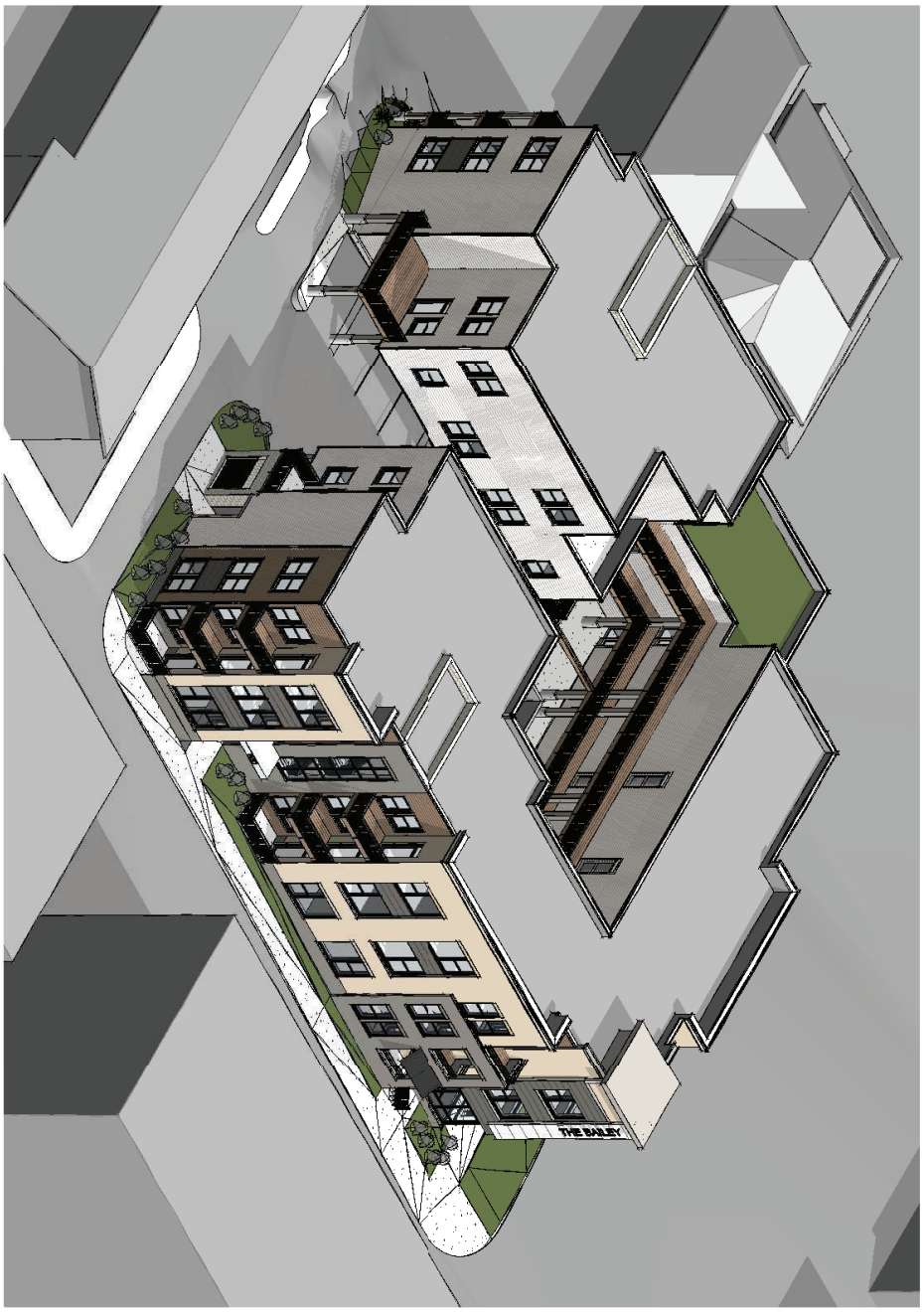
BUILDING ENTRANCE ON 11th

STUDIO THREE DESIGN LLC	THE BAILEY Massing Study	PROJECT NO. 19060 DATE 10/21/19	SHEET DESCRIPTION IMAGES	SHEET NUMBER A10

AERIAL VIEW LOOKING SOUTH FROM 11th & COLLEGE

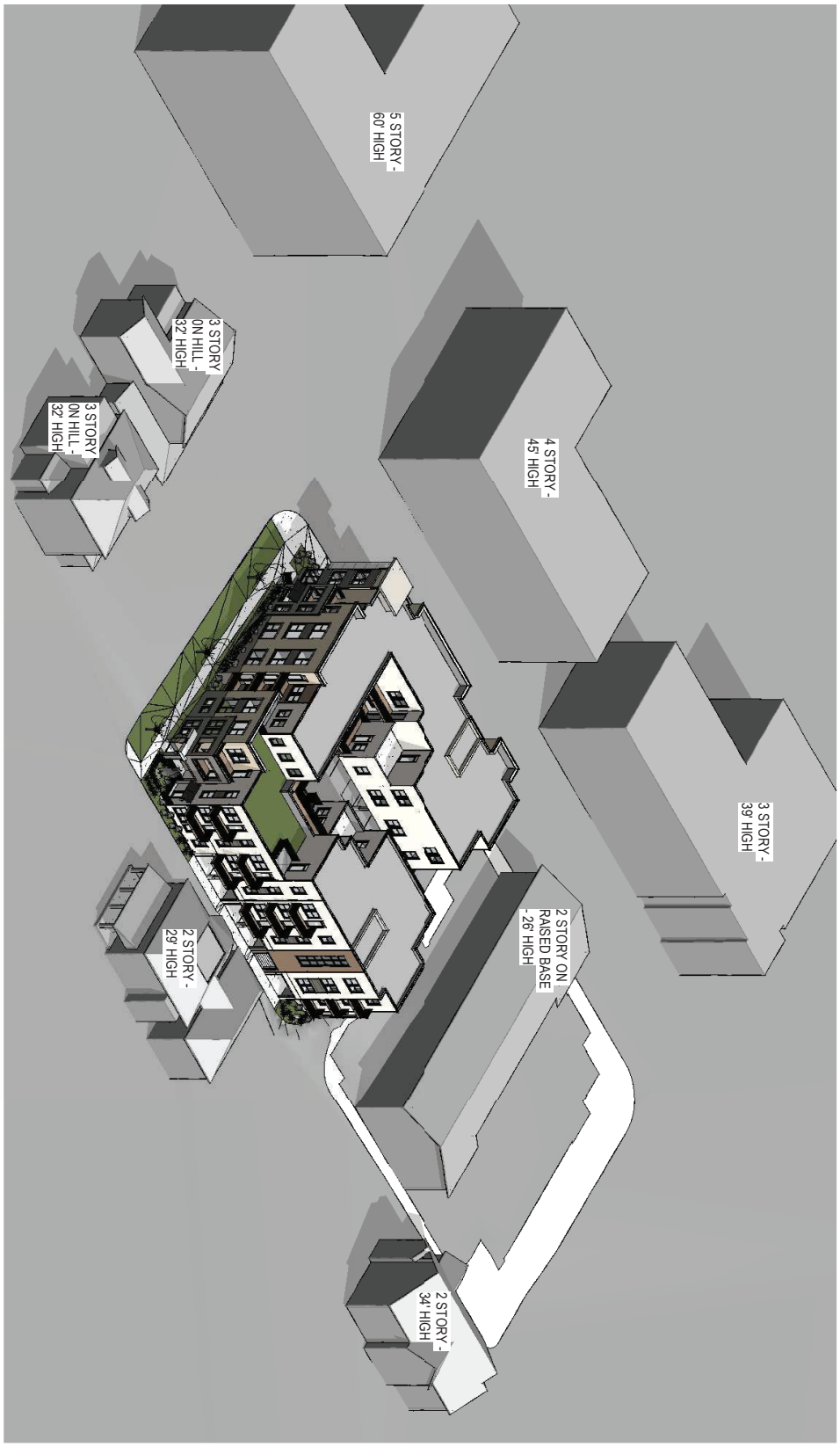
STUDIO THREE DESIGN	THE BAILEY Massing Study	PROJECT NO. 19060 DATE 10/21/19	SHEET DESCRIPTION AERIAL VIEW	SHEET NUMBER A11

AERIAL VIEW LOOKING NORTH SOUTHWEST

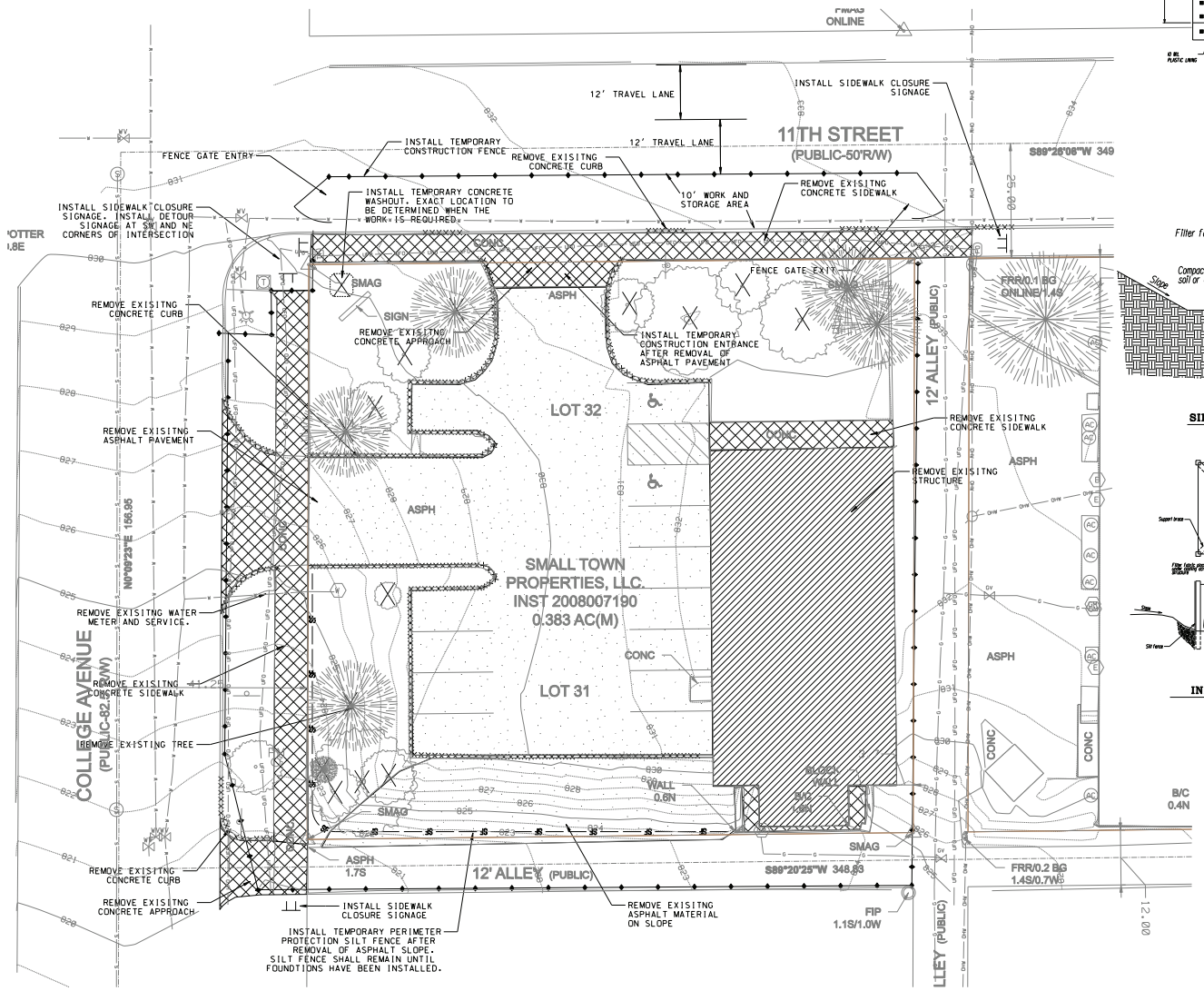


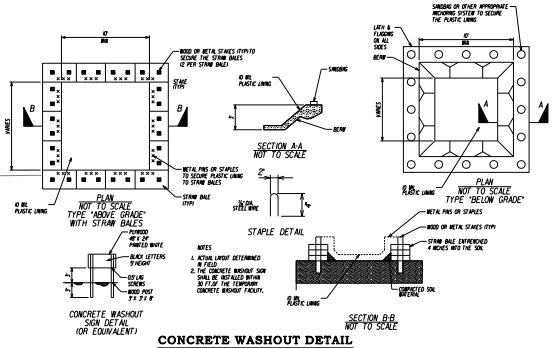
STUDIO THREE DESIGN	THE BAILEY Massing Study	PROJECT NO. 19060 DATE 10/21/19	SHEET DESCRIPTION AERIAL VIEW	SHEET NUMBER A12

SITE CONTEXT VIEW

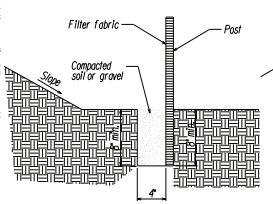


STUDIO THREE DESIGN	THE BAILEY Massing Study	PROJECT NO. 19060 DATE 10/21/19	SHEET DESCRIPTION SITE CONTEXT	SHEET NUMBER A13

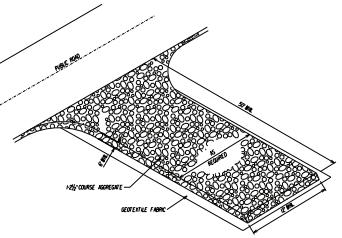




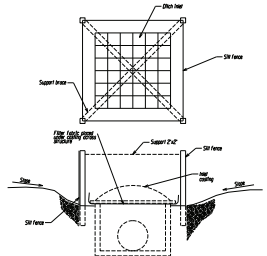
CONCRETE WASHOUT DETAIL
NO SCALE



SILT FENCE DETAIL
NO SCALE



TEMPORARY CONSTRUCTION ENTRANCE (SMALL SITES) DETAIL
NO SCALE



INLET PROTECTION
NO SCALE

DEMOLITION LEGEND

- REMOVE EXISTING CONCRETE SLAB OR DRIVE APPROACH
- XXXXXXXXXXX REMOVE EXISTING CONCRETE CURB
- REMOVE EXISTING ASPHALT PAVEMENT AND AGGREGATE BASE MATERIAL. ASPHALT MATERIAL MAY NOT BE USED FOR ON SITE FILL.
- REMOVE EXISTING BUILDING STRUCTURE INCLUDING FOOTINGS AND FOUNDATIONS.

DEMOLITION NOTES

1) PRIOR TO COMMENCEMENT OF DEMOLITION ACTIVITY, CONTRACTOR SHALL COORDINATE AND ON-SITE MEETING WITH CITY PLANNING, ENGINEERING AND CBU TO REVIEW SCOPE OF WORK.
2) CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF DISCONNECTION OF PRIVATE UTILITIES WITH RESPECTIVE UTILITY SERVICE PROVIDERS.
3) ANY SIGNS REQUIRING REMOVAL TO EXECUTE THE WORK SHALL BE REMOVED, STORED AND RE-SET UPON COMPLETION OF CONSTRUCTION.
4) USE OF THE PUBLIC R/W REQUIRES PRIOR APPROVAL FROM CITY BPW.
5) WORK WITHIN THE R/W REQUIRES A CITY R/W EXCAVATION PERMIT AND BOND.
6) BUILDING FOOTINGS, SLABS AND FOUNDATIONS SHALL BE REMOVED IF PRESENT COMPLETELY AND THE RESULTING EXCAVATION BACKFILLED WITH COMPACTED GRANULAR MATERIAL IF LOCATED WITHIN AN AREA OF PROPOSED FILL PLACEMENT.
7) TREES AND STUMPS SHALL BE REMOVED COMPLETELY AND THE RESULTING EXCAVATION BACKFILLED WITH COMPACTED WITH COMPACTED GRANULAR MATERIAL IF LOCATED WITHIN AN AREA OF PROPOSED FILL PLACEMENT.
8) BURYING OF DEMOLITION MATERIALS ON SITE IS NOT PERMITTED.
9) THOUGH AN IDEM NOTES STORM WATER MGT IS NOT REQUIRED FOR THIS SITE, THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING, MAINTAINING AND MONITORING ON SITE EROSION CONTROL DEVICES DURING CONSTRUCTION.
10) TRACKING OF MATERIAL ONTO ADJACENT PUBLIC ROADWAYS IS NOT PERMITTED.
11) REFER TO MAINTENANCE OF TRAFFIC PLAN SHEETS FOR PEDESTRIAN ACCOMODATIONS.
12) TOPOGRAPHIC SURVEY WAS COMPLETED IN 2018. ADDITIONAL IMPROVEMENTS OR DEMOLITION ON OR ADJACENT TO THE SITE MAY HAVE BEEN COMPLETED. CONTACT ENGINEER IF ADDITIONAL IMPROVEMENTS RESULTING IN A CHANGE OF PLAN ARE DISCOVERED.
13) EXISTING SANITARY SEWER LATERALS BEYOND THOSE SHOWN ON THE TOPOGRAPHIC SURVEY MAY BE UNCOVERED DURING CONSTRUCTION. ANY SUCH LATERAL FOUND THAT WILL NOT BE RE-USED MUST BE CAPPED. COORDINATE WORK WITH CBU INSPECTOR.
14) ITEMS NOT SPECIFICALLY NOTED FOR REMOVAL SUCH AS EXISTING LANDSCAPING BUT NECESSARY TO BE REMOVED TO COMPLETE THE WORK SHALL BE REMOVED.
15) INLET PROTECTION (SHALL BE INSTALLED AROUND STORM WATER FACILITIES AS THEY ARE INSTALLED. REFER TO UTILITY PLAN FOR INLET LOCATIONS.

SCALE: 1"=20'

Smith Brobob & Associates, Inc.
451 N. Clarizz Boulevard
Bloomington, Indiana, 47401
Phone (812) 336-6536 Fax (812) 336-0513
Web: www.smithbrobob.com

CONSTRUCTION DATE
/ /

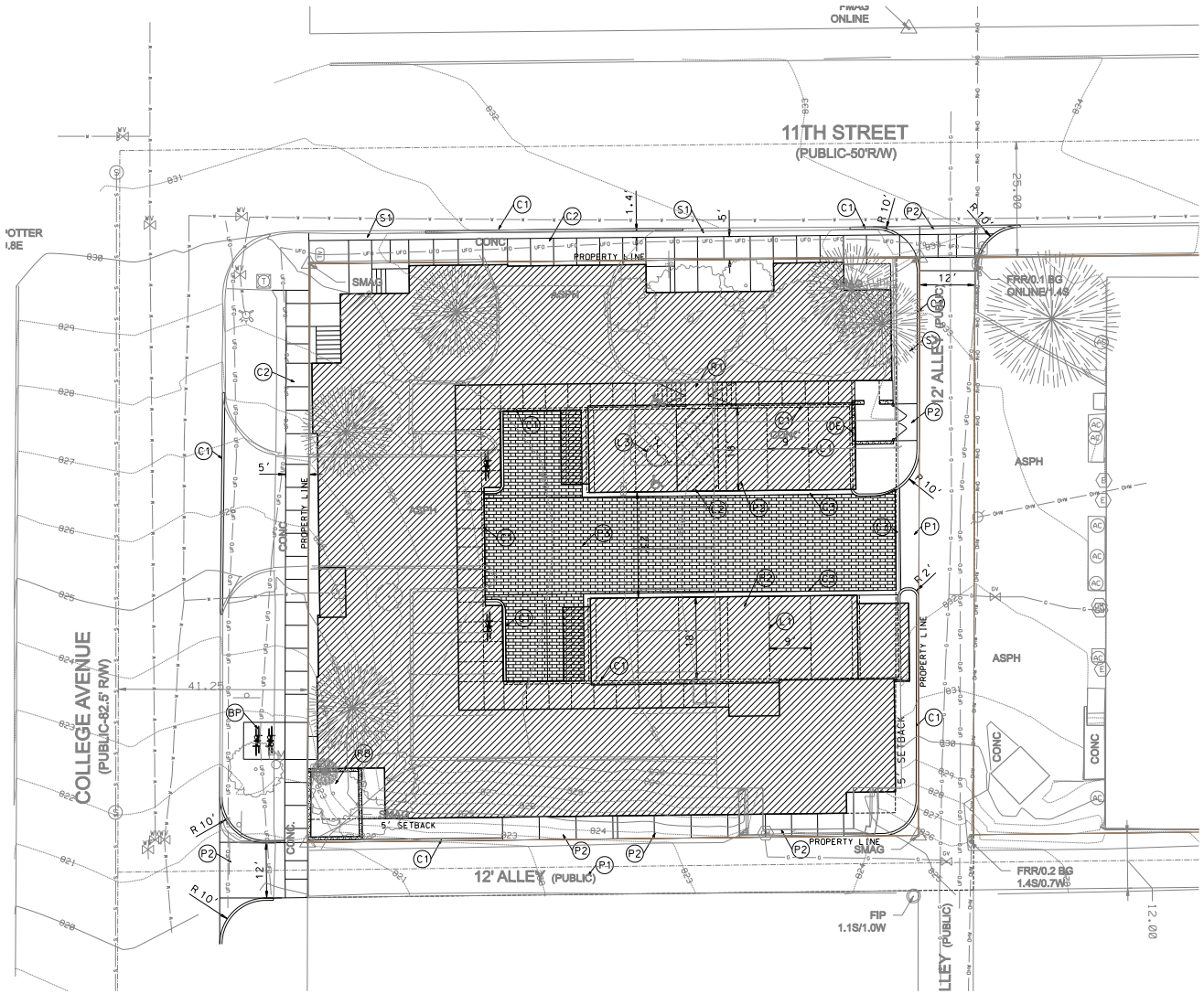
JOB TITLE
BAILEY TOWERS

REVISIONS	BY	DATE

SAB
SAB
CHECKED
DATE

JOB NUMBER
5952
SHEET
C200
DATE
10/14/19

DEMOLITON PLAN



MATERIALS LEGEND

- (P1) 1.5" HMA RESURFACE
- (P2) 6" THINCK 4000 PSI CONCRETE ON 6" COMPACTED AGGREGATE BASE #53
- (P3) HYDRABRICK PRECAST CONCRETE PAVER
- (C1) 6" STANDING CURB
- (C2) CONCRETE SIDEWALK - WIDTH VARIES 4" THICK CONCRETE 4" COMPACTED AGGREGATE BASE #53, TYPE "D"
- (C3) CONCRETE EDGE RESTRAINT
- (RE) MASONRY DUMPSTER ENCLOSURE (REFER TO ARCHITECTURAL PLANS FOR DETAIL)
- (L1) LINE, PAINT, SOLID, WHITE, 4"
- (L2) LINE, PAINT, SOLID, BLUE, 6"
- (L3) SYMBOL, PAINT, BLUE, INTERNATIONAL SYMBOL OF ACCESSIBILITY
- (R1) ACCESSIBLE RAMP, PARALLEL
- (BP) CLASS II BICYCLE PARKING "HOOP RACK"
- (RG) RAIN GARDEN BASIN

SITE AREA = 16,689 SF
BUILDING AREA = 11,682 SF
WALKS AND SLABS = 902 SF
TOTAL IMPERVIOUS SURFACE COVERAGE = 13,058 SF
PERCENTAGE IMPERVIOUS SURFACE = 75%

SITE LEGEND

DRAINAGE EASEMENT	10'DE
UTILITY EASEMENT	10'UE
DR. & UT. EASEMENT	10'DAUE
2' ROLL CURB	
2' CURB AND GUTTER	
6" STANDING CURB	
CONCRETE SIDEWALK	
HANDICAPPED RAMP	
HANDICAPPED RAILING	
RET. WALL (CONCRETE)	
RET. WALL (MASONRY)	
RET. WALL (STONE)	
RET. WALL (WOOD)	
FENCE (BARB WIRE)	
FENCE (CHAIN LINK)	
FENCE (SMOOTH WIRE)	
FENCE (POST & RAIL)	
FENCE (WOOD SLAT)	
GUARD RAIL	
PROPOSED STREET TREE	
BOLLARD	
DUMPSTER (WOOD)	
DUMPSTER (MASONRY)	

0 10 20 40
SCALE: 1"=20'

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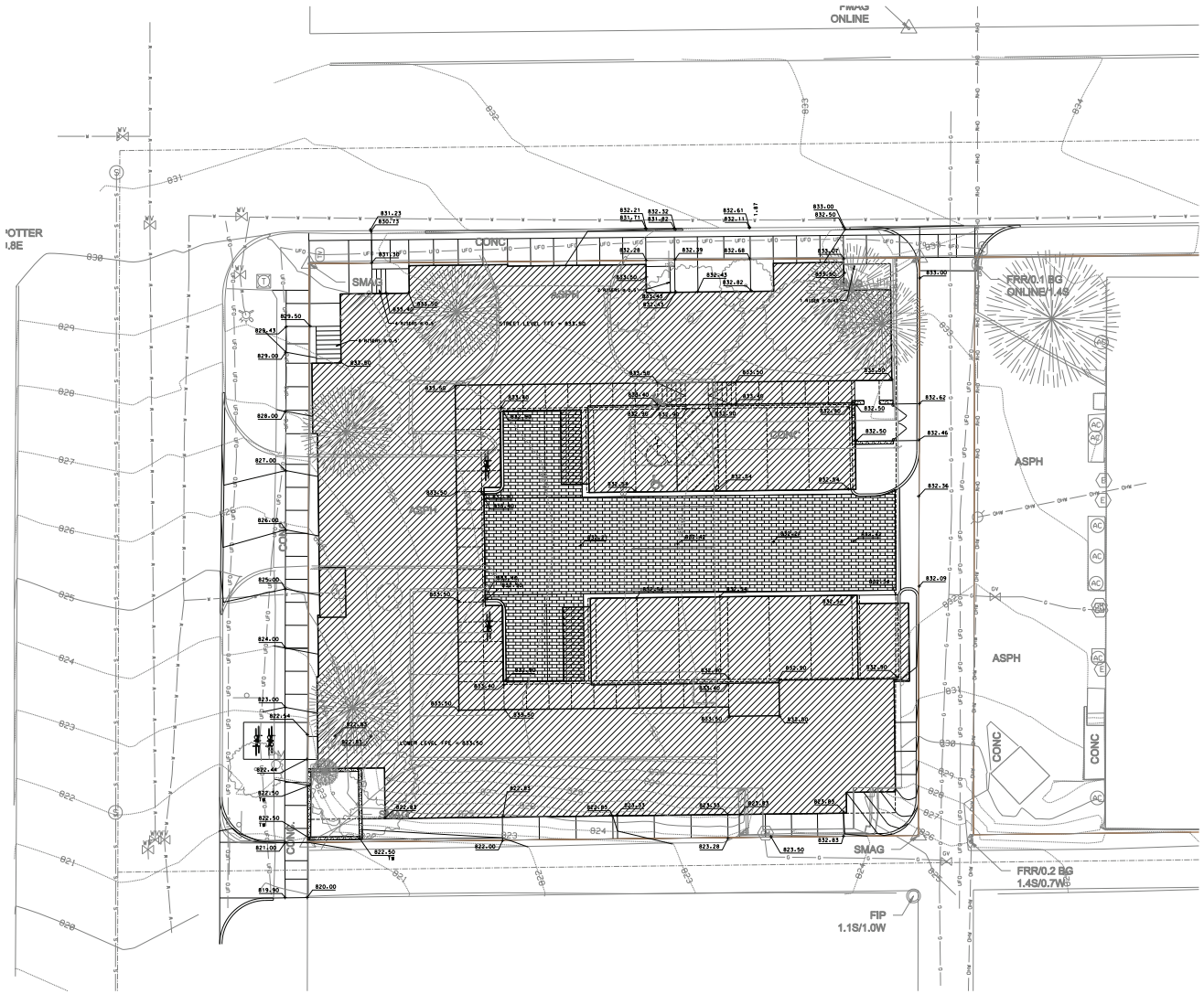
CONSTRUCTION DATE
/ /

JOB TITLE
11TH AND COLLEGE

REVISIONS	BY	DATE

SAB
SAB
CHECKED
DATE

JOB NUMBER
5952
SHEET
C201
DATE
10/21/19
SITE PLAN



GRADING & EROS. CTRL LEGENDS

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR
PROPOSED SPOT ELEVATION
SOIL BORING
RIP-RAP
SILT TRAP
INLET PROTECTION
DETENTION BASIN
STRAW BALE DAM
ROCK CHECK DAM
PAVED SIDE DITCH
DIVERSION DITCH
TREE PROTECTION FENCE
FLOOD LINE
FLOW LINE
GRADING LIMITS
SEDIMENT BASIN
SILT FENCE

0 10 20 40
SCALE: 1"=20'

GRADING NOTES

1) FF.=# IF SHOWN ON THE PLANS. = RECOMMENDED FINISH FLOOR ELEVATION.
2) GRADING LIMITS: IF SHOWN ON THE PLANS, INDICATE THE LINE AT WHICH THE PROPOSED GRADING MEETS THE EXISTING GRADE AND THE EDGE OF THE AREA THAT SHOULD BE DISTURBED DURING THE CONSTRUCTION PROCESS.
3) PROPOSED SPOT ELEVATIONS, IF SHOWN, ARE AT FINISH GRADE UNLESS NOTED OTHERWISE ON THE PLANS
4) MAXIMUM SIDEWALK CROSS SLOPE IS 2%.
5) MAXIMUM SIDEWALK LONGITUDINAL SLOPE IS 5% OR ½" PER FOOT FALL. UNLESS FOLLOWING AN EXISTING ROADWAY.
6) MAXIMUM ACCESSIBLE RAMP SLOPE IS 8.3% OR 1" IN 12" FALL.

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CONSTRUCTION DATE
/ /

JOB TITLE
BAILEY TOWERS

BY	DATE	REVISIONS

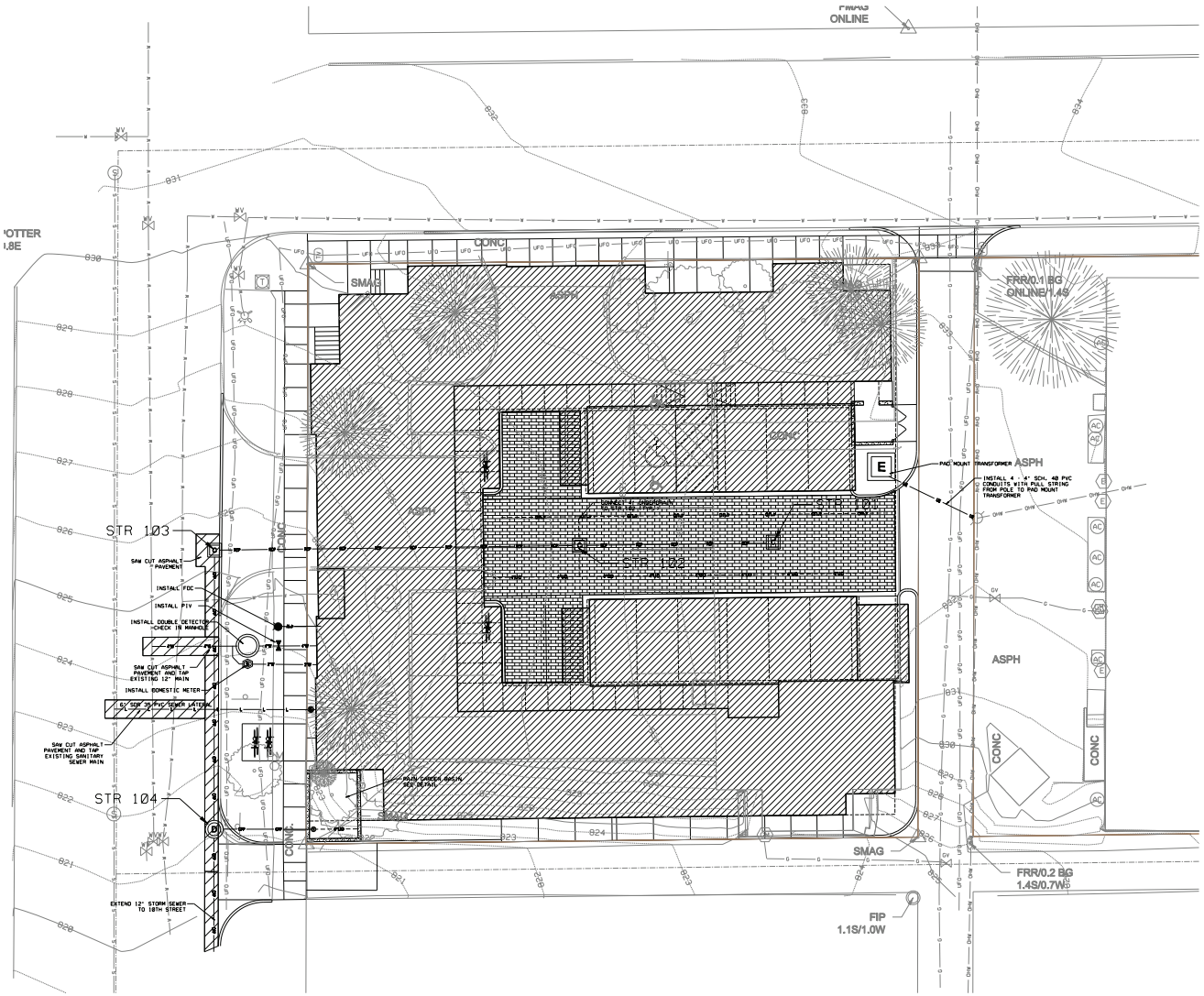
SAB
SAB
CHECKED
DATE

JOB NUMBER
5952

SHEET
C202

DATE
10/21/19

GRADING PLAN



UTILITY LEGEND

WATER IRRIGATION LINE	SEPTIC TANK
DOMESTIC WATER SERVICE	MONITORING WELL
FIRE WATER SERVICE	STORM PIPE
WATER MAIN	ROOF DRAIN PIPE
WATER SERVICE LINE	UNDERDRAIN PIPE
WATER VAULT	STORM MANHOLE
WATER HANDHOLE	STORM CURB INLET
WATER MANHOLE	STORM CATCH BASIN
WATER METER	STORM YARD INLET
WATER VALVE	STORM DOWNSPOUT
FIRE HYDRANT	STORM TRENCH DRAIN
FLUSH HYDRANT	STORM PIPE END SECTION
WATER MASTER METER	PROPOSED GAS LINE
WATER AIR RELEASE VALVE	GAS MANHOLE
WATER END CAP	GAS VAULT METER
WATER TANK	GAS METER
SANITARY MAIN LINE	GAS PLANT
SANITARY FORCE MAIN	GAS SHUTOFF VALVE
LOW PRESSURE SEWER	GAS MARKER
SANITARY LATERAL	CABLE TV
SANITARY MANHOLE	OVERHEAD ELECTRIC
SANITARY CLEANOUT	OVERHEAD TELEPHONE
SANITARY VAULT METER	UNDERGROUND FIBER OPTIC
SANITARY METER	UNDERGROUND TELEPHONE
SANITARY LIFT STATION	ELECTRIC VAULT
SINGLE FLUSHING CONN.	ELECTRIC MANHOLE
DOUBLE FLUSHING CONN.	ELECTRIC TRANS. PAD
LOW PRESSURE SEWER PUMP	ELECTRIC TRANS. VAULT
L.P.S. AIR RELEASE VALVE	ELECTRIC HANDHOLE
F.M. AIR RELEASE VALVE	ELECTRIC POWER POLE
GREASE TRAP	PHONE RISER
	PHONE VAULT
	PHONE MANHOLE

UTILITY NOTES

1) ALL PROJECTS WILL REQUIRE A PRE-CONSTRUCTION MEETING WITH THE CITY OF BLOOMINGTON UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR AND/OR DEVELOPER MUST CONTACT UTILITIES TECHNICIAN AT (812) 349-3633 TO SCHEDULE THE MEETING.
2) CONTRACTOR SHALL NOTIFY THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT ONE (1) WORKING DAY PRIOR TO CONSTRUCTION OF ANY WATER, STORM OR SANITARY SEWER UTILITY WORK. A CBU INSPECTOR MUST HAVE NOTICE SO WORK CAN BE INSPECTED, DOCUMENTED, AND A PROPER AS-BUILT MADE. WHEN A CONTRACTOR WORKS ON WEEKENDS, A CBU DESIGNATED HOLIDAY, OR BEYOND NORMAL CBU WORK HOURS, THE CONTRACTOR WILL PAY FOR THE INSPECTION'S OVERTIME. FOR CBU WORK HOURS AND HOLIDAY INFORMATION, PLEASE CONTACT THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (812) 349-3660.
3) SEE SPECIFICATIONS FOR SIZES OF WATER SERVICE LINES AND SEWER LATERALS NOT SPECIFICALLY NOTED ON THE PLANS.
4) MS-11 IF SHOWN ON THE PLANS = MINIMUM SEWER ELEVATION. IT INDICATES THE LOWEST FLOOR ELEVATION THAT WILL ALLOW GRAVITY SEWER SERVICE WITHOUT A SPECIAL BACKWATER VALVE. ANY FLOOR ELEVATION THAT WILL BE SERVED BY GRAVITY SEWER MUST BE ABOVE THE RIM ELEVATION OF THE UPSTREAM SANITARY MANHOLE. IF NOT A BACKWATER VALVE MUST BE INSTALLED ACCORDING TO SEC. 409.1 OF THE UNIFORM PLUMBING CODE. SEE SPECIFICATIONS PACKET FOR MORE DETAIL.
5) ON ALL EXISTING SANITARY MAINS, WYES SHALL BE CUT AND SLEEVED IN PLACE BY CITY OF BLOOMINGTON UTILITIES PERSONNEL WITH CITY OF BLOOMINGTON UTILITIES FURNISHING ALL MATERIAL, EQUIPMENT, AND LABOR NECESSARY FOR INSTALLATION. DEVELOPER SHALL PROVIDE ALL NECESSARY EXCAVATION, SHORING, BACKFILL, AND SURFACE REPAIR. PLEASE CONTACT NANCY AXSOM AT (812) 349-3689 FOR MORE INFORMATION.
6) WHEN CONNECTING A NEW PIPE TO AN EXISTING MANHOLE, THE MANHOLE SHALL BE CORE-DRILLED. PIPE SHALL BE CONNECTED TO THE MANHOLE BY EITHER A FLEXIBLE BOOT KOR-N-SEAL 1 OR 2 FLEXIBLE CONNECTOR OR APPROVED EQUAL. TABLE AND TROUGH SHALL BE MODIFIED AS NECESSARY TO DIRECT THE FLOW FROM THE NEW PIPE. INVERT OF CONNECTION SHALL BE NO MORE THAN ONE FOOT HIGHER THAN THE INVERT OUT FOR THIS STRUCTURE.
7) IN ACCORDANCE WITH SECTION 4.5.2.1.5.1. OF THE CBU CONSTRUCTION SPECIFICATIONS ALL SEWER LATERALS SHALL HAVE A CLEAN-OUT AT LEAST EVERY 90 FEET. ALL CLEAN-OUTS: WEATHER IN GRASSY AREAS OR IN PAVEMENT, SHALL BE SUB-SURFACE AND PROTECTED BY A SUITABLE METAL CASTING SUCH AS EAST JORDAN CATALOGUE NO. 2975 OR NEENAH CATALOGUE NO. R-1974-A. IN GRASSY AREAS, THE CASTING SHALL BE PROVIDED WITH A CIRCULAR CONCRETE COLLAR FLUSH WITH THE TOP OF THE CASTING AND THE GROUND SURFACE. THE COLLAR SHALL BE MINIMUM 6" THICK AND SHALL EXTEND AT LEAST 8" BEYOND THE OUTSIDE OF THE CASTING ON ALL SIDES. IN PAVEMENT, THE TOP OF THE CASTING SHALL BE FLUSH WITH THE SURROUNDING PAVEMENT. TOP OF CLEAN-OUT SHALL BE NO MORE THAN 3" BELOW THE TOP OF THE CASTING. A #10 INSULATED SOLID COPPER LOCATOR WIRE SHALL BE WRAPPED AROUND ALL NON-METALLIC PIPES SO THAT ONE REVOLUTION IS MADE AT LEAST EVERY PIPE JOINT. SPLICES ARE TO BE MADE WITH AN APPROVED CONNECTOR, AND ARE TO BE SUITABLY PROTECTED AGAINST CORROSION. THE WIRE IS TO BE BROUGHT TO THE SURFACE WITH A CLEAN-OUT OR A CASTING. ALSO SEE THE CBU CONSTRUCTION SPECIFICATIONS FOR THE "STANDARD SANITARY LATERAL CLEAN-OUT DETAIL #98".
8) WHEREVER C900 PIPE IS USED FOR SEWER, ALL WYES SHALL BE HARCO. SIZED FOR C900 ON THE RUN AND SDR-35 ON THE BRANCH. TRANSITION FROM C900 TO SDR-35 PIPE SHALL BE MADE BY USE OF A HARCO C900 TO SDR-35 ADAPTER WYES.
9) ALL D.I.P. USED FOR SANITARY SEWER SHALL HAVE CERAMIC EPOXY LINING. MINIMUM THICKNESS 40 MILS. AND SHALL BE PROTECTO 401, AS MANUFACTURED BY INSURON PROTECTIVE COATINGS. WYES FOR D.I.P. SHALL BE HARCO D.I.P. TO SDR-35 ADAPTER WYES.
10) THE OWNERSHIP OF THE WATER AND SANITARY SEWER MAINS IN THIS DEVELOPMENT WILL BE OWNED AND MAINTAINED BY THE CITY OF BLOOMINGTON UTILITIES. OWNERSHIP WILL TAKE EFFECT AFTER FINAL WALK-THROUGH, WHEN EASEMENT ARE RECORDED AND FINAL ACCEPTANCE IS GIVEN. ANY EXCEPTIONS SHALL BE INDICATED WITH SYMBOLOGY ON PLANS, ADDRESSED BY LETTER AND APPROVED IN WRITING BY THE UTILITIES ENGINEER.
11) A PERMANENT INDICATING CONTROL VALVE SHALL BE INSTALLED ON THE FIRE LINE 12" ABOVE THE FLOOR AT THE TERMINATION POINT. THIS VALVE WILL BE USED TO HYDROSTATIC PRESSURE TEST AGAINST AND WILL REMAIN AS A PART OF THE SYSTEM. ONCE ALL TESTING IS COMPLETE, THE LINE WILL NOT BE DISCONNECTED FOR CONNECTION TO THE FIRE SUPPRESSION SYSTEM. PLEASE CONTACT NANCY AXSOM (812-349-3689) FOR ADDITIONAL INFORMATION.
12) ALL DUCTILE IRON PIPE (DIP) WILL REQUIRE POLYETHYLENE ENCASEMENT SLEEVES AND SHALL BE 8-MIL LINEAR LOW-DENSITY (LLD) POLYETHYLENE ENCASEMENT OR 4-MIL HIGH-DENSITY CROSS-LAMINATED (HDCL) POLYETHYLENE ENCASEMENT MATERIAL, INCLUSIVE OF VALVES AND FITTINGS. THE MATERIAL SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH ANSI/AWWA C-105/A21.5. USING PLASTIC TIE STRAPS OR CIRCUMFERENTIAL OR ADHESIVE TAPE PROVIDING THE PIPE WITH A SECURE PROTECTIVE ENCLOSURE.

SCALE: 1"=20'

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Fax (812) 336-6513
Web : www.smithbrobob.com

CONSTRUCTION DATE: / /

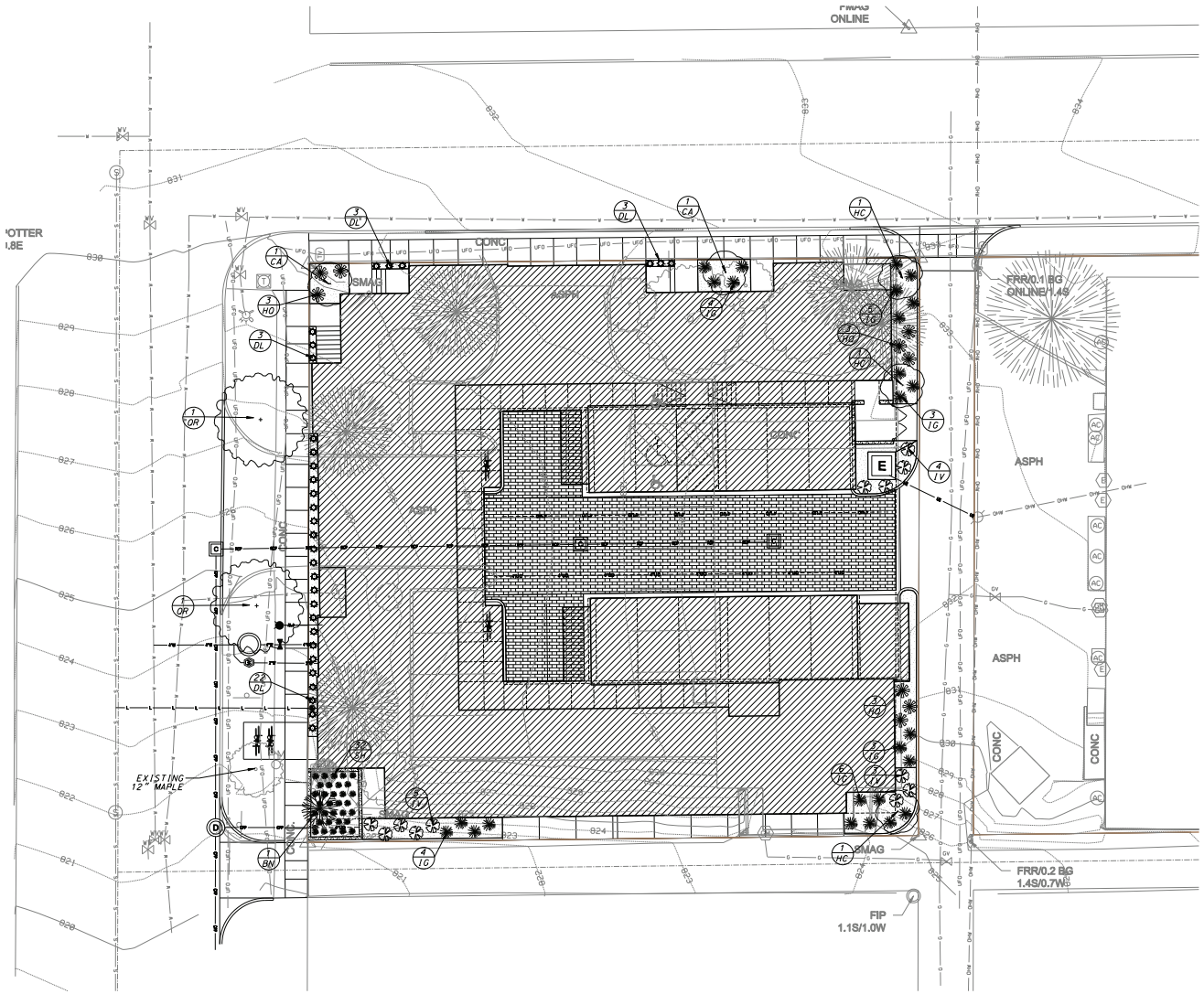
JOB TITLE: BAILEY TOWERS

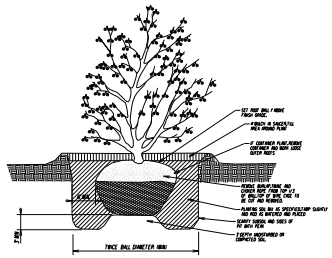
REVISIONS	BY	DATE

SAB
SAB
CHECKED
DATE

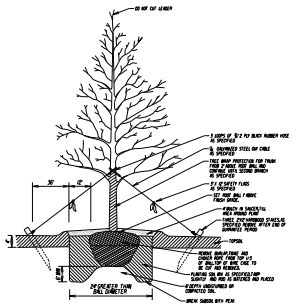
JOB NUMBER 5952
SHEET C203
DATE 10/21/19

UTILITY PLAN





SHRUB PLANTING DETAIL
NO SCALE



TREE PLANTING & GUYING DETAIL
NO SCALE

LANDSCAPE REQUIREMENTS

INTERIOR PLANTINGS
SITE AREA = 16,689 SF
AREA NOT COVERED BY BUILDING OR PARKING = 16,689-14,031 = 2,658 SF
LANDSCAPING = 2,658/500 = 5.31
TREES: = 1 PER 500 SF = 1 X 5.31 = 5.31 = 6 TREES
SHRUBS = 8 PER 500 = 8 X 5.31 = 42.48 = 43 SHRUBS

LANDSCAPE PLANT TABLE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
		TREES			
QR	2	QUERCUS rubra	Red Oak	2" Caliper	
HC	3	HALESIA carolina	Silverbell	2" Caliper	
CA	2	CORNUS alternifloria	Pagoda Dogwood	2" Caliper	
BN	1	BETULA Nigra	River Birch	2" Caliper	
		SHRUBS			
IV	9	ITEA virginica	Virginia Sweetspire	3 Gallon	
HQ	9	HYDRANGEA quercifolia	Oakleaf Hydrangia	3 Gallon	
IG	25	ILEX glabra	Inkberry	3 Gallon	
		FLOWERS			
DL	25	HEMEROCALLIS	Daylilly	1 Gallon	
		GRASSES			
SH	32	SPOROBOLUS heterolepis	Prairie Dropseed	1 Gallon	

SCALE: 1"=20'

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/ /

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BAILEY TOWERS

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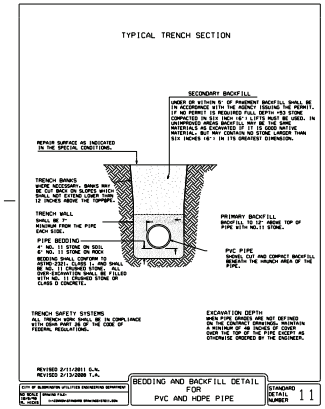
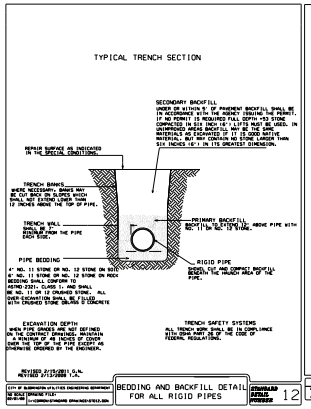
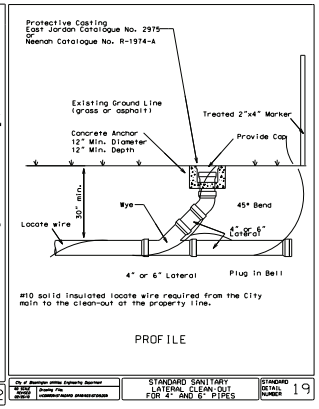
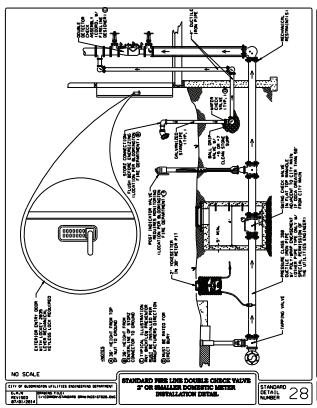
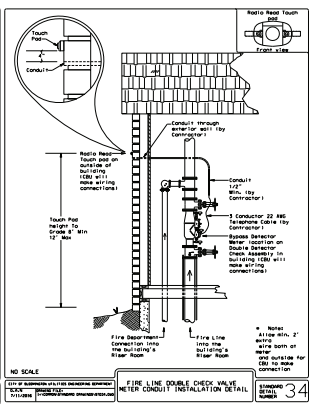
LANDSCAPE PLAN

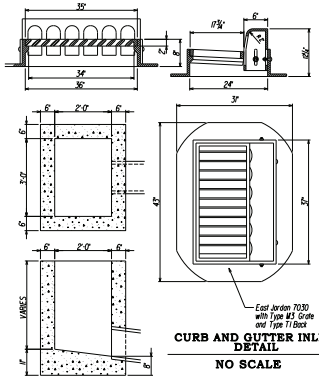


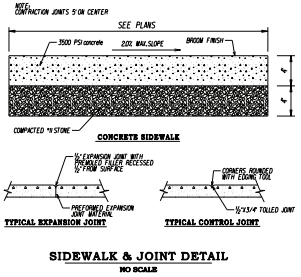


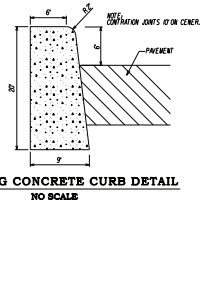


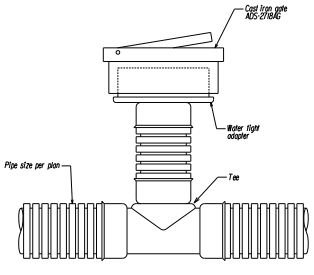


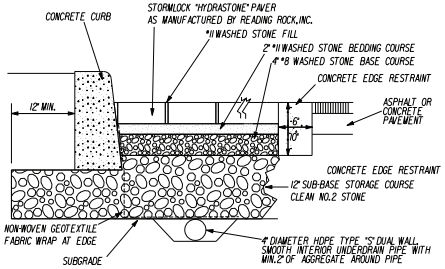


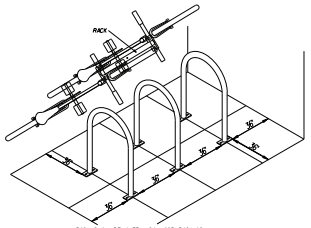


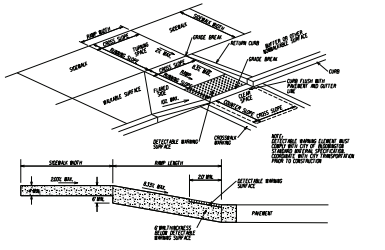


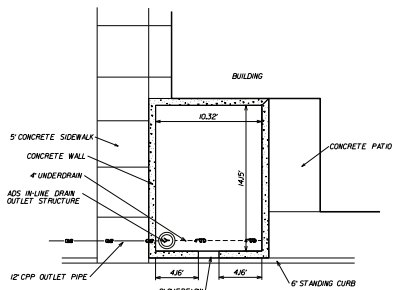


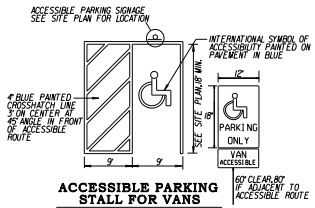


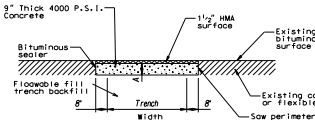


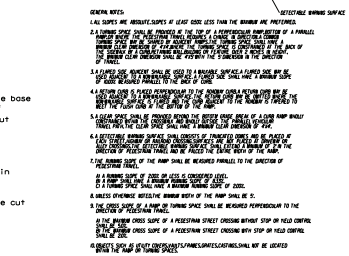












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CONSTRUCTION DATE
/ /

JOB TITLE
BAILEY TOWERS

REVISIONS	BY	DATE

SAB
SAS
CHECKED
DATE

JOB NUMBER
5952

SHEET
C207

DATE
10/21/19

DETAILS

BLOOMINGTON PLAN COMMISSION **CASE #: SP-23-19**
STAFF REPORT **DATE: November 4, 2019**
Location: 222 S. Walnut Street
105 & 111 W. 4th Street

PETITIONER: City of Bloomington
401 N. Morton Street, Bloomington

CONSULTANTS: Bledsoe, Riggert, Cooper, and James
1351 W. Tapp Road, Bloomington

CSO Architects, Inc.
8831 Keystone Crossing, Indianapolis

REQUEST: The petitioner is requesting site plan approval for a new parking garage in the Commercial Downtown zoning district.

BACKGROUND:

Area:	.8 acres
Current Zoning:	CD – Downtown Core Overlay
GPP Designation:	Downtown
Existing Land Use:	Business/Professional Office / Parking Garage
Proposed Land Use:	Commercial / Parking Garage
Surrounding Uses:	North – Waldron Arts Center West – Bank / Parking Lot / Dwelling, Multi-Family / Bar/Restaurant East – Office / Firestone Tire Company South – Napa Auto Parts

CHANGES SINCE JULY HEARING: The petitioner has continued eminent domain litigation with the owner of 222 S. Walnut Street. Additionally, some of the details of the project have changed slightly, including the Walnut Street right-of-way design being modified to include bump-outs to improve pedestrian experience at the crossings.

REPORT: The property is located on the west side of Walnut Street between 3rd and 4th Streets and is zoned Commercial Downtown (CD), in the Downtown Core Overlay. Surrounding land uses include the Waldron Arts Center to the north; an office building and Firestone Tire Company to the east; a bank with parking lot, bars, a restaurant and apartments to the west; and Napa Auto Parts to the south. The Downtown Transit Center is southeast of the property. The property currently contains a business/professional office building, as well as an existing City-operated parking garage.

The petitioner proposes to redevelop this property by demolishing the existing buildings on site and constructing a new 6 story parking garage with commercial space and public amenity space on the first floor. The parking garage would contain 510 parking spaces. The design also includes 50 indoor bicycle parking spaces as well as a minimum of 4 outdoor spaces, office space for City Parking Staff, and 11,189 square feet of

commercial space on the ground floor, as well as restrooms available to the public. The petitioner is proposing to include various green features, such as electric vehicle charging stations and solar panels. The petitioner is seeking a Silver level Parksmart designation.

The petitioner proposes vehicular and pedestrian entrances on both 3rd and 4th Streets. The Unified Development Ordinance does not allow a vehicular entrance on the higher classified road (3rd Street), therefore the petitioner is seeking a variance from the Board of Zoning Appeals to allow that entrance. Additionally, the current design requires two variances related to the 4th Street vehicular entrance as its width exceeds the allowable maximum and its location is too close to Walnut Street per code.

An alley runs along the west side of the property, connecting 3rd and 4th Streets. There is at least one business that derives primary access from the alley and the alley is often used by pedestrians.

The petitioner does not currently own the southernmost parcel included in the request. However, the City is in ongoing discussions with the owner about acquisition of the parcel and the Legal Department has advised that moving forward with a conditional approval is valid.

Plan Commission Site Plan Review: Multiple aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.090. These aspects are as follows:

- The petitioner is requesting waivers to multiple standards in BMC 20.03.120 and BMC 20.03.130.
- The petitioner is proposing a 'parking garage/structure' as a primary use.
- The petition is adjacent to a residential use.

SITE PLAN ISSUES:

Non-Residential Uses on the First Floor: While there is no residential component to the project, enclosed parking garages do not count toward the required non-residential ground floor space. So, this project is required to provide 50% or greater ground floor area of non-residential and non-parking garage space. The project meets this requirement with a combination of commercial tenant space, office space for City staff, dedicated bike parking area, and public restroom space.

Build-to-Line: The UDO requires buildings in the Downtown Core Overlay to be built at the front property line. The proposal meets this requirement on 3rd Street. The 4th Street and Walnut Street facades are set back. The proposal does not meet this UDO requirement.

Height: The maximum height in the DCO is 40 feet. The UDO defines building height as "the vertical dimension from the lowest point of the building, structure, or wall exposed above the ground surface to the highest point of the roof, parapet wall, or uppermost part. Chimneys, vents, mechanical equipment or utility service structures shall not be included in the measurement of vertical dimension." The proposal measures 75 feet 8

inches tall per the UDO definition. The southeast corner of the building measures 65 feet tall from grade to the highest point and the northeast corner measures 60 feet 11 inches. The proposal does not meet this requirement.

Parking and Surrounding Roads: No minimum number of spaces are required for either the commercial space in the building or the parking garage use. The petitioner is proposing a total of 499 parking spaces in the building. While a total number of on-street spaces was not submitted, the petitioner does intend to continue on-street parking, and is showing a 'drop off zone' at the north end of Walnut Street. Any changes to the right-of-way will need Board of Public Works approval. The Department suggested bump-outs at the intersections of 3rd and Walnut Streets and 4th & Walnut Streets to improve pedestrian infrastructure and better definition of vehicular lanes along Walnut Street, and those have been included.

Access: There are two proposed vehicular accesses to the parking garage, one on 3rd Street and one on 4th Street. The 4th Street entrance is for three total lanes. One dedicated entrance lane, one dedicated exit lane, and one lane to alternate as an entrance/exit as needed. The UDO allows for a maximum driveway width of 24 feet on 4th Street, and a maximum driveway width of 34 feet on any of the highest classified roads in the City. The petitioner is requesting a 40 foot entrance on 4th Street, which is comparable to the existing entrance on the current garage at this location. The entrance width will require variance approval by the Board of Zoning Appeals. Additionally, a 100 foot separation from Walnut Street is required, and the petitioner is showing 50 feet. The entrance location will also require variance approval by the Board of Zoning Appeals.

Because of the existing median on 3rd Street, that entrance would be right-in/right-out only. The UDO only allows a vehicular entrance on the lower classified road, which is 4th Street in this instance. The 3rd Street entrance will require variance approval by the Board of Zoning Appeals. Approval of this site plan is conditioned upon approval of the listed variances.

Pedestrian access to the garage is shown in the southwest and northwest areas of the building, near the stair towers and pay locations. 20.03.130(b)(6) requires recessed entry for pedestrian entrances to help identify and demarcate these locations. The petitioner is requesting deviation from that standard for the entrances to the garage. The Department has concerns about visibility of pedestrians from vehicles using the exits, and recessing of the pedestrian entrances may help to alleviate that concern. The Department asks that the petitioner continue to work on the pedestrian entrances to make them more visible and to improve pedestrian visibility in those areas.

Additionally, the Department would like the entrances for the commercial space(s) to meet the intent of the remainder of that reference, 20.03.130(b)(6)(B) & (C), by incorporating distinctive awnings, canopies, or something similar identifying those entrances. Approval of a design of that nature will be required before a tenant can occupy any space.

An additional pedestrian entrance which should be near the indoor bicycle storage area would allow users to access the area without having to utilize the vehicular entrance on

4th Street. A condition of approval has been added to include that additional entrance.

Bicycle Parking: No bicycle parking is required for the parking garage use. The petitioner proposes 40 indoor bicycle parking spaces on racks, with an additional 10 bicycle parking locker spaces. The commercial space requires 4 bicycle parking spaces within 50 feet of the entrances. Inclusion of those 4 spaces is a condition of approval. Approved location and separation design of these outdoor locations will be worked out with staff during the grading permit process.

Architecture/Materials: The proposed building is a parking garage, and as such, does not meet many of the DCO architectural standards that are designed to create compatible design in more traditionally-used buildings. Those differences are described below.

The primary material to be used on the majority of the garage is brick. There will be accents included that will be limestone at the pedestrian level (first floor and header above) and 'cast-in-place' concrete accents above. The UDO does not allow cement block in the DCO. The petition does not meet materials requirements (use of cast-in-place concrete). While much of this will be concealed by the large vertical louvers, the last module of the garage is open at the north end of the garage on Walnut Street, making the concrete levels quite visible. The Department prefers that that portion be treated in some way, and no changes were made to this area after the July Plan Commission hearing. A condition of approval to improve this area is still included.

The northwest portion of the building also contains a large perforated metal screen wall to add visual interest.

BMC 20.03.130(c)(1) requires a maximum façade width for each module of 65 feet for those sides of the buildings with frontage and a minimum façade width of 25 feet. The offset is to be a minimum of five percent of the total façade length, extending the length and height of its module. This requirement is included to provide visual interest in new development and discourage large monolithic buildings. The parking garage use makes meeting this requirement difficult, as the space needed for parking spaces and drive aisles is standard and cannot easily be varied. The petition does not meet this requirement.

BMC 20.03.130(c)(3) requires that building facades over 45 feet in height shall step back the horizontal façade/wall plane a minimum of 15 feet from the horizontal façade/wall plane below 45 feet in height and above 45 feet in height. Again, the parking garage use makes meeting this requirement very difficult, as the spaces and aisles have standard lengths that need to be met. The petition does not meet this requirement.

The DCO sets a minimum first floor void-to-solid requirement of 60%, consisting of transparent glass or façade openings, for facades facing a street. Upper stories are required to have a minimum of 20% void area. The DCO also requires a height-to-width ratio of 1.5:1 for upper story windows and the incorporation of lintels and sills. Because the parking garage is being designed with open air facades to facilitate increased natural light and air circulation, the design of the structure does not support these more traditional building design requirements. The petition does not meet these requirements.

Streetscape: Street trees and pedestrian-scaled lighting are required along 4th Street, 3rd Street, and Walnut Street. The site plan was amended after the July Plan Commission hearing in order to incorporate the tree plot along Walnut Street. The total number of street trees for the site should be 1 tree per 40 feet of frontage, not excluding vehicular drive cuts. This site requires the incorporation of 14 street trees with separation ranging from 20 to 40 feet on center. Only 12 street trees are shown. The petitioner may seek incorporation of bioretention in the tree plot area along Walnut Street. To that end, there may be a small reduction in the number of street trees, if alternative plantings are approved in their place. Street tree requirements are listed a condition of approval.

The petitioner is currently working with the Economic and Sustainability Department to incorporate art in the project to improve aesthetics and pedestrian experience.

Impervious Surface Coverage: The Downtown Core Overlay allows for 100% impervious surface coverage.

Pedestrian Facilities/Alternative Transportation: Sidewalk exists along 3rd, 4th, and Walnut Streets. The petition will meet UDO requirements to enhance those facilities with street trees and lighting.

No additional Bloomington Transit facilities are required with the development, and the Downtown Transit Center is across the intersection of 3rd and Walnut from the development site.

The north/south alley that runs along the western edge of the site currently functions as a pedestrian connection and access to businesses along the alley. The Department would like to see the alley enhanced with a combination of pedestrian-scale lighting on the west side of the building and improvements to either the alley or the petition site to allow for more clear cues that the area is pedestrian-friendly. To that end, a sidewalk has been incorporated on the site.

Green Features: The petitioner is proposing to build the structure under the Parksmart Certification, to the Silver level. Some of the design aspects related to the Certification are the inclusion of a minimum of 10 electric vehicle charging stations with the capability to add more easily if demand requires; the inclusion of solar panels on the roof; excess bicycle parking; and an open design that allows for more natural light and passive air circulation.

CRITERIA AND FINDINGS FOR SITE PLANS

20.09.120 (e)(9) The staff or plan commission, whichever is reviewing the site plan, shall make written findings concerning each decision to approve or disapprove a site plan.

(A) **Findings of Fact.** A site plan shall be approved by the plan commission only upon making written findings that the site plan:

(i) Is consistent with the growth policies plan (Comprehensive Plan);

Findings:

- The site is in the Downtown area of the Comprehensive Plan.
- Traditionally, downtowns have served as central hubs of activity. (p. 50) The petition provides commercial space, as well as much needed public restrooms, and parking to support surrounding uses and the future planned expansion of development to the south.
- The Monroe County Convention Center and surrounding properties present another wonderful opportunity for growth of tourism, hospitality jobs, and investment in Downtown Bloomington. (p. 54) The petition provides parking and amenities to support the future expansion of the Convention Center and the existing needs of Downtown businesses.
- …Vehicular parking demands have increased relative to a limited public parking supply. By some metrics, a parking 'problem' is a good indicator of a vibrant downtown. (p. 52) The petition is attempting to address the community desire for more public parking while remaining in scale with the surrounding existing and future developments.

(ii) Satisfies the requirements of Chapter 20.02, Zoning Districts;

The UDO includes an intent for the CD district and guidance for the Plan Commission in 20.02.370. The following items address those intent and guidance statements.

Findings:

- The project does serve to protect and enhance the central business district by expanding parking options for its customers.
- The project does not provide high density development of mixed uses with storefront retail and residential dwelling uses, but does provide commercial space, as well as other public amenities.
- While the building is large, the desired use necessitates such design. The project does incorporate some pedestrian-oriented design through first-floor window design, and does accommodate alternative means of transportation by providing ample bicycle parking.
- The project does intensify the use of vacant and under-utilized properties, by intensifying the existing garage and adding improved commercial and office space.
- The proposal does further the Comprehensive Plan goals of sustainable development design through the incorporation of ground-floor non-residential use and features such as solar panels.

(iii) Satisfies the requirements of Chapter 20.05, Development Standards;

Findings:

- The project does not meet all applicable development requirements of Chapter 5 related to entrances and drives and the petitioner is seeking variances from the Board of Zoning Appeals.

(iv) Satisfies the requirements of Chapter 20.07, Design Standards; and

Findings:

- No subdivision is involved, so this is not applicable.

(v) Satisfies any other applicable provisions of the Unified Development Ordinance.

The UDO includes an intent for the CSO district and guidance for the Plan Commission in 20.03.010. The following items address those intent and guidance statements

Findings:

- There are no immediately adjacent structures listed the *City of Bloomington Survey of Historic Structures.*
- The project draws upon traditional design by using traditional materials and incorporating pedestrian scale ground floor design and development, while allowing for an intense use above that is community-serving.
- The project redevelops an existing site that currently contains a defunct parking garage in the process of being demolished, as well as a one-story office building. The new development allows for more parking to support surrounding uses, as well as public restroom space, bike parking, office, and commercial space at a height greater than those of surrounding Overlays.

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

1.) The Petitioner shall work with the Senior Environmental Planner to bring the plan into compliance.

Staff Response: An approved Landscape Plan is required before release of a Grading permit.

2.) The Petitioner shall commit to achieving a Gold Parksmart Certification.

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

3.) All headers, accent courses, and cornice details shall be crafted from local limestone.

Staff Response: Based on conversations with the petitioner, all accents at pedestrian level will be limestone, though origin was not specified. Requiring local limestone use is not a part of current UDO standards, though it is encouraged.

4.) The alley behind the parking garage shall be reconstructed using ‘green alley’

techniques.

Staff Response: The Department encourages green practices, and does desire pedestrian improvements in this area. It is not required per UDO standards at this time.

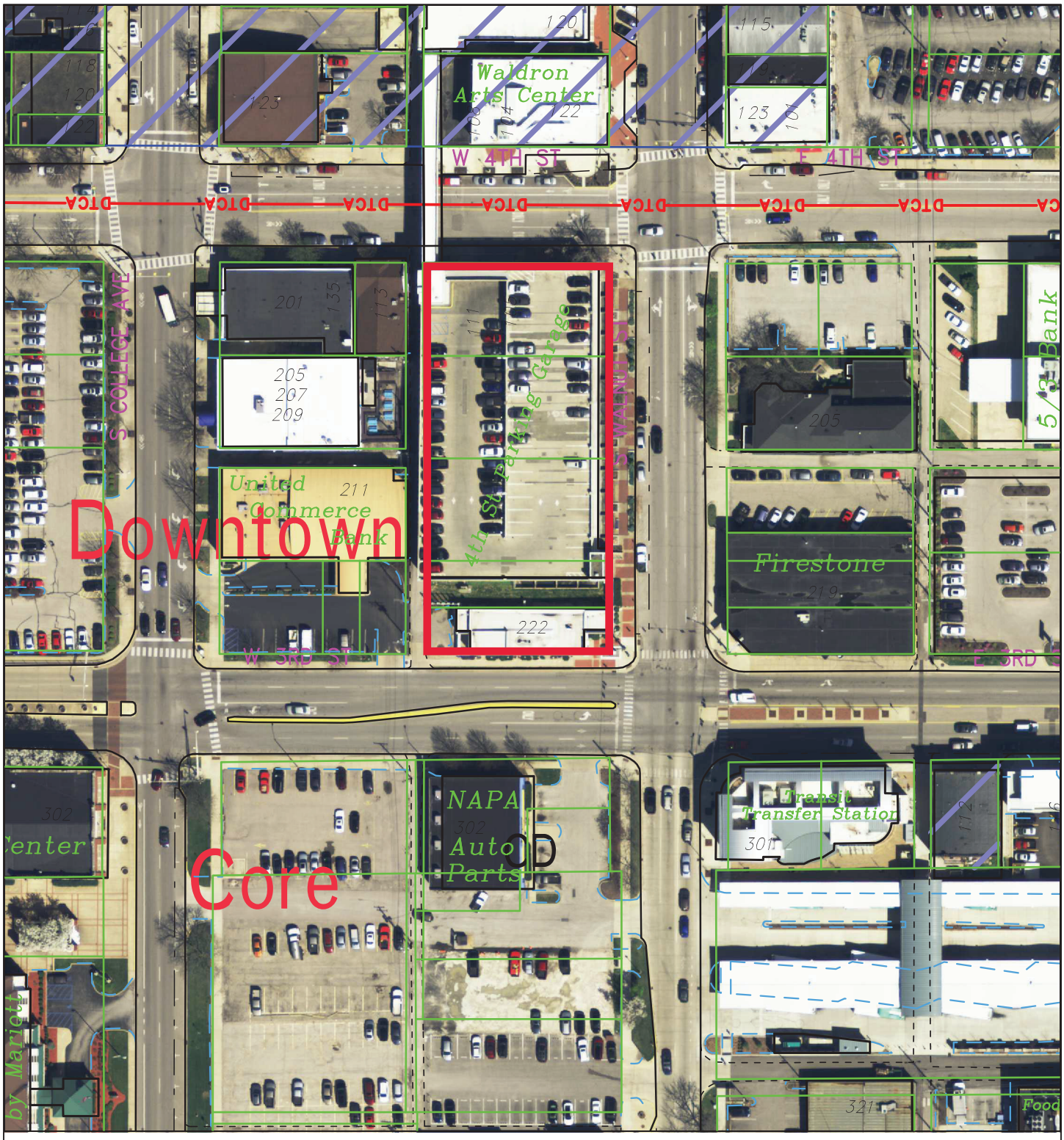
5.) The petitioner shall research the feasibility of stormwater capture using bioswales in the landscaped strips adjacent to Walnut Street.

Staff Response: The Department believes that the petitioner has interest in incorporating this green feature. If so, the Department asks the petitioner to coordinate with the Senior Environmental Planner on its incorporation related to street trees.

CONCLUSION: This petition is unique in the DCO area, as large public parking garages are not a common request. The site currently contains a large garage that has been determined to be in need of replacement. The site also contains a one-story office building. The proposal includes more parking than is currently available on-site, as well as commercial space, City office space, public restrooms, and a large enclosed bicycle parking area. The portions of the UDO that the petition does not meet largely relate to architecture and how new downtown buildings are desired to reflect traditional design. This parking garage is designed as a parking garage, as opposed to a faux office building, while incorporating pedestrian-level interest through material and design of the first level and prominent corners of the building. The petition also seeks to incorporate green development practices through the Parksmart certification process.

RECOMMENDATION: Based on the findings of fact found in the report above, the Department recommends approval of SP-23-19 with the following conditions:

1. This approval is contingent upon acquisition of the property at 222 S. Walnut Street. If the property is not acquired, a new petition will need to be filed for review and approval.
2. The approval is contingent upon approval of the variances by the Board of Zoning Appeals related to entrances and drives, as listed in this report.
3. An additional pedestrian entrance will be included near the indoor bicycle storage area to allow users to access the area without having to utilize the vehicular entrance on 4th Street.
4. Required bicycle parking for the commercial spaces will be added to the site plan before a grading permit is approved.
5. The petitioner will submit a site plan that meets the minimum street tree requirement. If the petitioner desires to use a portion of the tree plot area for bioretention to serve the site, the Senior Environmental Planner must review such a plan and approve any reduction in street trees.
6. The petitioner will amend the elevations of the northernmost module of the Walnut Street façade to treat or cover the exposed concrete elevations.



City of Bloomington
Planning & Transportation

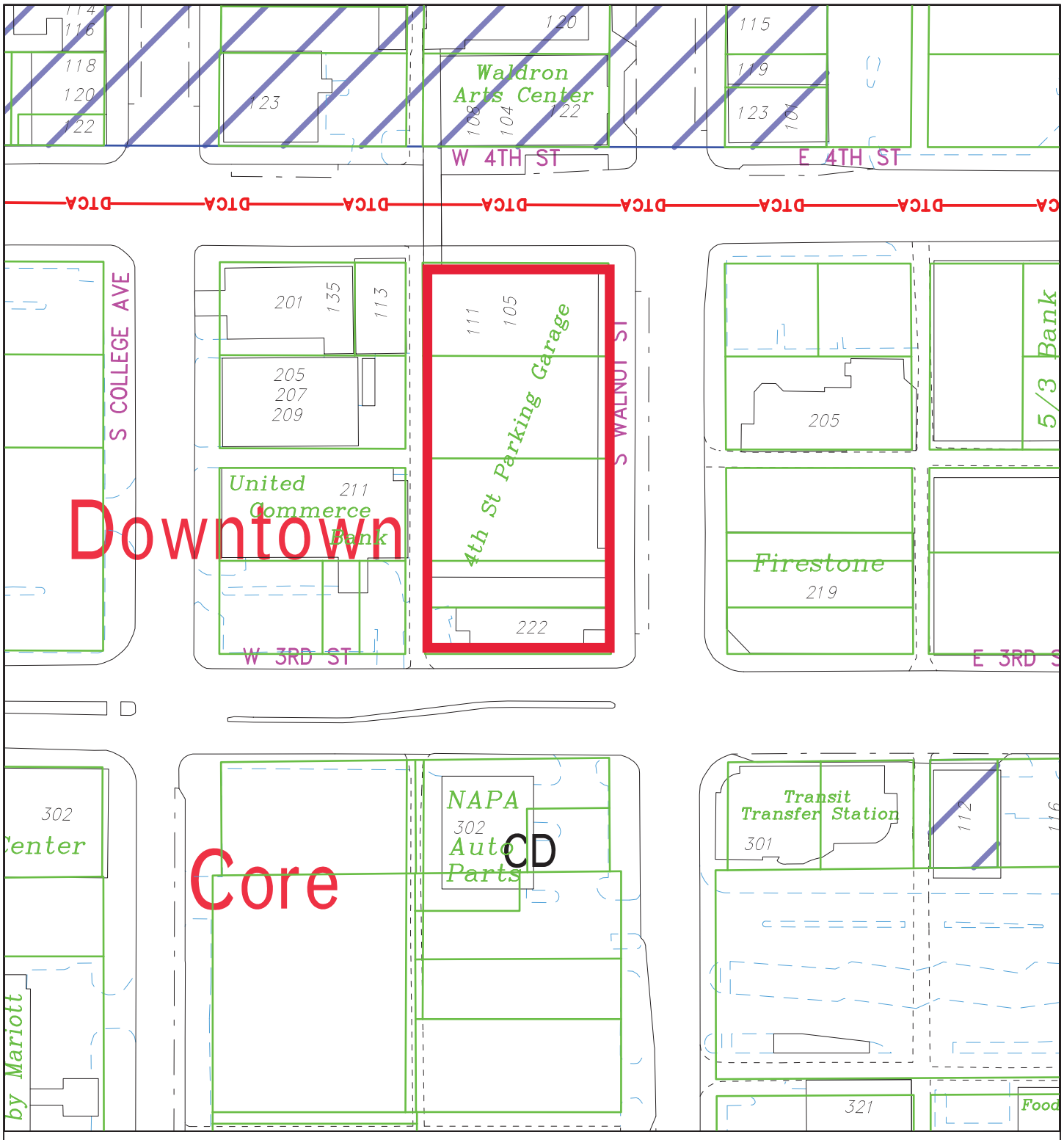
By: greulice
24 May 19

100 0 100 200 300

N

Scale: 1" = 100'

For reference only; map information NOT warranted.



By: greulice
24 May 19

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City of Bloomington
Planning & Transportation

Scale: 1" = 100'

For reference only; map information NOT warranted.

City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: July 8, 2019

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: SP-23-19: City of Bloomington, Fourth Street Parking Garage
105 & 111 West 4th St., and 222 South Walnut St.

The purpose of this memo is to convey the environmental concerns and recommendations provided by the City of Bloomington Environmental Commission (EC) with the hope that action will be taken to enhance the project's environment-enriching attributes. The EC is aware that this petition addresses variances and waivers, but they are not related to environmental quality. The EC reviewed the petition and offers the following comments and requests for your consideration.

1.) LANDSCAPE

Because this site falls within the Commercial Downtown Zoning District and the Downtown Core Overlay District, there are few landscaping requirements; nevertheless, the plan is currently not compliant with Unified Development Ordinance (UDO) requirements. The EC recommends that the Petitioner work with the Senior Environmental Planner to bring the plan into compliance.

2.) ENVIRONMENT-PROTECTING BUILDING PRACTICES

The EC recommends that the Petitioner arrange to achieve a Gold Parksmart Certification instead of only a silver one. Gold Certification is easy to achieve based on our review of the Parksmart Certification criteria. If the city is actually committed to making this structure sustainable, this certification provides a reasonable and effective way to act on that commitment. While sustainable practices sometimes appear to be a bit more expensive in the short term, it is widely accepted that in the long term they save money and resources; evidenced by the City's decision to establish an assistant director and commission for sustainability, and install solar energy and obtain a LEED certification for City Hall.

This garage was controversial throughout the community, as it also was within the EC. Constructing it as sustainably as possible is the least the city can do to address the concerns of folks on both sides of the automobiles vs alternative transportation debate.

3.) LOCAL MATERIALS

The EC is disappointed that the design does not contain any of the local limestone that this region is

famous for. Using concrete that is limestone colored is not an acceptable replacement. We recommend that all proposed masonry headers, accent courses, and cornice details be crafted from local limestone instead of concrete.

4.) GREEN ALLEY

The EC recommends that the alley behind the parking garage be reconstructed using "green alley" techniques. The alley will no doubt be destroyed during construction and will have to be rebuilt anyway, so that makes it a good candidate for a green infrastructure best practice, called a green alley. The City of Chicago made this practice commonplace and published the Green Alley Handbook https://www.chicago.gov/dam/city/depts/cdot/GreenAlleyHandbook.pdf to help other municipalities. Although it is narrow, this alley could benefit from some of the practices outlined in the handbook. Some pedestrian-friendly amenities, such as lighting on the sides of the building, landscaping, and functioning pervious pavement could convert this eyesore space into an inviting multi modal way.

5.) BIOSWALES

The small strips of landscaping along Walnut Street possibly could be designed to capture stormwater runoff. Even though it may only account for a small amount of the local stormwater, every little bit of green infrastructure helps the whole. The EC recommends that the Petitioner research the feasibility of stormwater capture using bioswales in the landscaped strips adjacent to Walnut Street.

RECOMMENDED CONDITIONS OF APPROVAL

1.) The Petitioner shall work with the Senior Environmental Planner to bring the plan into compliance.

2.) The Petitioner shall commit to achieving a Gold Parksmart Certification.

3.) All headers, accent courses, and cornice details shall be crafted from local limestone.

4.) The alley behind the parking garage shall be reconstructed using "green alley" techniques.

5.) The petitioner shall research the feasibility of stormwater capture using bioswales in the landscaped strips adjacent to Walnut Street.

CSO
ARCHITECTURE · INTERIOR DESIGN

June 3, 2019

City of Bloomington Planning Commission
401 N. Morton Street
Bloomington, IN 47403

RE: City of Bloomington
4th Street Parking Garage, 111 W. 4th Street
Waivers from Downtown Core Overlay District Requirements

Dear Planning Commission Members:

On behalf of the City of Bloomington, we respectfully request your consideration of our request for waivers from Section 20.03.120 DCO Development Standards of the City of Bloomington, Unified Development Ordinance as follows below:

20.03.120.b.(2) Maximum Structure Height: The facility program call for the development of between 500 – 550 parking spaces. To achieve that requirement 7 parking decks are being provided with the stair tower maximum height reaching 80 feet above the lowest grade at the building.

20.03.120.e.(6) Recessed Entrance: The facility's pedestrian entrances are immediately adjacent to the existing north south alley. Recessing the entrance creates a hide, blind corner and security issue.

20.03.120.e.(6.).(c).(B) Façade Modulation: The modulation of the façade will greatly impact the efficiency and cost of the garage. The required modulation does not lend itself to efficient garage layout or function.

20.03.120.e.(6.).(c).2 Building Height Step Down: In order to accommodate the City's facility program of providing at least 500 – 550 spaces on the property available, in compliance other aspects of the UDO development standards, seven parking decks are required and thus the height of 80 feet is necessary.

20.03.120.e.(6.).(c).(3).(A) Building Height Step Back:: The functionality of the parking garage facility cannot accommodate this step back requirement above the 35 foot level.

We greatly appreciate your affirmative consideration of our request for the above waivers.

Sincerely yours,

Joseph E. Raper. AIA
Project Manager

Bledsoe Riggert Cooper James
LAND SURVEYING • CIVIL ENGINEERING • GIS

Transmittal Letter

TO: Jacqueline Scanlan, Development Service Manager
City of Bloomington Planning and Transportation Department
401 N. Morton Street, Suite 130
Bloomington, Indiana 47404
812-349-3423

FROM: William S. Riggert, PE

SUBJ: 4th Street Parking Garage

DATE: October 21, 2019

Jackie,

Attached, for your review and comment, please find updated plans and elevations for the November 4, 2019, Plan Commission Hearing.

Please let us know if you have any questions or concerns and if there is time to make additional adjustment, if need be, prior to issuing the Plan Commission Packet to the Plan Commissioner's.

Thanks,

Bill

ec: Josh Scism, CORE
Joe Raper, CSO
Steve Aldrich, CSO
Eileen Davis, CSO
Alyssa Prazeau, CONTEXT
Dan Neubecker, BRCJ

xc: File – Project No. 10089

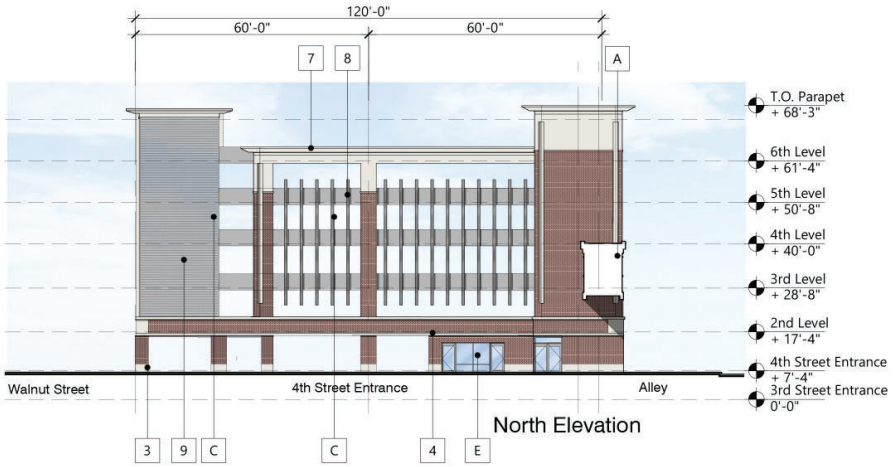
BRCJ 10089 4th Street Parking Garage – cob-js-001.trans_2019-10-21

CSO

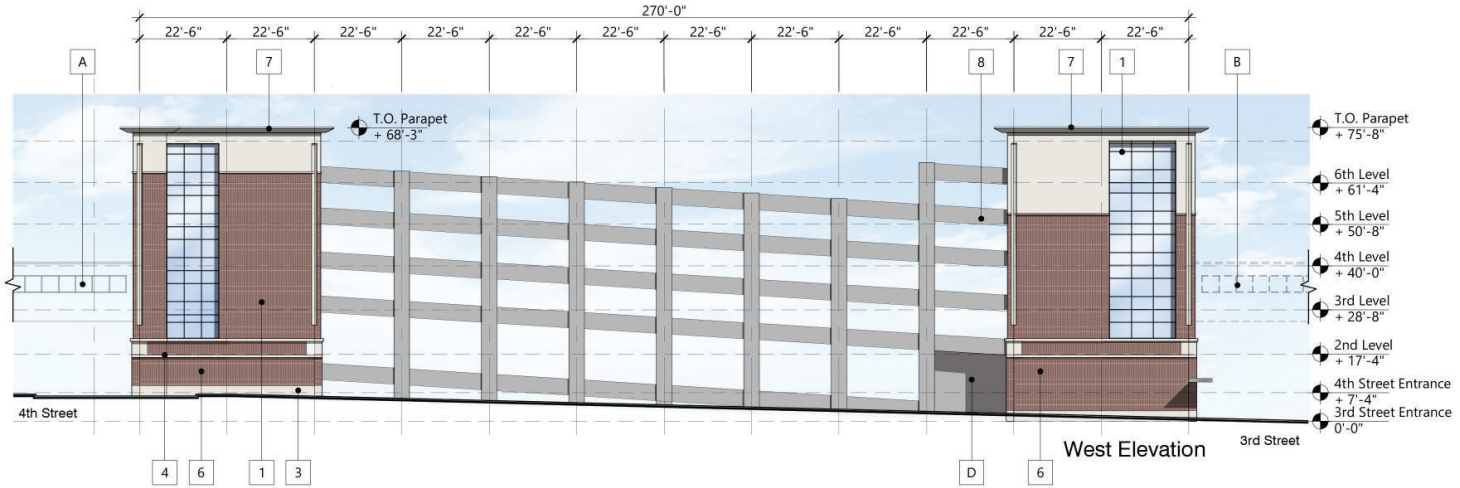
4th Street Parking Garage

Bloomington, IN | 03 July 2019

CS 19053



North Elevation



West Elevation

MATERIALS KEY:

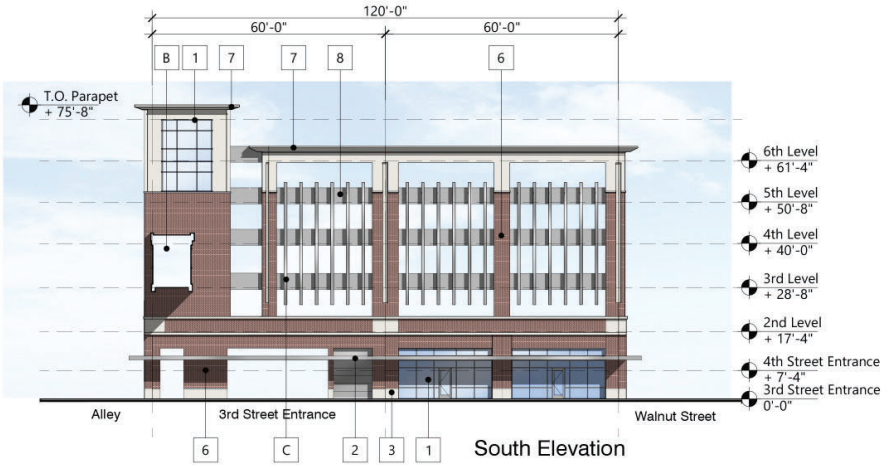
1 Clear Anodized Aluminum Storefront with Clear Glazing
2 Aluminum Canopy
3 Masonry Base - Limestone Color
4 Masonry Header - Limestone Color
5 Accent Course - Limestone Color
6 Brick Masonry Veneer
7 Cornice Detail - PreCast Concrete, Limestone Color
8 Cast-In-Place Concrete
9 Perforated Metal Screen

GENERAL NOTES:

A Existing Skywalk To Remain In This Location
B Potential Future Skywalk Anticipated Near This Location, T.B.D.
C Art Opportunity
D Utility Area (Open to Alley)
E Restroom Entrance with Frosted Glass (Back Lit)

Exterior Elevations

0' 16' 32' 64'



South Elevation

East Elevation

MATERIALS KEY:

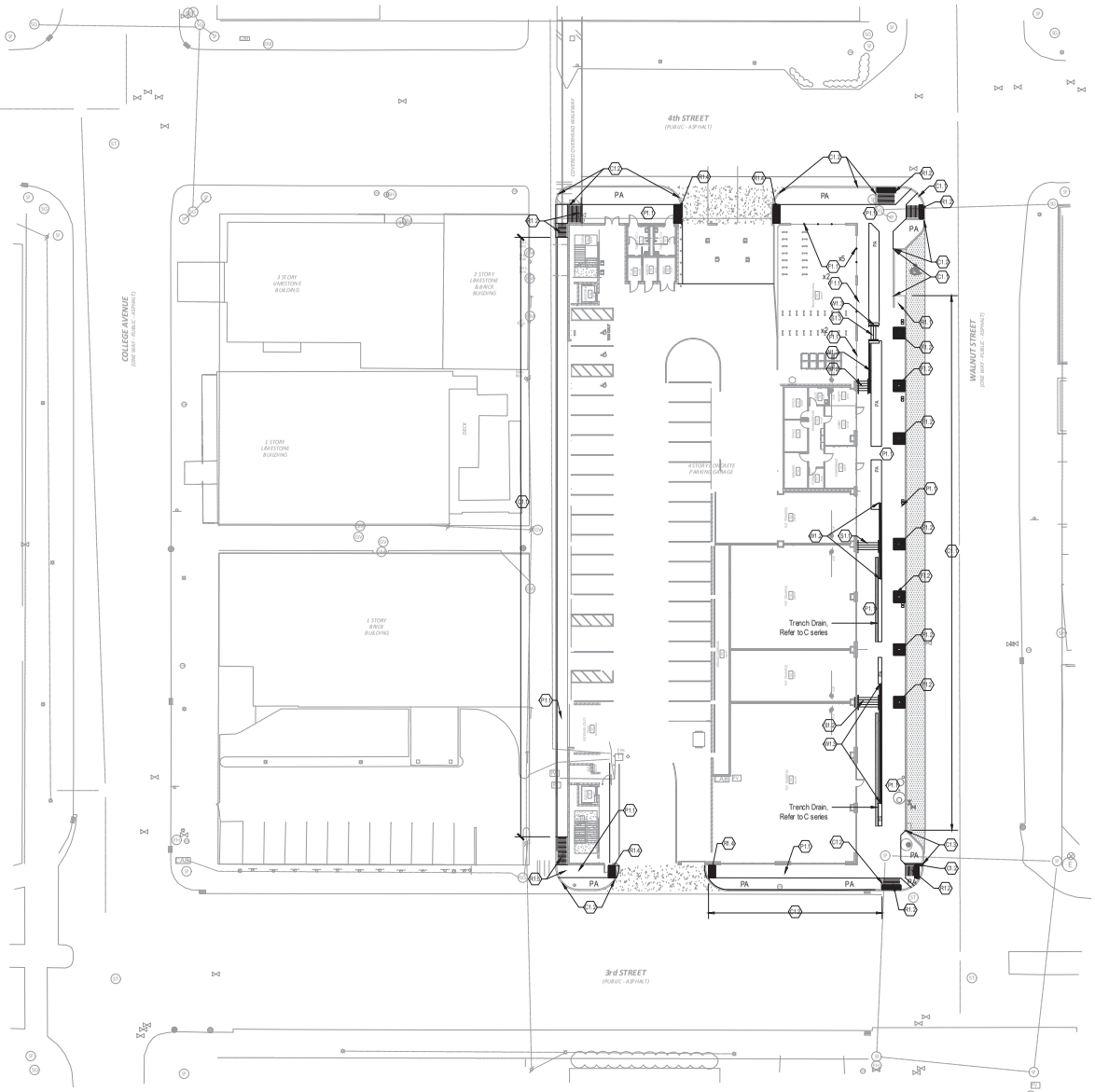
1 Clear Anodized Aluminum Storefront with Clear Glazing
2 Aluminum Canopy
3 Masonry Base - Limestone Color
4 Masonry Header - Limestone Color
5 Accent Course - Limestone Color
6 Brick Masonry Veneer
7 Cornice Detail - PreCast Concrete, Limestone Color
8 Cast-In-Place Concrete
9 Perforated Metal Screen

GENERAL NOTES:

A Existing Skywalk To Remain In This Location
B Potential Future Skywalk Anticipated Near This Location, T.B.D.
C Art Opportunity
D Utility Area (Open to Alley)
E Restroom Entrance with Frosted Glass (Back Lit)

Exterior Elevations

0' 16' 32' 64'



MATERIAL LEGEND

C1.0 Curbing

- C1.1 Integral Curb and Sidewalk, Refer to Detail 3/L500
- C1.2 Concrete Standard Post Curb, Refer to Detail 4/L500
- C1.3 Flush Curb, Refer to Detail 5/L500

F1.0 Site Furnishings

- F1.1 Bollard, embedded. Refer to Specification 32 3300
- F1.2 Tree Vault, Refer to Sheet L120 for detail and Specification 32 1313

P1.0 Pavement, Concrete

- P1.1 Standard Concrete Pavement, Refer to Detail 1 & 2/L500

R1.0 Accessible Sidewalk Ramps

- R1.1 Ramp at ADA Parking Space, Refer to Detail 6/L500
- R1.2 Sidewalk ramp with double curb @ corner, Refer to Detail 6/L500
- R1.3 Sidewalk ramp with double curb @ corner, Refer to Detail 6/L500
- R1.4 Flush Condition, Refer to Detail 6/L500
- R1.5 Sidewalk ramp with single curb @ corner, Refer to Detail 6/L500

S1.0 Stairs

- S1.1 Stairs with 4 risers, Refer to Detail 7-8/L500
- S1.2 Stairs with 5 risers, Refer to Detail 7-8/L500
- S1.3 Stairs with 3 risers, Refer to Detail 7-8/L500

W1.0 Walls

- W1.1 Retaining Wall 1, Refer to Sheet L501
- W1.2 Retaining Wall 2, Refer to Sheet L501
- W1.3 Retaining Walls 3, Refer to Sheet L501

PA Planting Area

North

0 10' 20' 40'

Scale 1" = 20'-0"

CSO

context

PROJECT:

CITY OF BLOOMINGTON
4TH STREET PARKING GARAGE
405 W 4TH STREET, BLOOMINGTON, IN 47404

SCOPE DRAWINGS:

These drawings indicate the general scope of the project to be bid. Any items omitted from the drawings or specifications, but clearly implied as necessary to complete the work, shall be provided by the contractor as if detailed and specified herein.

The contractor is responsible for the construction means, methods, techniques, sequences and procedures of the construction.

In the event of discrepancies between drawings or between drawings and specifications, the more costly condition shall be provided unless otherwise directed in writing by the owner prior to execution of the work.

REVISIONS:

ISSUE DATE	DRAWN BY	CHECKED BY
06-28-19	JDS/APP	APP

DRAWING TITLE:

MATERIALS PLAN

CERTIFIED BY:

100% CD
REVIEW SET
NOT FOR
CONSTRUCTION

DRAWING NUMBER

L100

PROJECT NUMBER

19053

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	REMARKS
Gin-p	3	Ginkgo biloba `Princeton Sentry`	Princeton Sentry Ginkgo	B & B	2"Cal	full, strong central leader, matched
Gle-d	2	Gleditsia triacanthos `Draves`	Street Keeper Honeylocust	B & B	2"Cal	full, strong central leader, matched
Ulm-t	4	Ulmus x `Morton Glossy`	Triumph Elm	1.5" Cal.	B&B	full, strong central leader, matched, uniform
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	REMARKS
Pla-a	3	Platanus x acerifolia `Bloodgood`	London Plane Tree	B & B	2"Cal	full, strong central leader, matched
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	REMARKS
Cor-c	7	Cornus sericea `Arctic Fire`	Arctic Fire Red Twig Dogwood	container	24"	space @ 2`-6" o.c.
Die-l	76	Diervilla lonicera `Michigan Sunset`	Michigan Sunset Northern Bush Honeysuckle	container	24"	space @ 2`-0" o.c.
Rhu-a	7	Rhus aromatica `Gro-Low`	Gro-Low Fragrant Sumac	container	18" spread	Space @ 4` o.c.
ORNAMENTAL GRASSES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	REMARKS
Cal-x	6	Calamagrostis x acutiflora `Karl Foerster`	Karl Foerster Feather Reed Grass	pot	#2	space @ 3`-0" o.c.
Pan-x	13	Panicum virgatum `Rotstrahlbusch`	Red Switch Grass	pot	#2	space @ 2`-6" o.c.
Spo-h	124	Sporobolus heterolepis	Prairie Dropseed	pot	#1	space @ 2`-0" o.c.
PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	REMARKS
Lav-g	19	Lavandula x intermedia `Grosso`	Grosso Lavendin	pot	#1	space @ 2`-0" o.c.
Lir-s	47	Liriope spicata	Creeping Lily Turf	pot	#1	space @ 12" o.c.

Area to receive seeded lawn

ORDINANCE CHART

Zoning: CD

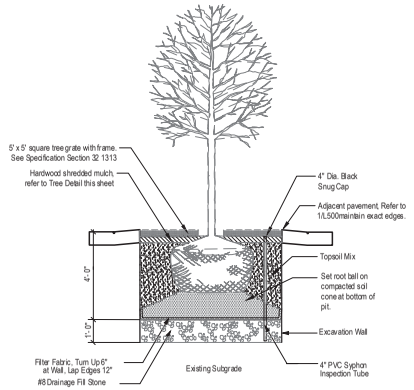
STREET TREES:
Requirement: Provide 1 canopy tree/40 l.f.
Required:
- 4th Street @ 132 l.f. - 38 l.f. (drive) = 2.35 trees
- Walnut Street @ 278 l.f. = 6.875 trees
- 3rd Street @ 132 l.f. - 36 l.f. (drive) = 2.4 trees

Provided:
- 4th Street = 2 trees
- Walnut Street = 7 trees
- 3rd Street = 2 trees

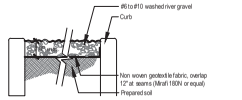
BUFFERS - Same surrounding zoning; no buffers required

INTERIOR PLANTINGS
Requirement: Provide 1 tree + 8 shrubs/500 s.f. of lot not covered by structure or parking
Required: 0 s.f. not covered; no requirements

BIKE PARKING - REFER TO ARCHITECTURAL PLANS



TREE VAULT
Not to Scale



STONE MULCH
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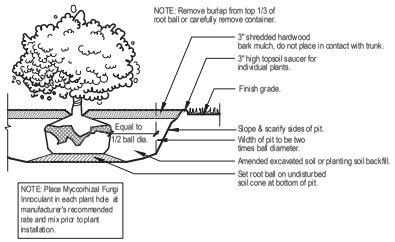

SHRUB PLANTING
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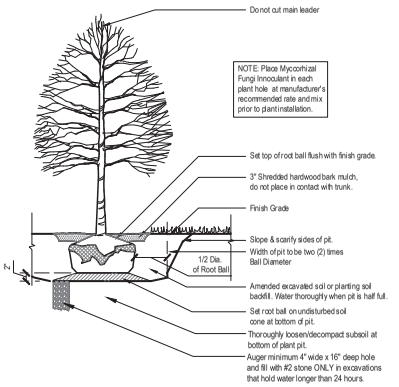
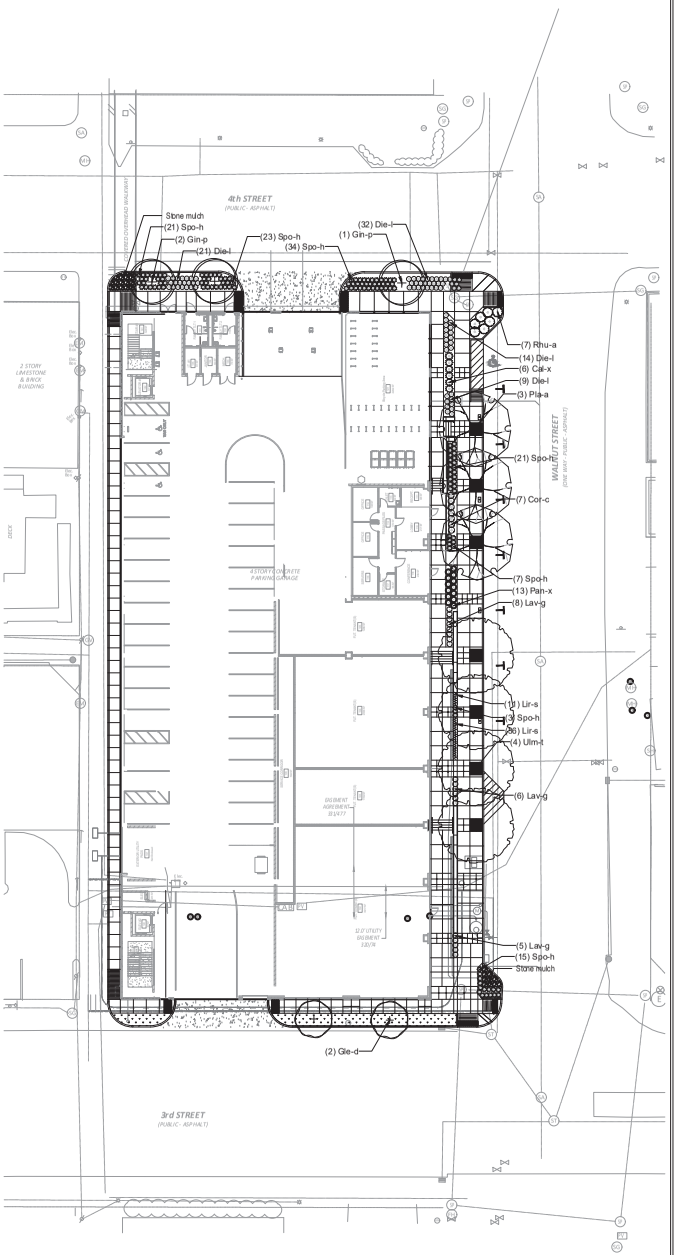


TREE PLANTING
Not to Scale



GENERAL LANDSCAPE AND PLANTING NOTES

1. Refer to Project Manual for Planting Specifications and Topsoil requirements. Refer to Plant Schedule and Planting Details for additional information.
2. All materials are subject to the approval of the Landscape Architect and Owner at any time. Landscape Architect to inspect all plant locations and plant bed conditions prior to installation. On-site adjustments may be required.
3. Rootballs shall meet or exceed size standards as set forth in 'American Standards for Nursery Stock'. MAIN LEADERS OF ALL TREES SHALL REMAIN INTACT.
4. Remove from the site any plant material that turns brown or defoliates within five (5) days after planting. Replace immediately with approved, specified material.
5. Plant counts indicated on drawings are for Landscape Architect's use only. Contractor shall make own plant quantity takeoffs using drawings, specifications, and plant schedule requirements (i.e., spacing), unless otherwise directed by Landscape Architect. Contractor to verify bed measurements and install appropriate quantities as governed by plant spacing per schedule. Plant material quantities shown on plan are minimum quantities. Additional material may be needed to meet spacing requirements and field conditions.
6. Seed all areas disturbed by construction activities that are not otherwise noted to receive pavement, planting bed, or sod treatment.
7. The Contractor shall install and/or amend topsoil in all proposed bed areas to meet Specifications. Contractor shall coordinate quantity and placement of topsoil. Landscaper shall verify depth of topsoil prior to plant installation. (Refer to specifications for topsoil source and placement requirements)
8. All tree locations shall be marked with 2x2" stakes prior to planting for review and approval by the Landscape Architect. Any plant material installed in an incorrect location, by the judgment of the Landscape Architect, shall be reinstalled at the Contractor's expense.
9. All plant beds shall receive 3" minimum of shredded hardwood bark mulch (unless otherwise noted).
10. Verify all utility locations in the field prior to beginning work. Repair all damaged utilities to Owner's satisfaction at no additional cost.
11. The Contractor shall maintain all plant material and lawns until the project is fully accepted by the Landscape Architect, unless otherwise noted.
12. All workmanship and materials shall be guaranteed by the Contractor for a period of one calendar year after Final Acceptance.
13. Install all plant material in accordance with all local codes and ordinances. Coordinate with the Owner to obtain any required permits necessary to complete work.
14. Contractor shall test all tree pits for drainage. Any tree pit that holds water for more than 24 hours shall be installed using tree pit drainage.
15. Tree Protection Fencing is the responsibility of the Contractor. Minimum protected area shall include the full drip line of the canopy. NO construction activities, material storage, etc. may occur within that area. The Contractor shall ensure that no soil compaction or tree damage occurs in any Protected areas, at any time during the construction process.
16. Trees shall be matched in groups unless otherwise noted.

North

0 10' 20' 40'
Scale 1" = 20'-0"

CSO

context

PROJECT:
CITY OF BLOOMINGTON
4TH STREET PARKING GARAGE
405 W 4TH STREET, BLOOMINGTON, IN 47404

SCOPE DRAWINGS:
These drawings indicate the general scope of the project to be built, but are not complete enough for the work to be bid or constructed without additional information. Omissions of absolutely necessary and standard systems or components which may not be specifically called for in these drawings or specifications shall not relieve the Contractor of the responsibility of furnishing and installing the same as a part of the Contract.
It is the duty of the Contractor to notify the Architect of any discrepancies found in these drawings prior to the start of construction. The Contractor shall be responsible for the proper execution and completion of the work.

REVISIONS:

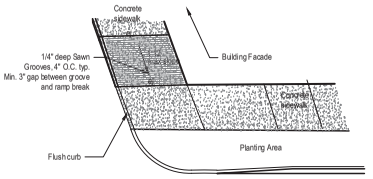
ISSUE DATE	DRAWN BY	CHECKED BY
06-28-19	JDS/APP	APP

DRAWING TITLE:
LANDSCAPE PLAN

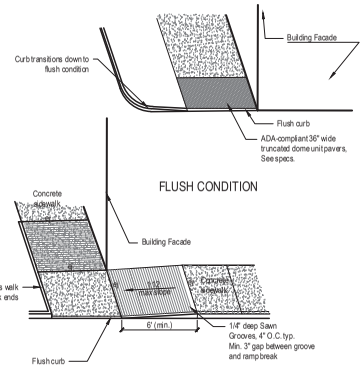
CERTIFIED BY:
100% CD
REVIEW SET
NOT FOR
CONSTRUCTION

DRAWING NUMBER
L120

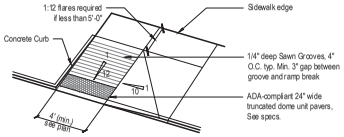
PROJECT NUMBER
19053



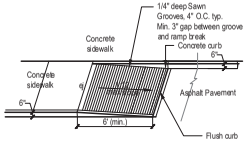
SIDEWALK RAMP WITH SINGLE CURB @ CORNER



SIDEWALK RAMP WITH DOUBLE CURB @ CORNER



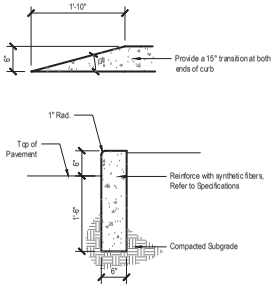
FLARE RAMP WITH CURB



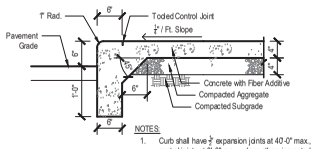
SIDEWALK RAMP @ ADA PARALLEL SPACE

NOTE: All ramp types shown in this detail are Prototypical Configurations. Minor adjustments may be required to accommodate specific field conditions. Coordinate adjustments and alterations in the field with the Landscape Architect. Ensure that positive drainage is maintained on and around each ramp to prevent birdbaths and ponding.

6 ACCESSIBLE RAMP CONFIGURATIONS
Not to Scale

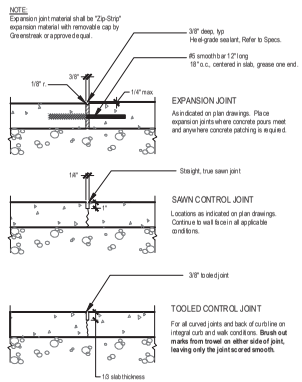


4 CONCRETE STANDARD POST CURB
Scale: 1"=1'-0"

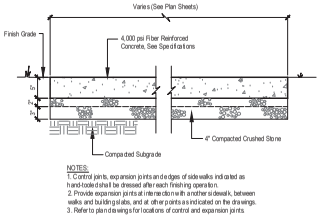


NOTES:
1. Curb shall have ½" expansion joints at 40'-0" max., control joints at 8'-0" max. unless otherwise noted.
2. Control joints shall be cut ¼" depth of total thickness of slab.
3. Fiber additive: Virgin nylon fibers, ¾" length, Nycon by Nycon Inc., or Forta Nylon by Forta Corporation, added at the batch plant at 1 lb. per cu. yd. of concrete.

3 INTEGRAL CONCRETE CURB & WALK
Scale: 1"=1'-0"

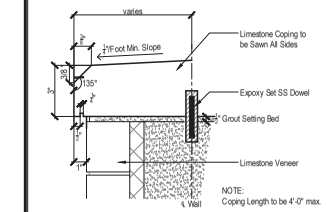


2 CONCRETE JOINTING
Not to Scale



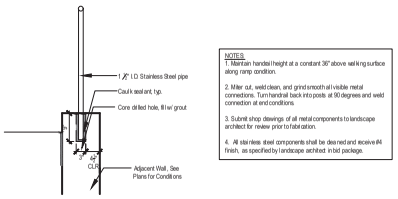
NOTES:
1. Control joints, expansion joints and edges of sidewalks indicated as hand-tooled shall be dressed after each finishing operation.
2. Provide expansion joints at intersection with another sidewalk, between walks and building slabs, and at other points as indicated on the drawings.
3. Refer to plan drawings for locations of control and expansion joints.

1 STANDARD DUTY CONCRETE
Not to scale



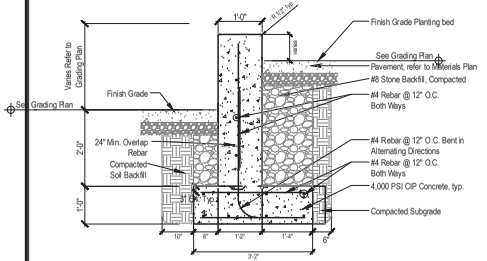
NOTE:
Coping Length to be 4'-0" max.

10 LIMESTONE COPING w/ DRIP EDGE
Not to Scale

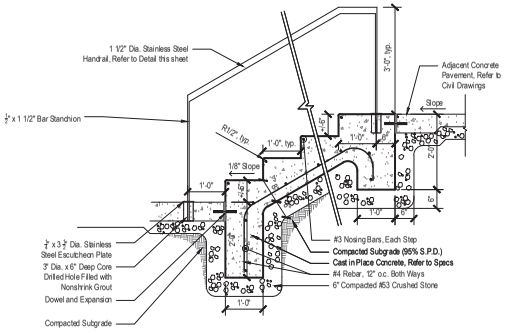


NOTES:
1. Maintain handrail height at a constant 36" above walking surface along ramp condition.
2. Miter cut, weld clean, and grind smooth all visible metal connections. Turn handrail back into posts at 90 degrees and weld connection at end conditions.
3. Submit shop drawings of all metal components to landscape architect for review prior to fabrication.
4. All stainless steel components shall be cleaned and receive #4 finish, as specified by landscape architect in bid package.

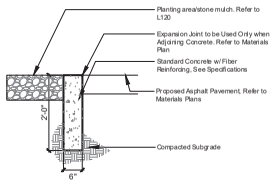
8 METAL HANDRAIL EMBEDMENT
Scale: 3/4" = 1'-0"



9 C.I.P. CONCRETE WALL SECTION
Scale: 3/4" = 1'-0"



7 PROTOTYPICAL STAIRS
Scale: 3/4"=1'-0"



5 FLUSH CONCRETE CURB
Scale: 3/4" = 1'-0"

CSO Architects
Context Landscape Architecture

PROJECT:
CITY OF BLOOMINGTON
4TH STREET PARKING GARAGE
405 W 4TH STREET, BLOOMINGTON, IN 47404

SCOPE DRAWINGS:
These drawings indicate the general scope of the project to be bid and constructed. Contractor shall review all drawings and specifications prior to bidding in order to be aware of all structural, mechanical and electrical systems.
The Contractor is responsible for providing all equipment and for all necessary features required for the satisfactory operation of the systems.
It is the duty of the general trades indicated or described, to provide all labor, materials and items required for the proper execution and completion of the work.

REVISIONS:

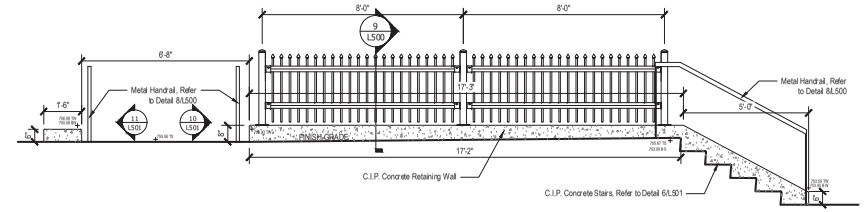
ISSUE DATE	DRAWN BY	CHECKED BY
10-21-19	JB/APP	APP

DRAWING TITLE:
SITE DETAILS

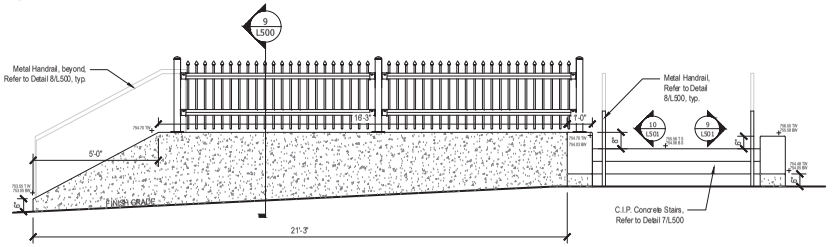
CERTIFIED BY:
100% CD REVIEW SET NOT FOR CONSTRUCTION

DRAWING NUMBER
L500

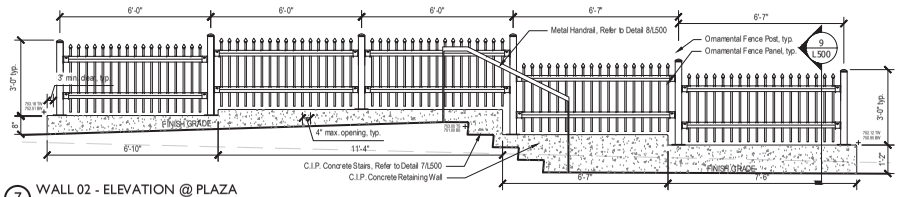
PROJECT NUMBER
19053



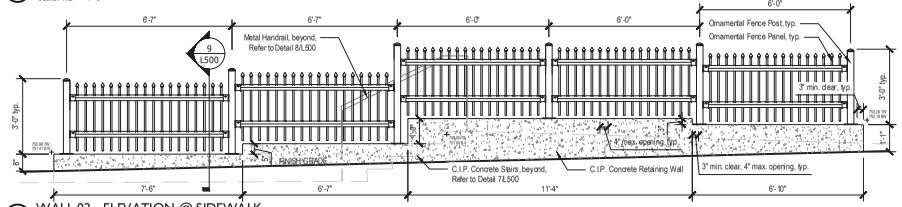
9 WALL 03 - ELEVATION @ PLAZA
Scale: 1/2" = 1'-0"



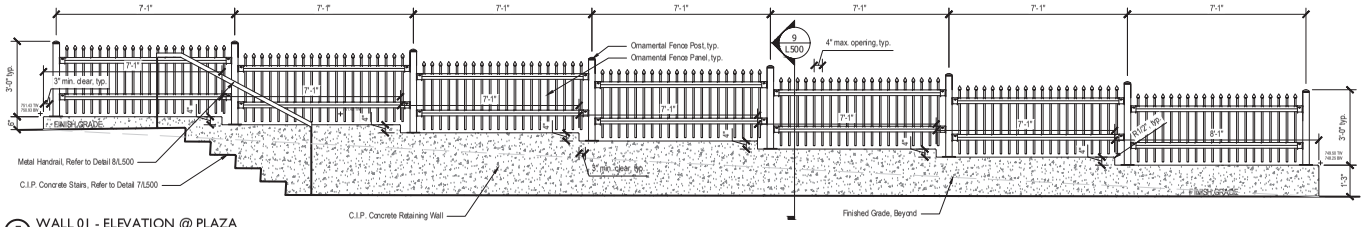
8 WALL 03 - ELEVATION @ SIDEWALK
Scale: 1/2" = 1'-0"



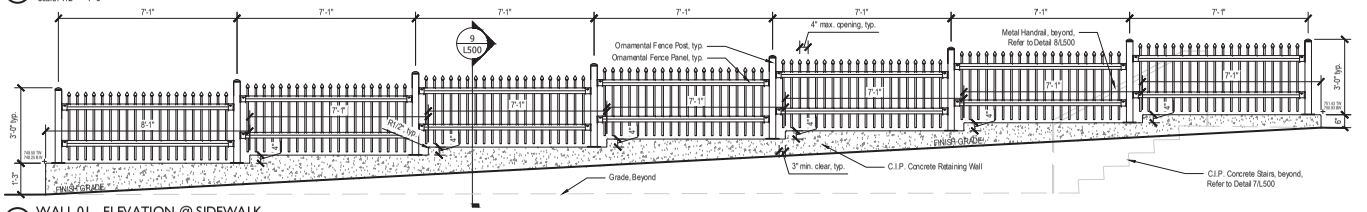
7 WALL 02 - ELEVATION @ PLAZA
Scale: 1/2" = 1'-0"



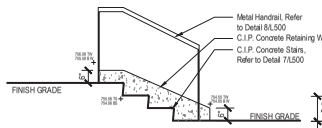
6 WALL 02 - ELEVATION @ SIDEWALK
Scale: 1/2" = 1'-0"



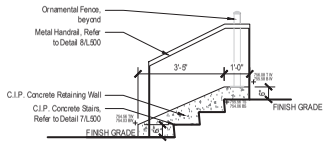
5 WALL 01 - ELEVATION @ PLAZA
Scale: 1/2" = 1'-0"



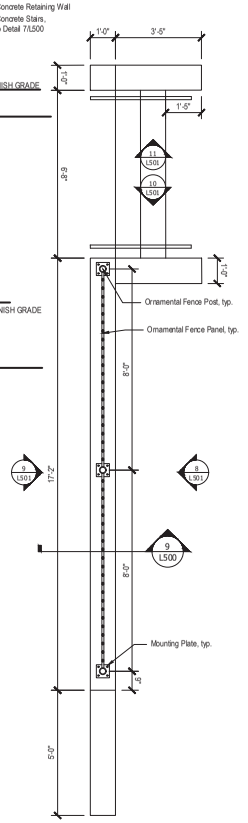
4 WALL 01 - ELEVATION @ SIDEWALK
Scale: 1/2" = 1'-0"



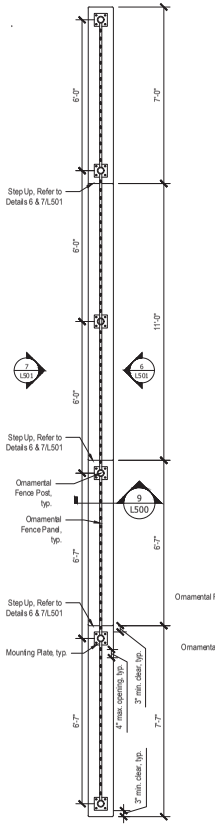
11 WALL 03 - ELEVATION
Scale: 1/2" = 1'-0"



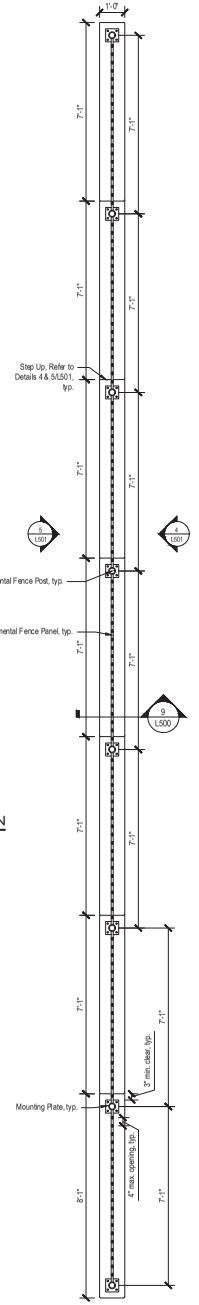
10 WALL 03 - ELEVATION
Scale: 1/2" = 1'-0"



3 WALL 03 - ENLARGED PLAN
Scale: 1/2" = 1'-0"



2 WALL 02 - ENLARGED PLAN
Scale: 1/2" = 1'-0"



1 WALL 01 - ENLARGED PLAN
Scale: 1/2" = 1'-0"

CSO

context

CITY OF BLOOMINGTON
4TH STREET PARKING GARAGE
405 W 4TH STREET, BLOOMINGTON, IN 47404

SCOPE DRAWINGS:
These drawings indicate the general scope of the project to be bid, but are not complete enough for the work to be executed without additional information. The Contractor shall be responsible for providing all of the necessary details required for the execution of the Contract.
Do not scale the drawings. Figured dimensions or marked items shall govern. Verify all dimensions before proceeding with fabrication or erection.

REVISIONS:

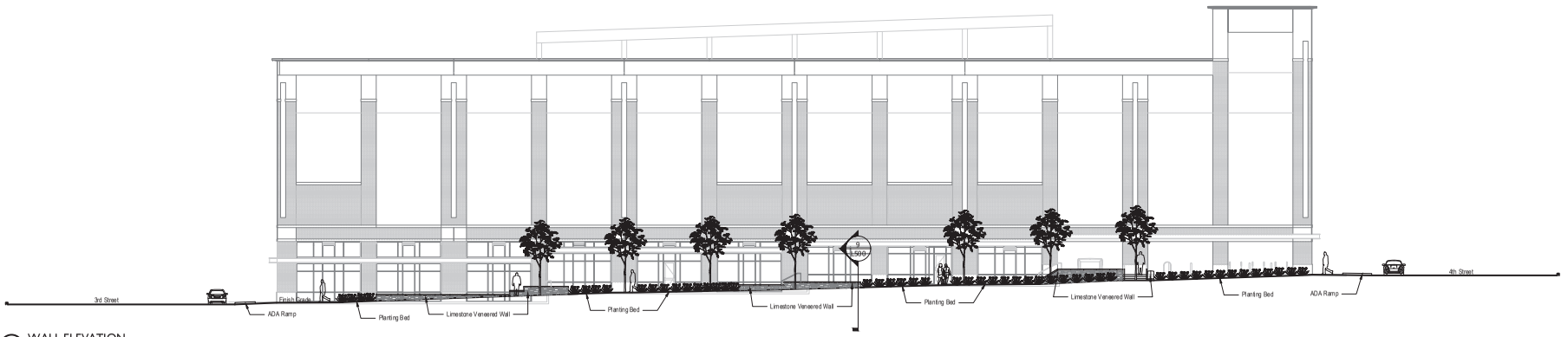
ISSUE DATE	DRAWN BY	CHECKED BY
10-21-19	JB/APP	APP

DRAWING TITLE:
SITE DETAILS

CERTIFIED BY:
100% CD REVIEW SET NOT FOR CONSTRUCTION

DRAWING NUMBER
L501

PROJECT NUMBER
19053



1 WALL ELEVATION
NOT TO SCALE

CSO

context

PROJECT:
CITY OF BLOOMINGTON
4TH STREET PARKING GARAGE
405 W 4TH STREET, BLOOMINGTON, IN 47404

SCOPE DRAWINGS:
These drawings indicate the general scope of the project to be bid and constructed. In order for the contractor to include all items required for the complete and proper installation and operation of the system, it shall be the responsibility of the contractor to provide all necessary devices and/or accessories not shown or specified which are clearly necessary for the proper installation and completion of the work.

REVISIONS:

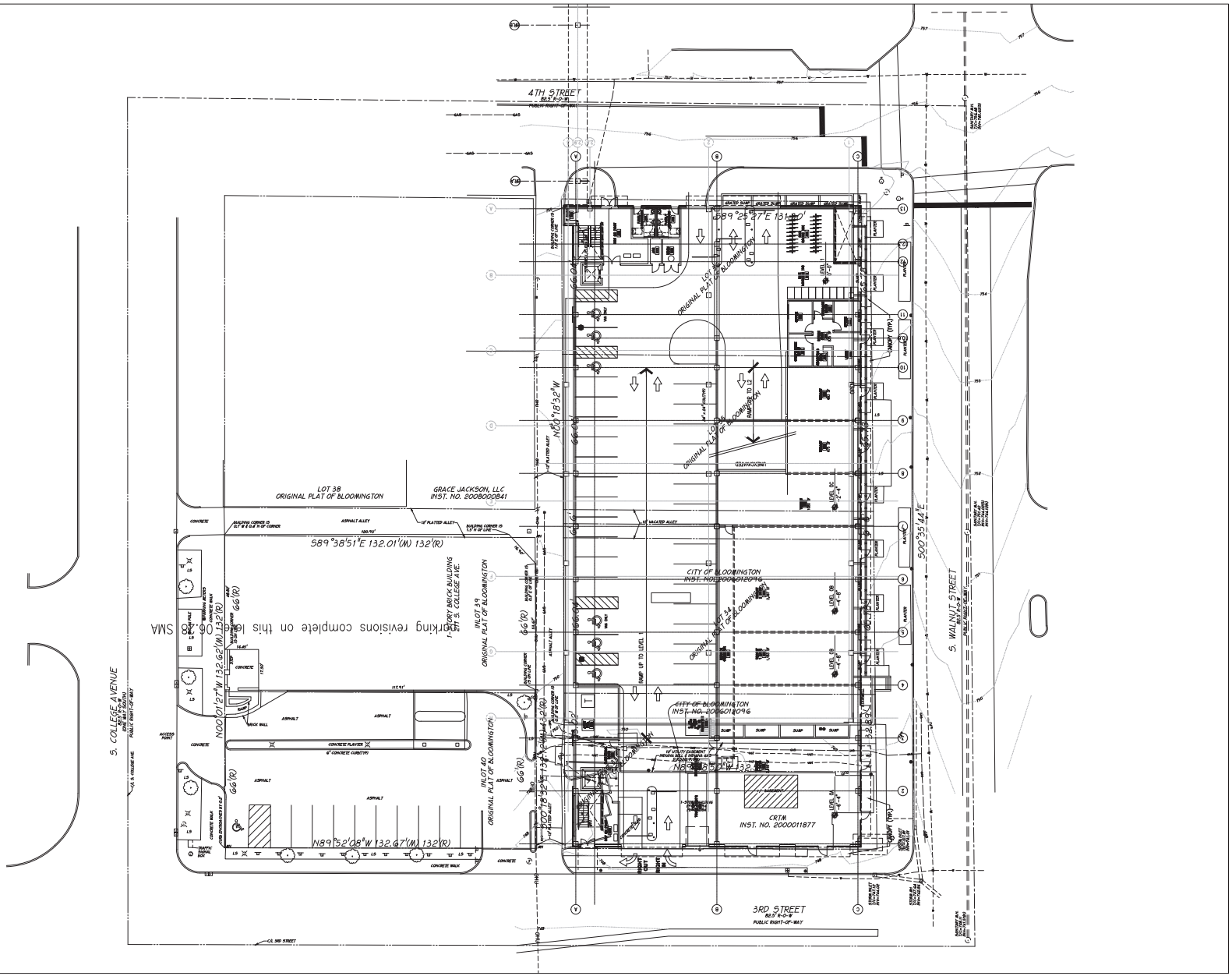
ISSUE DATE	DRAWN BY	CHECKED BY
10-21-19	JB/APP	APP

DRAWING TITLE:
SITE DETAILS

CERTIFIED BY:
100% CD
REVIEW SET
NOT FOR
CONSTRUCTION

DRAWING NUMBER
L502

PROJECT NUMBER
19053



BLDG. CORNER	PROP. LINE	DISTANCE
NW	WEST	0'–5 3/4"
NW	NORTH	2'–6"
NE	NORTH	1'–2 3/4"
NE	EAST	3'–6 1/2"
SE	EAST	6'–4 1/2"
SE	SOUTH	0'–6 1/2"
SW	SOUTH	0'–6 3/8"
SW	WEST	2'–11"

ALL SCHEMATIC/DESIGN DEVELOPMENT DIMENSIONS ARE +/– UNTIL EXTERIOR FACADE DESIGN IS COMPLETE.

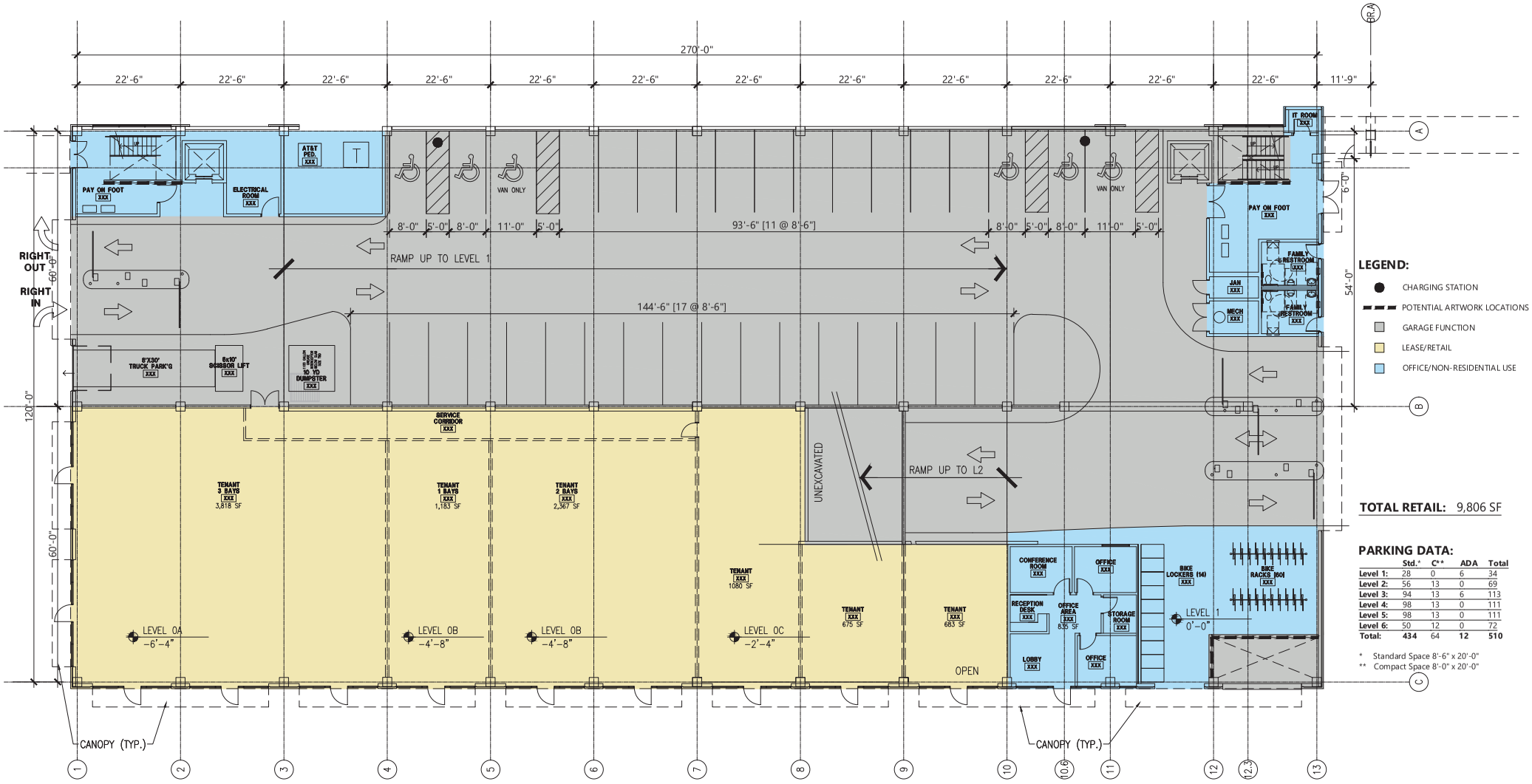
Site Plan

0' 50' 100' 200'

CSO

Bloomington - 4th Street Parking Garage

Bloomington, IN | 02 May 2019



LEGEND:

- CHARGING STATION
- POTENTIAL ARTWORK LOCATIONS
- GARAGE FUNCTION
- LEASE/RETAIL
- OFFICE/NON-RESIDENTIAL USE

TOTAL RETAIL: 9,806 SF

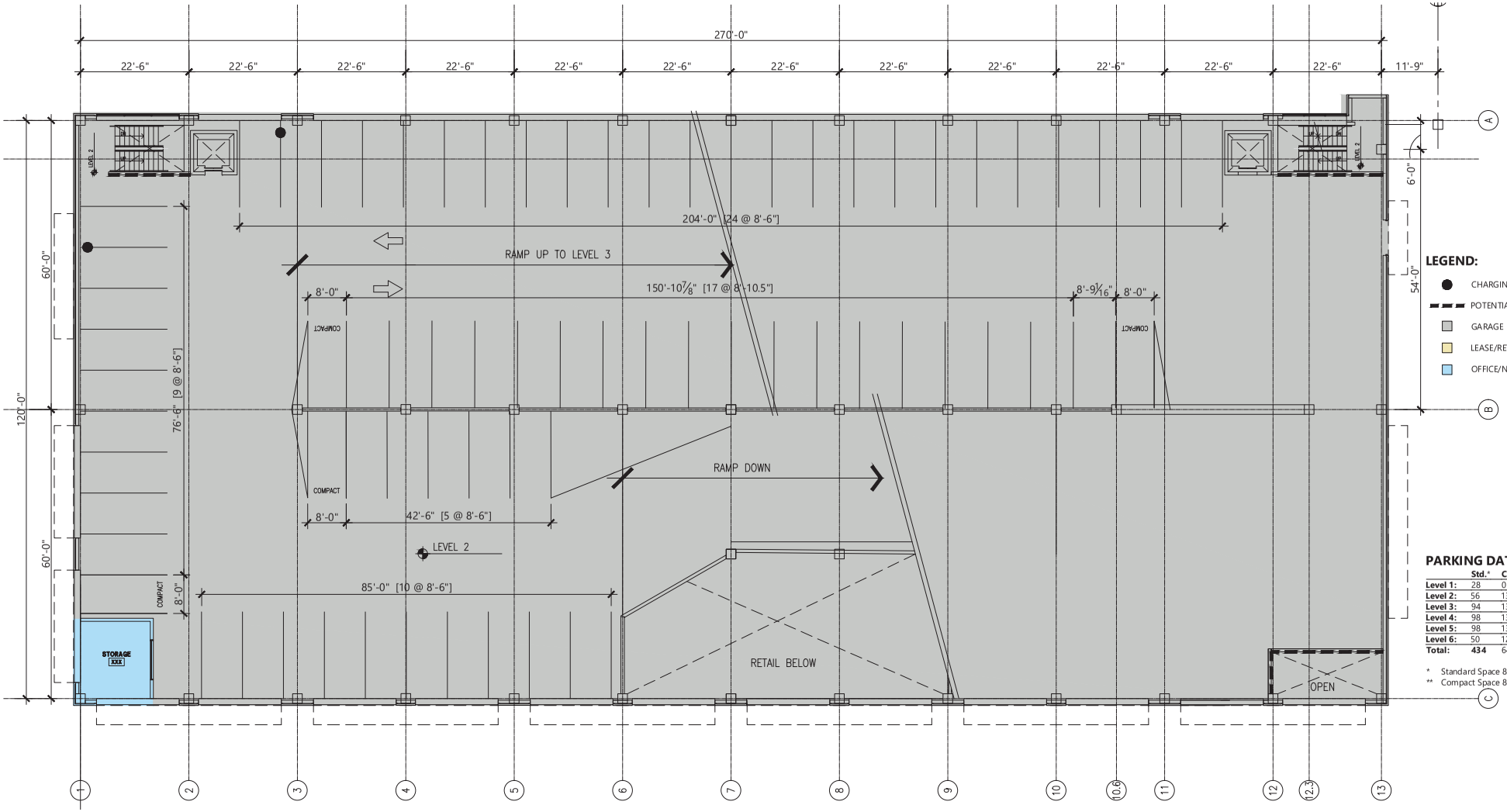
PARKING DATA:

	Std.*	C**	ADA	Total
Level 1:	28	0	6	34
Level 2:	56	13	0	69
Level 3:	94	13	6	113
Level 4:	98	13	0	111
Level 5:	98	13	0	111
Level 6:	50	12	0	72
Total:	**434**	64	**12**	**510**

* Standard Space 8'-6" x 20'-0"
** Compact Space 8'-0" x 20'-0"

Level 1 Floor Plan

0' 10' 20' 40'



Level 2 Floor Plan

0' 10' 20' 40'

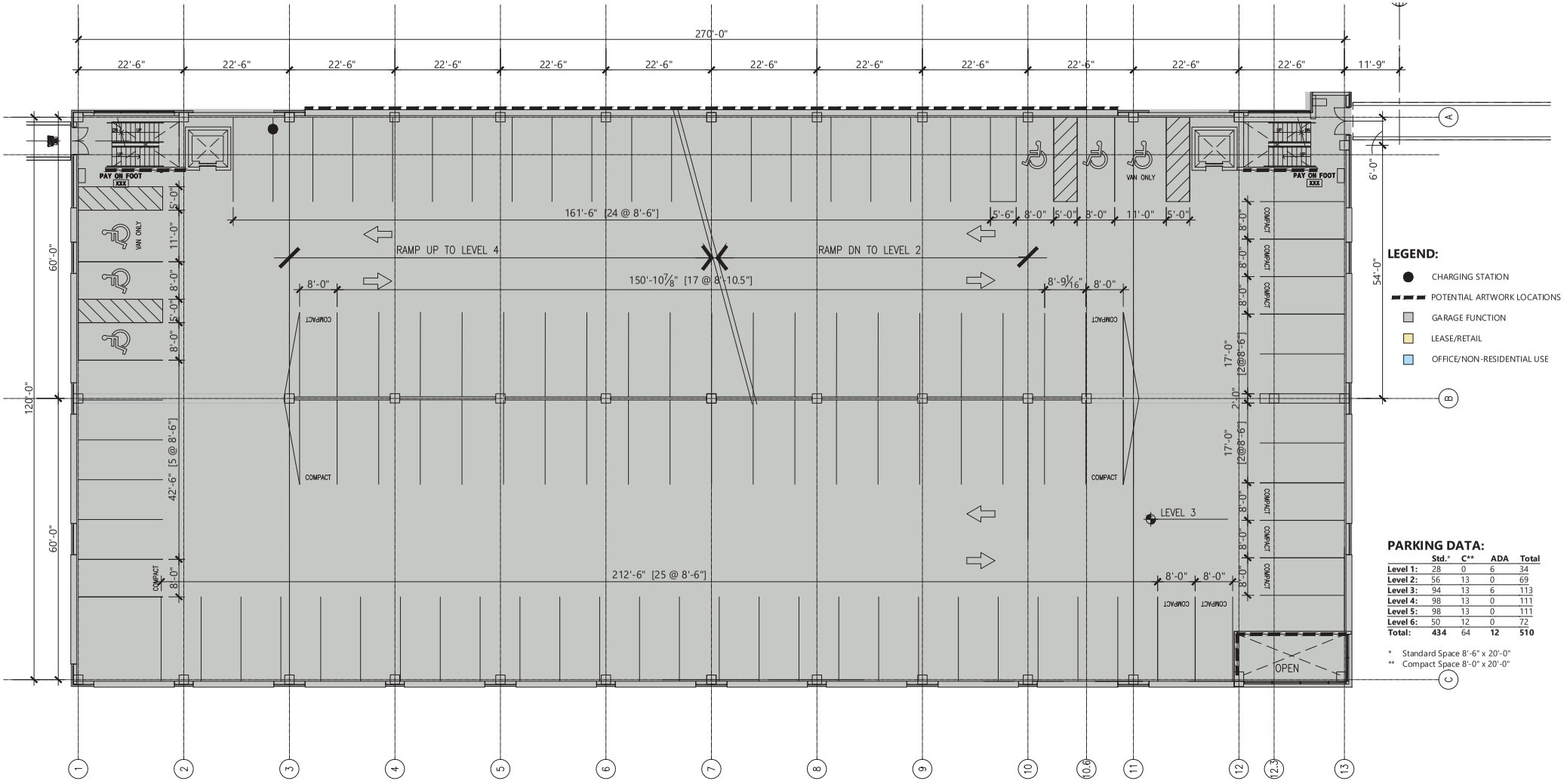
CSO

4th Street Parking Garage - Baseline Design for Estimating

Bloomington, IN | 28 June 2019

C9

19053



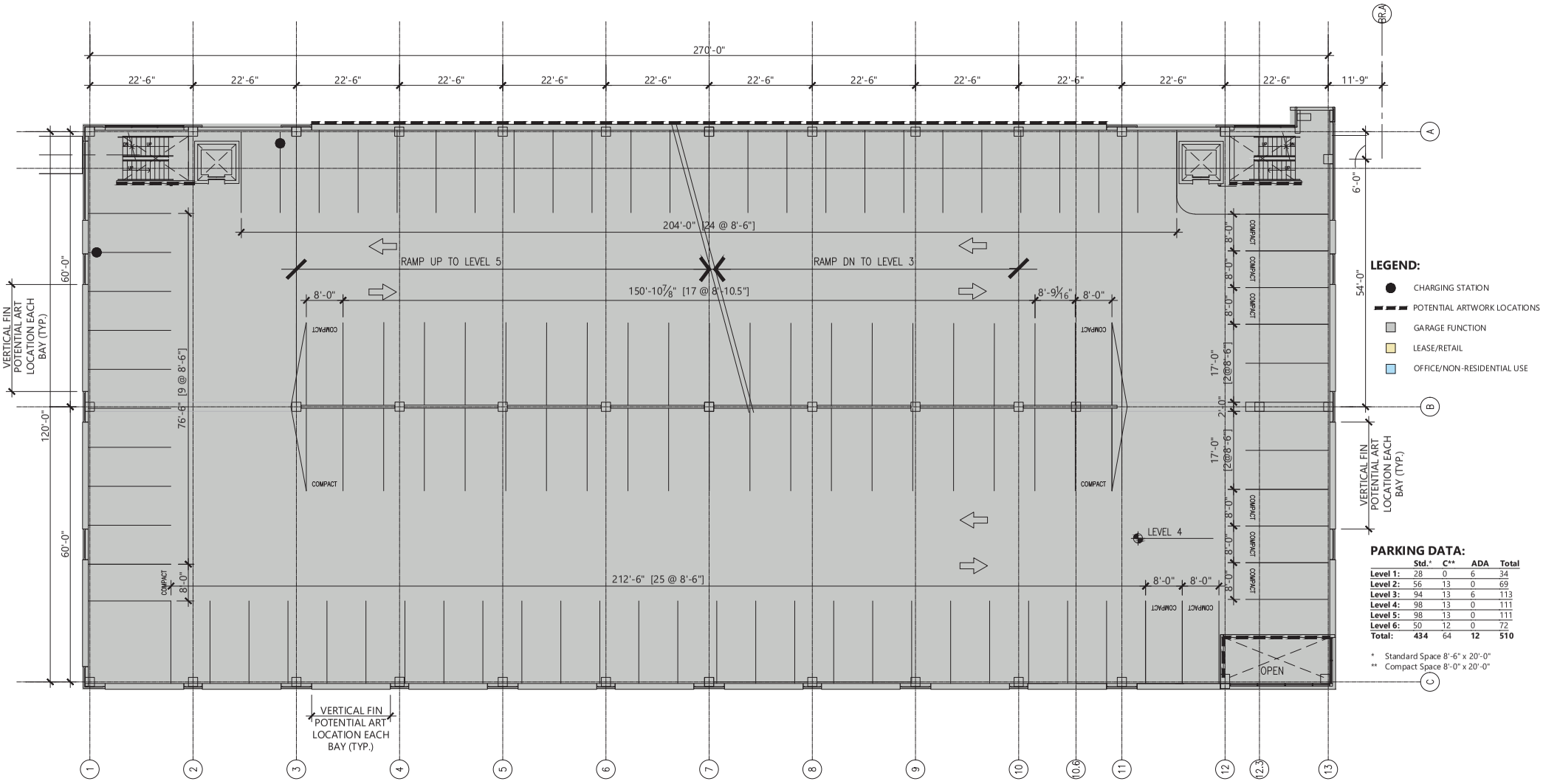
PARKING DATA:

	Std.*	C**	ADA	Total
Level 1:	28	0	6	34
Level 2:	56	13	0	69
Level 3:	94	13	6	113
Level 4:	98	13	0	111
Level 5:	98	13	0	111
Level 6:	50	12	0	72
Total:	**434**	64	**12**	**510**

* Standard Space 8'-6" x 20'-0"
** Compact Space 8'-0" x 20'-0"

Level 3 Floor Plan

0' 10' 20' 40'



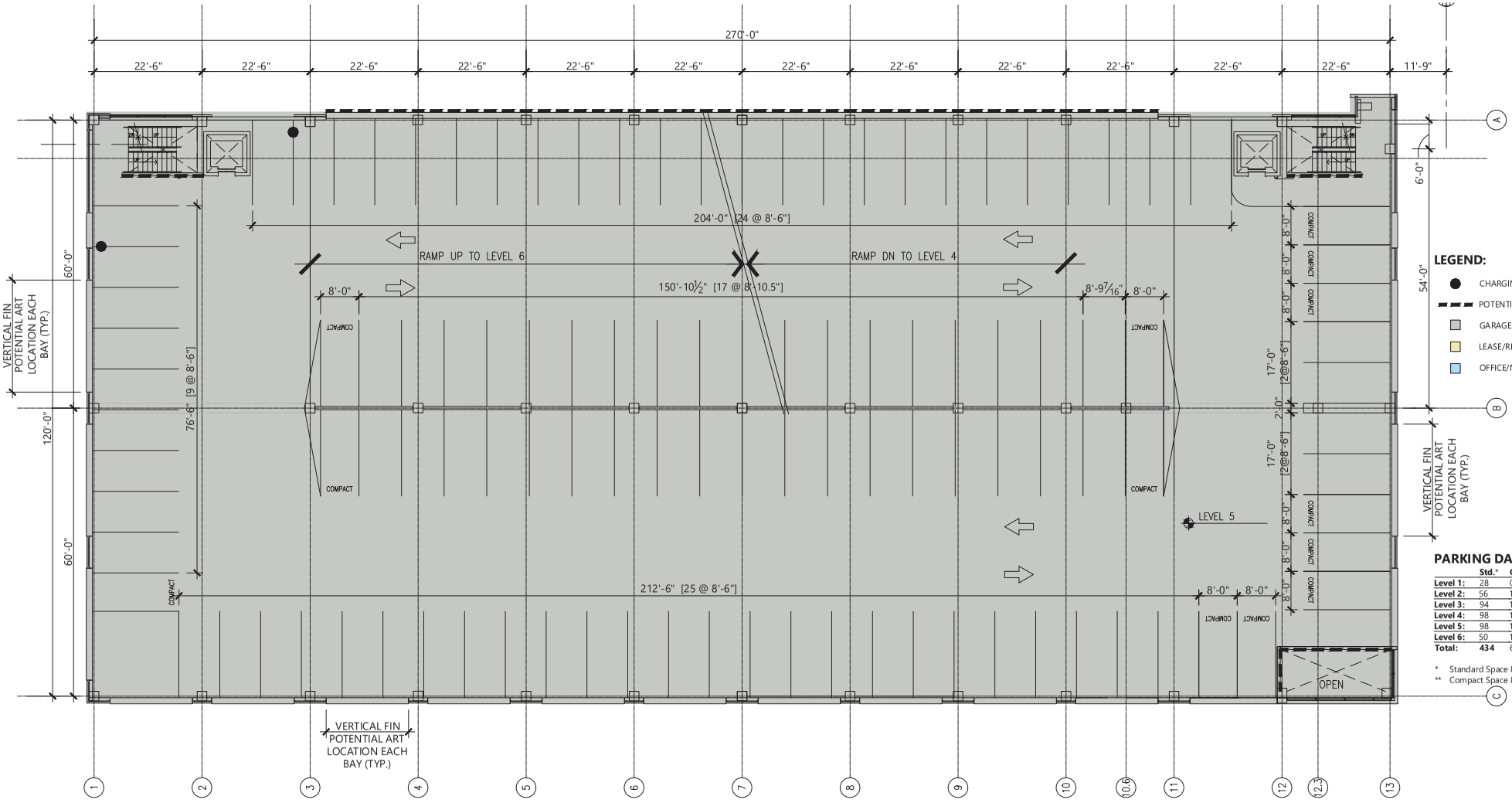
PARKING DATA:

	Std.*	C**	ADA	Total
Level 1:	28	0	6	34
Level 2:	56	13	0	69
Level 3:	94	13	6	113
Level 4:	98	13	0	111
Level 5:	98	13	0	111
Level 6:	50	12	0	72
Total:	**434**	64	**12**	**510**

* Standard Space 8'-6" x 20'-0"
** Compact Space 8'-0" x 20'-0"

Level 4 Floor Plan

0' 10' 20' 40'



LEGEND:

- CHARGING STATION
- POTENTIAL ARTWORK LOCATIONS
- GARAGE FUNCTION
- LEASE/RETAIL
- OFFICE/NON-RESIDENTIAL USE

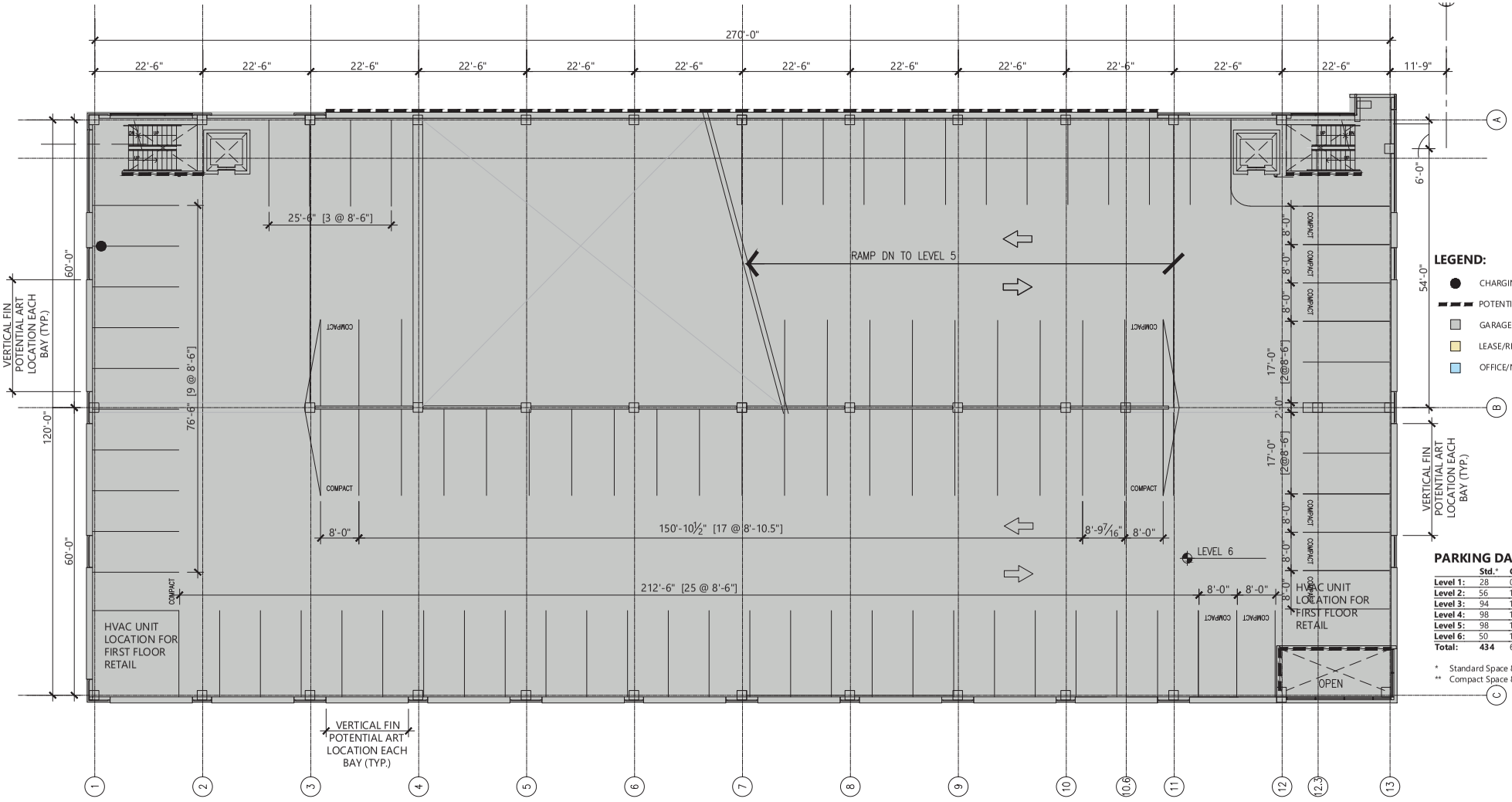
PARKING DATA:

	Std.*	C**	ADA	Total
Level 1:	28	0	6	34
Level 2:	56	13	0	69
Level 3:	94	13	6	113
Level 4:	98	13	0	111
Level 5:	98	13	0	111
Level 6:	50	12	0	72
Total:	**434**	64	**12**	**510**

* Standard Space 8'-6" x 20'-0"
** Compact Space 8'-0" x 20'-0"

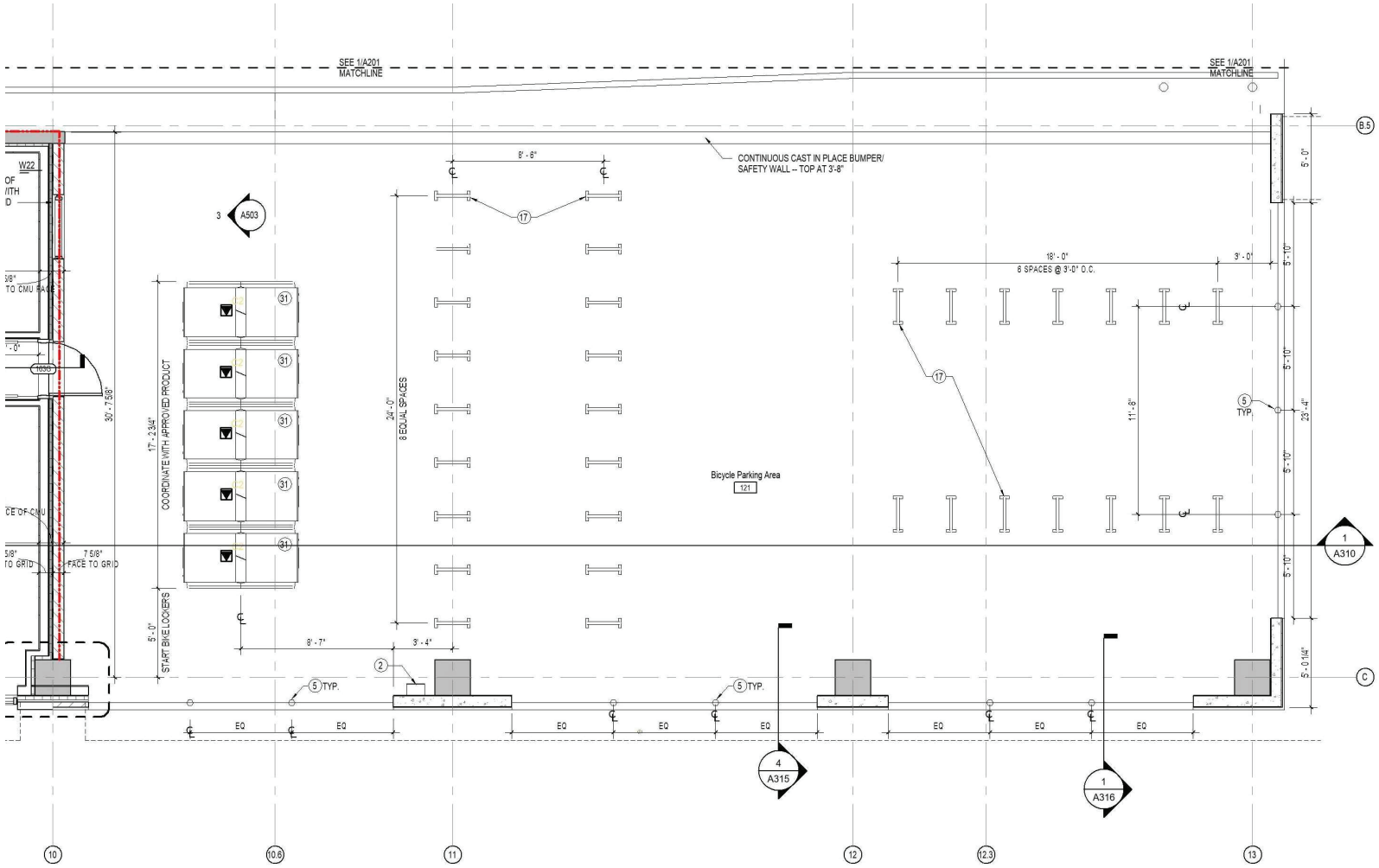
Level 5 Floor Plan

0' 10' 20' 40'



Level 6 Floor Plan

0' 10' 20' 40'



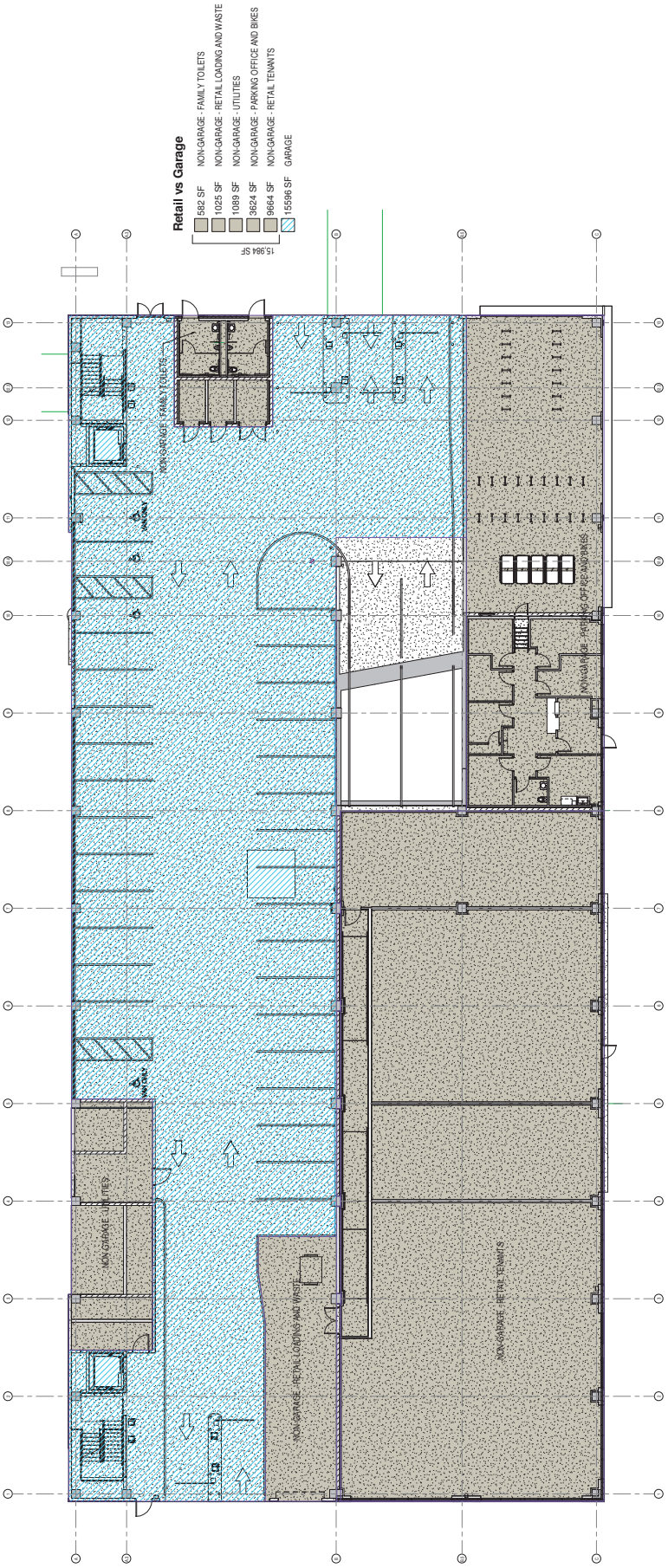
1 - FIRST FLOOR AREA C
ENLARGED PLAN

1 A202

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

NORTH


Retail sign


Retail vs Garage
582 SF NON-GARAGE - FAMILY TOILETS
1025 SF NON-GARAGE - RETAIL LOADING AND WASTE
1089 SF NON-GARAGE - UTILITIES
3824 SF NON-GARAGE - PARKING OFFICE AND BIKES
9864 SF NON-GARAGE - RETAIL TENANTS
15596 SF GARAGE
15,984 SF
NON-GARAGE - FAMILY TOILETS
NON-GARAGE - PARKING OFFICE AND BIKES
NON-GARAGE - UTILITIES
NON-GARAGE - RETAIL LOADING AND WASTE
NON-GARAGE - RETAIL TENANTS

Parksmart Scorecard

Project Name:	Bloomington 4th Street Garage (as of 4/29/19) THP 19201.00
Project Registration #:	

Add Points Attempted for Each Option in White Columns Below

Parksmart Certification Measure	Options	Max Points Available	Attempt	Maybe	Not Attempt	Objective/Option Description	Required Documentation	Notes/Remarks
MANAGEMENT								
A1 - Parking Pricing	Parking Pricing	6	6			Parking structure charges for the use of parking spaces, allowing for economic and market conditions to impact patrons' decisions on mode of travel.	□ Narrative description of Parking Pricing Program □ Income and expense statement for facility □ Images, pricing list, and other evidence of active Parking Pricing Program	
A2 - Shared Parking	Shared Parking Program	2			2	Parking structure has implemented or participates in a shared parking program by including patrons with offsetting demand peaks.	□ Narrative documenting complementary uses	
	Oversubscription of Parking Permits	2			2	Identify appropriate oversell percentages for permits, (110-140 percent depending on tenant/patron mix), and manage and maintain leasing agreements with mixed use properties and adjust oversell of permits as land uses change.	□ Narrative documenting oversell permits, leasing agreements, and copies of leasing agreements	
	Shared Parking Analysis	6			6	Provide shared parking analysis documenting complementary parking facility uses that reduce spaces required by at least 25 percent from the requirements specified by code or standard off-street parking requirements.	□ Shared parking analysis demonstrating 25 percent reduction in parking spaces required	
A3 - TMA/TMO	Transportation Management Association / Organization	4		4		Parking structure management actively engages with a TMA or TMO and its programs.	□ Documentation of active membership in a local TMA/TMO (i.e.: paid invoice for membership dues) □ One of the following: 1. Narrative of the TMA activities the parking operator or property owner/manager has participated in during the past 12 months. 2. Documentation (including materials) of efforts to work with the TMA/TMO to promote carpooling, transit, biking, and walking	If there is a TMA, does the City participate.
A4 - Recycling Program	Active Recycling Program	2	2			Facility has an established recycling program, meeting all criteria for both Employee and Patron Programs.	□ Narrative documenting program, including the specific materials being recycled and the waste stream hauling contracts □ Images of the public recycling areas verifying signage and availability to users of parking structure □ If facility is seeking points relating to the	
	Percentage of Recycling: At least 25% but less than 50%	1	1			At least 25 percent but less than 50 percent of all solid waste removed from the parking structure is recycled. Measurement must be made my weight, as recorded by trash hauler invoices or by manual measurement.		

	Percentage of Recycling: 50% or more	2			1	At least 50 percent of all solid waster removed from the parking stucture is recycled. Measurement must be made by weight, as recorded by trash hauler invoices or by manual measurement.	percentage of recycling, provide documentation demonstrating the percentage of recycled material to overall waster stream including a minimum of three (3) months of data	

A5 - Sustainable Purchasing Program	Organized Sustainable Purchasing Program	2			2	Facility participates in a recognized sustainable purchasing buying program (or can demonstrate a history of sustainable purchasing), and at least 50% of the non-capital purchasing activity (by dollar amount) is sustainable. The facility management commits to continue this level of sustainable purchasing.	□ Narrative describing the nature and content of materials purchased on a regular basis □ Contract with a third-party that verifies the organization's participatinon in a green purchasing program, or invoices demonstrating a one year history purchasing environmentally sustainable or regional products □ Written statement committing the parking structure to continue environmentally sustainable purchasing practices on an ongoing basis	
	Purchasing of Product Groups	1	1			All product purchases within five (5) or more product groups are environmentally sustainable and/or regionally manufactured. The facility management commits to continue this level of sustainable purchasing.		
A6 - Proactive Operational Maintenance	Proactive Operational Maintenance	6	6			Facility adheres to a maintenance manual that includes the practices outlined in the standard.	□ Copy of facility maintenance manual as well as all associated invoices, logs, schedules, and punch lists that verify the procedures outlined in the manual are being followed □ Written commitment by facility owner to adhere to maintenance manual procedures on a continuing basis	Proactive maintenance program will be developed
A7 - Cleaning Procedures - Occupied Spaces	Cleaning Products & Hand Cleaners	2		2		Parking structure meets criteria (1) 75 percent of all cleaning chemicals meet criteria (2) and 75 percent of all hand cleaners meet criteria (3) (calculation based on cost).	□ A copy of an invoice from the parking structure's cleaning supply distributor detailing supplies purchased with distributor contact information □ Documentation of maintenance personnel training describing their education in proper cleaning supply procurement, use, maintenance, and disposal □ Photographs of step-by-step instrcutions next to all cleaning supplies □ One of the following: 1. Written statement from parking structure operator indicating a commitment to adhere to environmentally safe cleaning practices on an ongoing basis 2.If a facility does not utilize any cleaning supplies in the occupied spaces, they must provide a written statement attesting to the use of no cleaning supplies.	Cleaning products etc used in retail spaces

A8 - Cleaning Procedures - Parking Decks	Spot Cleaning / Oil Degreasing	1	1			Parking structure spot cleans oil spills at least twice a year with an environmentally safe oil degreaser.	□ Narrative desribing current parking deck cleaning practices □ Written statement committing the parking structure to continue in environmentally-safe and water efficient surface cleaning on an ongoing basis □ A copy of an invoice from the parking structure's pressure/power washing vendor or sweeping vendor with vendor contact information □ Copy of the invoices for cleaning supplies, degreasers, sweeping mechanisms, and/or pressure/power washing technologies used within the garage.	
	Power Washing: Water is Disposed	2	2			Parking Structure uses pressure washing technologies that capture wastewater through sump pumps or vacuum pumps, preventing it from running off into storm drains and/or connecting streets. The collected wastewater is disposed of in compliance with local, state, and federal regulations. All cleaning supplies used in the wash down process are environmentally sage as detailed in the standard.		
	Power Washing: Water is Recycled	3			3	Parking structure uses pressure washing technologies that capture wastewater through sump pumps or vacuum pumps, preventing it from running off into storm drains and/or connecting streets, and recycles the wastewater using a wastewater processor or other wasterwater filtration technology. All cleaning supplies used in the wash down process are environmentally safe products as detailed above.		
	Sweeping: Electric or Propane	1		1		Parking structure is swept at least every month by an electric or propane sweeping mechanism. Any sweeping debris or waste should be disposed of in compliance with local, state, and federal regulations.		
	Sweeping: Power Scrubber	1			1	Parking structure is scrubbed with a power scrubber regularly, decreasing the amount of wash downs needed each year and conserving water. Any scrubbing debris or waste must be disposed of in compliance with local, state, and federal regulations. Furthermore, all cleaning supplies used in the power scrubbing process are environmentally safe products as detailed above.		
A9 - Building Systems Commissioning	USGBC LEED 2009 or v4 Enhanced Commissioning credit	8			8	Conduct a standardized commissioning, re-commissioning, or retro-commissioning process.	□ Provide the documentation for only the applicable commissioning performed: 1. Documentation supporting adherence to USGBC's LEED V3 or V4 Enhanced Commissioning for all applicable systems in the parking structure 2. Documentation supporting adherence to USGBC's LEED V3 Commissioning Prerequisite or V4 Fundamental Commissioning and Verification Prerequisite for all applicable systems in the parking structure 3. Documentation supporting adherence to ASHRAE Guideline 0-2005 and Guideline 1.1-2007 for all applicable systems in the parking structure 4, Documentation supporting aherence to California Commisioning Guide for New or	
	USGBC LEED 2009 Fundamental Commissioning of Building Energy Systems prerequisite or v4 Fundamental Commissioning and Verification prerequisite	6			6			
	ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1- 2007	6	6					
	California Commissioning Guide for New or Existing Buildings	6			6			

	ASHRAE Level II Audit	4			4		Exisiting Building for all applicable systems in the parking structure 5. Documentation supporting adherence to comparable established and industry acceptable CxA standards for all applicable systems in the parking structure	
	Comparable Established Certified Commissioning Authority (CxA) Standards	4			4			
A10 -Construction Waste Management	85% or more recycled or reused materials	6			6	Discourage the use of landfills and incineration for the elimination of non-hazardous waste materials associated with new construction or renovation.	□ Summary log of all construction waste generated by type, quantity, and disposal methods along with names of haulers and recycling firms that were used to assist, including calculation of percentages □ Receipts or records from haulers and/or recycling firms that support the detail in the summary log regarding handling of waste	Review if at least 50% of demolition of existing garage can be recycled.
	At least 50% but less than 85% recycled or reused materials	4		4				
	At least 20% but less than 50% recycled or reused materials	2			2			
A11 - Regional Materials	At least 75% sourced regionally	6	6			Encourage the use of regional materials for new construction, rehabilitation, or retrofit projects.	□ Documentation proving the origin and cost of all regional materials used in the aforementioned calculation, including the regional percentage by gross weight of partially regional materials, in addition to the total cost of all materials used in the rehabilitation or retrofit project. □ Documentation of total weight (or cost) of all materials used and copy of contractor's schedule of values	
	At least 50% but less than 75% sourced regionally	3			3			
A12 - Regional Labor	At least 60% regional	3			3	At least 60 percent of project labor hours performed by regional labor/contractors.	□ Documentation proving the total number of labor hours required for the project, the total number of labor hours completed by employees residing within 75 miles of the project site, verification of each member of the project team counted as regional labor (name and address with number of miles from project site), and the address of the project site	
	At least 35% but less than 60% regional	1	1			At least 35 percent but less than 60 percent of project labor hours performed by regional labor/contractors.		
	Rideshare for laborers	1		1		Rideshare transportation program available from central location for laborers.	□ Documentation and brief narrative on rideshare routes and participation percentages. Rideshare program must be available for the duration of the construction project	
A13 - Reused, Repurposed or Recycled	At least 80% reused, repurposed or recycled	6			6	At least 80 percent of all construction materials (by weight), used in project(s), are reused, repurposed, or recycled.	□ Documentation of total project cost □ List of all materials used in projects and weight, with designation of the specific items that were reused, recycled, or repurposed. (weight may be replaced with cost here if weight information is unavailable)	Review if at least 20% of demolition of existing garage can be recycled and used in new construction.
	At least 50% but less than 80% reused, repurposed or recycled	4			4	At least 50 percent by less than 80 percent of all construction materials (by weight), used in project(s), are reused, repurposed, or recycled.		

Materials	At least 20% but less than 50% reused, repurposed or recycled	2		2		At least 20 percent by less than 50 percent of all construction materials (by weight), used in project(s), are reused, repurposed, or recycled.	□ Contractor or manufacturer certification that demonstrates the materials were repurposed, reused, or recycled. This documentation must identify the percentage of recycled content in recycled materials used.	

A14 - Third Party Sustainability Certification	Platinum LEED 2009 or v4	12			12	Recognize parking structures that have achieved a third-party environmental sustainability certification.	Documentation demonstrating LEED, Green Globes, or other qualifying program certification. Include relevant documents pertaining to certification levels, project boundaries, active registration, and program application submission package. Documentation and certification need to be current at the time of Green Garage Certification application submission.	
	Gold LEED 2009 or v4	10			10			
	Silver LEED 2009 or v4	8			8			
	Certified LEED 2009 or v4	6			6			
	Certified any level LEED v2.2	4			4			
	Four Green Globes	12			12			
	Three Green Globes	10			10			
	Two Green Globes	8			8			
	One Green Globes	6			6			
	Energy Conservation or Environmental Sustainability Program	2			2			
A15 - Credentialed Management	LEED Professional Credential (AP or AP with specialty)	4				Management directly responsible for day-to-day parking structure operations has earned and maintained a qualified environmental sustainability credential.	▫ Copy of certificate earned, including name of manager and expiration date of credential where relevant ▫ Letter documenting that the accredited person is responsible for management of day-to-day operations of the facility pursuing Green Garage Certification	Review if parking manager has a certification
	Green Globes Assessor (GGA)	4			4			
	LEED Green Associate	3			3			
	Green Globes Professional (GGP)	3			3			
	Certified Administrator of Public Parking (CAPP)	2			2			
	Certified Parking Professional (CPP)	2		2				
	Facilities Management Administrator (FMA) or Real Property Administrator (RPA)	1			1			
	Certified Facility Manager (CFM)	1			1			
	Parksmart Advisor (formerly Green Garage Assessor)	1			1			
	Alternative Program	4			4			
A16 - Life Cycle Assessment	LCA performed and savings implemented on project totaling over $2 million	8			8	Perform a life cycle assessment LCA, before undertaking new construction or major renovations and retrofits, that validates the construction decisions.	▫ LCA reports describing the various construction options, including the typical baseline, and the data associated with each option. Data required in support of the LCA should include six primary categories: 1. resource extraction processing 2. product manufacturing 3. on-site construction of assemblies 4. related transportation 5. maintenance and replacement cycles over an assumed building service life 6. structural system demolition and transportation to landfill ▫ Invoices and/or images to demonstrate that the construction option(s) with the savings determined by the LCA was implemented	
	LCA performed and savings implemented on project totaling over $1 million	6			6			
	LCA performed and savings implemented on project totaling over $500,000	4			4			
	LCA performed and savings implemented on project totaling over $100,000	2			2			
(Must be at least 20) **Subtotal**		**90**	**32**	**16**				

Parksmart Certification Measure	Options	Max Points Available	Attempt	Maybe	Not Attempt	Objective/Option Description	Required Documentation	Notes/Remarks
PROGRAMS								
B1 - Placemaking	Placemaking	6	2			Parking structure has implemented placemaking features and/or programing on the property that successfully integrate the garage into the surrounding community.	□ Detailed narrative describing the program, idea, or innovation, associated participants and demonstrated results. Include the points sought for each placemaking initiative. □ Images of physical placemaking features, and/or schedules and literature demonstrating placemaking	Placemaking part of street level retail or garage used at times for community events.
B2 - Access to Mass Transit	Access to Mass Transit	4			4	Parking structure is located within a publicly maintained one-half mile walk of a mass transit stations, or the facility runs a shuttle service that carries patrons to a mass transit station.	□ Images of signage, websites, flyers, and other communications that demonstrate the parking structure is promoting the use of and access to local mass transit □ Mapping imagery (i.e.: Mapquest, Google Maps) confirming the distance to the side via a pedestrian friendly path	
B3 - Wayfinding Systems - External	Dynamic Signage	1	1			Parking structure vacancy is updated on dynamic signage in the local area to provide drivers with parking vacancy information.	□ Images of dynamic signage that are labeled with location of signage	Review if there is a web site smart phone application.
	Wayfinding System	2		2		Parking structure is listed on an external wayfinding platform technology (such as a smart phone application or web site) that provides location, navigation, and pricing information.	□ One of the following: 1. Signed contract with reservation services company 2. Memorandum of understanding with a parking reservation company 3. Screen shot images of the parking facility's listing on a parking application or web site	
	Reservation System	1			1	Parking structure is listed on an external wayfinding platform (such as a smart phone application or web site) that allows customers to make reservations prior to entering the facility.	□ One of the following: 1. Signed contract with reservation services company 2. Memorandum of understanding with a parking reservation company 3. Screen shot images of the parking facility's listing on a parking application or web site 4. Copies of reservation policy and customer information describing the process if phone reservations are accepted	
B4 - Wayfinding Systems - Internal	Parking Guidance via Single Space Detection	4			4	Implement internal wayfinding systems to reduce the time required to locate and park vehicles once drivers have entered the parking facility.	□ Narrative describing 1. Wayfinding technologies and practices in use 2. For level counting, details of the space boundaries 3. System/process for monitoring the vehicle counts 4. Process for manually validating and correcting vehicle count discrepancies 5. Make/model of automatic electronic signage and sensor technology 6.Floor plan (or description) of sign and sensor locations	
	Parking Guidance via Electronic Level Occupancy Detection	3			3			
	Parking Guidance via Automatic Variable Signage	2	2					
	Parking Guidance via Manual Count and Static Signage	1			1			

B5 - Traffic Flow Plan	At least four traffic flow strategies	4			4	Operator employs a minimum of four strategies outlined in the standard during all special event and high traffic periods, and two during all operations.	□ Summary log of exit protocols and procedures □ Images of equipment and signage	
	Average idle time of 5 seconds or less	4			4	Operator can demonstrate that average vehicle idle time does not exceed 5 seconds on egress.		
	At least three traffic flow strategies	3	3			Operator employs a minimum of three of the strategies outlined in the standard during special event and high traffic periods.		
	At least two traffic flow strategies	2			2	Operator employs a minimum of two of the strategies outlined in the standard during special event and high traffic periods.		
B6 - Carshare Program	Carshare Hub	5		5		Parking structure supports a carshare hub with a minimum of two vehicles.	□ Photographs of the spaces reserved for carshare vehicles in your facility □ Carshare program narrative describing how the program is organized and implemented □ Commitment to maintain carshare hub on an ongoing basis □ One of the following: (Option 1) Documentation demonstrating that the parking facility has partnered with a carshare company (Option 2) Copies of vehicle registration if the facility owner or operator owns the vehicles	Review if there could be a car share hub located in the garage for 2 vehicles.
	Alternative Fuel Vehicles In Carshare Hub	1			1	Parking structure populates the carshare hub with only hybrid or alternative fuel vehicles (see section B9)	□ Documentation on vehicles available through program	
B7 - Rideshare Program	Rideshare: Reserved Spaces	2			4	Parking structure reserves at least 2% of parking spaces within the project boundary for rideshare, promotes the availability of these spaces, and commits the property to reserving addional spaces to meet rideshare demand.	□ Document describing the specifics of rideshare program, including rideshare usage and efforts to sustain and grow program participation □ Table showing the total number of spaces in the facility, and number of spaces committed to rideshare program(s) □ Images of promotional signage □ Images of designated premium spaces □ Written commitment that the property will continue to add additional rideshare spaces to meet user demand □ Documentation of additional rideshare incentives, if offered	
	Rideshare: Incentives	2			2	Parking structure provides incentives (i.e.: discounted parking, raffle for rideshare users or free amenity use) to rideshare users and promotes the availability of these incentives.		
B8 - Low-emitting and Fuel Efficient Vehicles	Preferred parking for low-emitting and fuel efficient vehicles	2	2			Parking structure provides incentives to promote the use of low-emitting and fuel efficient vehicles.	□ Narrative of low-emitting and fuel efficient vehicle incentive program, including the procedures and penalties used to enforce the program □ Photographs of posted rate signes explaining program details □ Program documentation and promotional materials used to inform the public about the program □ Report demonstrating utilization of program	
	Discounted rates for low-emitting and fuel efficient vehicles	2			2			

B9 - Alternative Fuel Vehicles	AFV: Reserved Parking Spaces	3	3			Reserve two percent (2%) of the parking spaces within the project boundary for AFVs (minimum of two spaces per structure). These spaces shall be clearly marked for AFV use. If a facility provides electric vehicle charging stations or other AFV fueling stations, these spaces may be included in AFV count.	▫ Documentation that the AFV incentives are sufficiently promoted and displayed ▫ Narrative describing the policies for verifying proper use of AFV spaces, as well as procedures and penalties for handling violators ▫ Images of preferred, exclusive AFV parking locations amassing at least 2 percent of the total number of spaces ▫ Documentation or images of discounted AFV parking rates if applicable	
	AFV: Rate Discount	3			3	Provide a rate discount to all monthly and reservation AFV patrons of at least 20 percent.		
B10 - Alternative Fuel Fleet Vehicles	At least 50% of fleet vehicles are powered by alternative fuels	4			4	Encourage the use of shuttle, security, and other fleet vehicles that use alternative fuels.	▫ Summary listing of all vehicles in fleet with fuel source denoted ▫ Narrative detailing any special circumstances ▫ Invoices related to purchases of AFVs or copies of vehicle registration(s)	Review if AFVs used in vehicles used for security or other services
	At least 25% but less than 50% of fleet vehicles are powered by alternative fuels	2		2				
B11 - Bicycle Parking	Meets Tier One and Tier Two criteria	6			6	Tier 1 Criteria includes providing 100 bicycle parking spaces for every 20 vehicle parking spaces within the project boundary, providing a rack or other means for locking or securing bicycles, signage, both interior and exterior, directing people to the designated bicycle parking areas. and providing at least 50 percent of all bicycle parking covered via permanent strcutre, such as roof, overhang, awning, or bicycle locker. Tier 2 Criteria includes providing restrooms and water fountains/access to drinking water, showers and/or private changing rooms, storage lockers for personal gear, and a mechanic station or work bench with tools to fix simple bicycle repairs, air pump, and proper lighting.	▫ Invoices realted to equipment purchases ▫ Images of each installed feature and associated signage ▫ Site aerial view (image or architectural schematic) showing bicycle facilities relative to building entrances ▫ Documentation listing vehicle and bicycle capactiy	
	Meets Tier One criteria	4	4					
B12 - Bicycle Sharing/Rental	Contains bicycle sharing or bicycle rental hub	6			6	Promotes a bicycle sharing/rental hub(s) within one quart mile walking radius of the garage, featuring signage within the garage promoting and encouraging the use of the hub.	▫ For on-site bicycle sharing, plans showing capacity of garage, location of bicycles and number of bicycles ▫ Image showing bicycles and storage mechanism ▫ Printed map showng the parking structure and bicycle sharing locations within or near the parking structure ▫ Images or copies of program marketing materials	Review if rental hub within quarter mile of garage
	Promotes bicycle sharing or bicycle rental hub	4		4				
B13 - Marketing/ Educational Program	Marketing/Educational Program	4	4			Parking structure incorporates a public, permanent educational program to demonstrate environmentally sustainable design and operations.	▫ Images depicting the porgram, photos or other files as appropriate ▫ Narrative description of the program, objective and its implementation	
(Must be at least 20) **Subtotal**		**64**	**21**	**13**				

Parksmart Certification Measure	Options	Max Points Available	Attempt	Maybe	Not Attempt	Objective/Option Description	Required Documentation	Notes/Remarks
TECHNOLOGY AND STRUCTURE DESIGN								
C1 - Idle Reduction Payment Systems	Idle Reduction Payment Systems	4	4			Parking structure has implemented a payment system that reduces or eliminates idling in the egress parking lanes.	▫ Images of entrance and exit lanes ▫ Images of payment systems ▫ Narrative describing the facility's payment system and how it reduces vehicle idling upon exit	There will be a pay-on-foot system
C2 - Fire Suppression Systems	Halon Free Fire Suppression Systems	2	2			All of the fire suppression equipment in the parking structure is documented to be free of halon.	▫ One of the following for every fire suppression device installed in the parking structure: 1. Image of fire extinguisher or suppression system label or inspection tage that demonstrates a halon-free system 2. Bill of sale showing model number(s) and accopanied specifications describing the system fire suppression materials	
C3 - No/Low VOC Coatings, Paints, Sealants	No/Low VOC Coatings, Paints, Sealants	2	2			Parking structure has procured and applied only no- or low-VOC materials, as defined above, over the last two years and intends to continue utilizing these materials in the future.	▫ Manufacturer and product name of all coatings applied over the past two (2) years and documentation demonstrating that these coating are no- or low-VOC ▫ Listing of areas where coatings have been applied, including application dates and description ▫ Copy of policies put in place regarding no- or low-VOC materials or commitment that only no- or low-VOC materials will be procured and applied in the future	
C4 - Tire Inflation Stations	Tire Inflation Stations	2	2			Parking structure meets the criteria outline in the standards for the inflation station, including having installed pedestal or wall-mounted electric tire inflation station, signage directing patrons to the stations, and a dedicated area or stall for safe operation.	▫ Device make and model with year purchased ▫ Image of the dedicated area where patrons can access inflation station ▫ Image showing proper signage and instructional information for patrons ▫ Description of maintenance and operational plan	
C5 - EV Charging Stations	Two or more DC Fast Chargers	5			5	Parking facility is outfitted with electric vehicle supply equipment (EVSE), commonly referred to as EV charging stations.	▫ Make, model, charging level (I,II,DC) and quantity of each EVSE ▫ Number of charging points installed ▫ Images of installed device(s) with signage ▫ Description of plan to enforce access rules for EV spaces	
	One DC Fast Charger	4			4			
	Two or more AC Level II EV Chargers, equaling at least 1% of all parking spaces	5	5					
	Two or more AC Level II EV Chargers, equaling at least 0.5% but less than 1% of all parking spaces	4			4			
	At least one AC Level II EV Charger, equaling less than 0.5% of all parking spaces	2						
	Level I equipped spaces equaling at least 0.5% of all parking spaces	1			1			
	No additional payment is required to charge vehicles	1			1			

C6 - HVAC Systems - Occupied Spaces	Energy Efficient System	2	2			One or more of the energy efficient mechanical systems listed in the standard has been installed in equipment serving the occupied spaces.	□ Narrative describing efficient energy systems, energy sources, and the size/locaation of the conditioned zones □ Specification data sheet for each HVAC system □ Images of rating plates of each heating and cooling device, showing the model number and ENERGY STAR rating	Retail space considered "Occupied space" as part of garage.
	CO Sensors	1			1	Sensors capable of detecting unsafe levels of CO are installed and engage the ventilation system at appropriate power levels to maintain safe air quality at all occupied times.	□ Narrative describing the air quality sensor system, make and model of components, locations of sensors, and types of contaminants being monitored □ Specification data sheet for the air quality sensors and control systems	
	Programmable Thermostats	2	2			Programmable thermostats have been installed and programmed with temperature setbacks to reduce the system demand when the occupied spaces are vacated.	□ Narrative describing each make, model, and quantity of thermostat units in use, heating/cooling zones and locations of thermostats □ Description of Building Management System (BMS), if in use □ Documented plan detailing the time and temperature settings and setbacks, along with procedures for altering the plan to accomodate changes of season, daylight savings time shift, holidays, and any other applicable scheduling changes □ Images of thermostat devices showing units are not obstructed	
	Environmentally Safer Coolants	1	1			Parking strucutre does not use any CFC or HCFC as HVAC coolants.	□ One of the following: 1. Model, make, and specification data sheet for each system that utilizes coolant, with the coolant type clearly identified 2. Images of equipment label showing the coolant type in use for each HVAC system in use	

C7 - Ventilation Systems - Parking Decks	Demand Controlled Ventilation	3			3	Facility uses air quality sensors mounted throughout the garage to detect undesirable levels of carbon monoxide (CO). Sensors must be configured to (1) directly control fan operation, or (2) be continuously connected to a dedicated monitoring and control instrument which controls the fans, or (3) be continuously connected to a building automation system that controls the fans.	▫ Manufacturer's specifications for air quality sensors that demonstrate at least +/- 5% accuracy, drift not to exceed 5% per year, and calibration is not required more than once per year	
	Variable Air Flow System	2			2	Fans are configured to provide proportional ventilation (i.e. equipped with VFD or multi-fan arrays in all zones with individual fan controls).	▫ Complete inventory of the existing ventilation system, including model numbers, age, specifications (full electrical and capacity information) and everyage run time of all system components (fans, motors, sensors)	
	Schedule or Occupancy Controls	1			1	Fan motors are directly controlled by scheduled timers, occupancy sensors, or other systems that are programmed or detect human or environmental behavior in order to predict the gas levels inside of the structure, as opposed to measuring the air quality levels in real time.	▫ For timers, include documentation on manufacturer's specifications, table showing the time schedule that is programmed, operating hours of facility, and manager's procedure for updating the schedule for changes in operating hours ▫ For occupancy sensors, include specification for all equipment and narrative describing the system operation	
	Calibration and Maintenance	1			1	Ventilation system, including all sensors and motors, are inspected and calibrated at least once every two years.	▫ Invoice of maintenance, inspection, and calibration service performed within the last 24 months ▫ Written policies for having maintenance performed or written statement that operator commits to inspection and calibration service at least once every two years	
	Design for Natural Ventilation	6	6			Facility has been designed with natural ventilation chimneys or is open air and does not have any ventilation systems installed in any of the parking decks.	▫ Architectural drawings or images demonstrating that facility was designated for open air natural ventilation, highlighting the ventilation chimneys and exterior vents or windows. ▫ Written statement declaring the facility does not have any mechanical ventilation systems serving any of the parking decks	
C8 - Lighting Controls	At least 75% of lighting fixtures controlled by occupancy sensors	6			6	Control lighting fixtures using preset programs and/or monitoring sensors to reduce the facility's energy consumption.	▫ List of the lighting control equipment (including make and model) ▫ Image sof each type of lighting control device ▫ Lighting plan that illustrates the type, quantity, and location of each controlled fixture ▫ Schedules of all timer control sequences (if applicaable)	
	At least 50% of lighting fixtures controlled by occupancy sensors	4	4					
	At least 50% of lighting fixtures controlled by advanced programmable system	3			3			
	At least 50% of lighting fixtures controlled by simple timer	2			2			
	At least 25% of lighting fixtures on lighting controls	1			1			
	At least 60% of (exterior) lighting fixtures controlled by photocells or occupancy sensors	2	2					
	At least 60% of (exterior) lighting fixtures controlled by programmable timer	1			1			

C9 - Energy Efficient Lighting System	Lighting Power Density (LPD)	7	4			The ratio of wattage of the installed luminaries compared to the floor area of the illuminated space. The lower the ratio, the more efficient the lighting technology system is.	▫ Calculations of Lighting Power Density supported by all of the following data: 1. Installed lighting count and specifications (showing average lamp life) 2. Floor plan denoting facility square footage	
	Average Rated Lamp Life	1	1			A light source with a higher Average Rated Lamp Life (>/=65,000 hours) has a reduced environmental impact.	▫ Invoices or contract with lighting recycling company that handles the removal of expired lamps	
C10 - Stormwater Management	Implement an Erosion and Sedimentation Control Plan	2	2			Implement an Erosion and Sedimentation Control Plan (ESC) that meets or exceeds municipal and local watershed flood and erosion control targets, or comply with the Green Globe Stormwater Management Criteria for quantity.	▫ Erosion and Sedimentation Control Plan (ESC) or documentation of compliance with Green Globe Stormwater Management Criteria for quality	
	Meet or exceed Municipal and Local Watershed Water Quality Control Targets	2	2			Meet or exceed municipal and local watershed water quality control targets, (i.e. 80 percent TSS removal) or demonstrate compliance with Green Globe Stormwater Management Criteria for quality.	▫ Documentation demonstrating adherence to municipal and local watershed quality control targets with respect to Total Suspended Solids Plan, or compliance with Green Globe Stormwater Management Criteria for quality	
	Retain minimum of 50% of total average rainfall	2			2	Retain minimum of 50 percent of the total average rainfall volume, verified by a Site Water Balance Assessment or demonstrate compliance with Green Globe Stormwater Management Criteria.	▫ Site Water Balance Assesment for a minimum of 50 percent of the total average rainfaill volume, or compliance with Green Globe Stormwater Management criteria	
C11 - Rainwater Harvesting	Rainwater Harvesting	4			4	Parking structure harvests rainwater with a collection system containing a storage capacity of 7,500 gallons or more.	▫ Narrative describing the system, process for utilizing the rainwater, and estimates for amoun of fresh water that is saved by the rainwater collection system ▫ Images of rainwater catchment, storage, and delivery system ▫ Rainwater harvesting system design plans ▫ Equipment and installation invoices	
C12 - Greywater Reuse	Greywater Reuse	2			2	Parking stucture has installed a system to capture and properly use greywater.	▫ Narrative describing the system and the amount of fresh water it conserves ▫ Images of the greywater system ▫ Design plans of the greywater system ▫ Equipment and installation invoices	
C13 - Indoor Water Efficiency	Efficient Fixtures	2	2			All faucets, toilets, and urinals within the project boundary meet the criteria in the standard including (1) all faucets are EPA WaterSense approved or have WaterSense-approved aerators (or equivalent), (2) all public faucets have a maximum flow rate of 0.4 gallons/minute, and (3) all toilets and urinals within the structure are WaterSense-approved (or equivalent) or are waterless.	▫ WaterSense Credit-provide one of the following: 1. A copy of all faucet and toilet receipts and specification sheet for each fixture 2. A dated plumbing inspection report confirming installation of acceptable fixtures ▫ LEED Credit-provide one of the following: 1. Copy of the LEED certification demonstrating the acceptance of WE3 2. Calculations of documented baseline versus design case water use	Retail space considered "Occupied space" as part of garage.

C14 - Water Efficient Landscaping	Water Efficient Landscaping	2	2			Parking structure has installed water-efficient landscaping to meet one of the criteria outlined in the standard and the landscaping covers at least 10% of the total project boundary.	▫ One of the following: 1. Narrative and landscaping drawings denoting the types of plantings and landscape choices 2. Narrative describing utilization of rainwater or greywater 3. Document demonstrating adherence to Sustainable Site Initiative Credit 3.2 4. LEED certification document demonstrating achievement of WE Credit 1	
C15 - Roofing Systems	Green Roof	6			6	At least 50 percent of roof area is covered with at least one form of green roof . A green roof is a roof with soil beds and vegetation (intensive, extensive, or native grasses).	▫ Architectural drawings of the roof showing total roof area, roof area covered by vegetation, area covered with carports and PV panels, and area covered by materials with high SRI indexes (along with the pitch or slope of the roof) ▫ Images of the facility roof showing the type of roof installed and coverage over the facility ▫ Table of roof areas by type, demonstrating the percentages of each type of roofing technology ▫ For roof designs containing high SRI materials, include specifications from the manufacturer stating SRI of all roofing materials	
	Blue Roof	4			4	At least 70 percent of the roof area is covered with at least one form of a blue roof. A blue roof is a roofing system designed to mitigate stormwater runoof by temporarily retaining rainwater on the roof and slowly dissipating it into the storm system, easing the burden on the city stormwater management system.		
	Carport or Canopy	3		3		At least 50 percent of the roof area is covered by carport or canopy equipped with either a high SRI coating or solar PV panels.		
	High SRI Roofing	2			2	At least 90 percent of the roof area is coated with a high SRI rated maeterial, which can be sealant, coating, paint, tile, cement, or surface layer that reduces heat island effect.		
	Solar Panels	2		2		At least 50 percent of the roof area is covered by roof attached solar PV panels.		
C16 - Renewable Energy Generation	At least 75% of energy is on-site renewable energy	12			12	Implement on-site renewable energy generation and/or purchase Renewable Energy Creds (RECs).	For the production of renewable energy: ▫ Concise narrative description of the energy generation system ▫ Details describing the system components, including model numbers, and specifications ▫ Analysis of the energy produced and consumed at the facility to substantiate the renewable energy production level achieved, including: 1. If a system has been installed for at least a year, provide power generation reports for the previous twelve months. If the system is newer than one year, provide the available history along with an estimate of energy production derived from a generally accepted modeling tool (i.e. PVWatts for solar PV installations). 2. Utility billing history for previous twelve months detailing the total power consumed at the facility. Include all electrical meter information. For the purchase of renewable energy, the following documentation is needed: ▫ Contracts on the purchase of certified renewable energy for the past 12 months ▫ Letter of commitment to continuing purchasing	Review if solar panels will be part of the project
	At least 50% and less than 75% of energy is on-site renewable energy	10			10			
	At least 25% and less than 50% of energy is on-site renewable energy	8			8			
	At least 5% and less than 25% of energy is on-site renewable energy	6		6				
	At least 75% of energy is offset by RECs	4			4			
	At least 50% and less than 75% of energy is offset by RECs	3			3			
	At least 25% and less than 50% of energy is offset by RECs	2			2			

	At least 5% and less than 25% of energy is offset by RECs	1			1		RECs at the same or higher percentage of the energy consumed by the facility.	
C17 - Design for Durability	Design for Durability	6	6			Facility complies with the options outlined in the standard for the applicable design form(s) in use within the project boundary.	▫ Complete documentation confirming compliance with applicable options outlined above. If more than one construction form has been employed, provide the appropriate documentation for each form. ▫ Written statement by a licensed professional endorsing the project's adherence to these options.	
C18 - Energy Resiliency - Storage	Grid Interactive Energy Storage	2			2	A grid interactive energy storage solution has been integrated into the garage's electric infrastructure.	▫ Electrical single line drawing demonstrating the design of the grid interactive storage solution ▫ Images of the installed energy storage solutions ▫ Narrative describing renewable energy integration	
	Grid and On-site Renewable Interactive Energy Storage	4			4	A grid interactive energy storage solution has been integrated into the garage's electric infrastructure and on-site renewable energy source.		
(Must be at least 20) **Subtotal**		**88**	**51**	**11**				
INNOVATION								
D1 - Innovative Approach	Innovative Approach	6	2	2		Recognize facilities that deploy environmental sustainability initiatives beyond the scope of the measures in the Green Garage Certification Standard.	Innovative Approach ▫ Detailed narrative describing the innovative approach and strategies used to achieve environmental sustainability benefit ▫ Supporting documentation for the metrics used to verify compliance, demonstrating quantitative performance improvements for environmental benefit (establishing a baseline of standard performance for comparison) Exemplary Performance ▫ Documentation demonstrating the facility has exceeded an existing Green Garage Certification Measure's maximum metric by at least 50% ▫ Assumptions made to determine baseline and justification for improvements over the baseline	Additional durability provisions and detailing

TOTALS		**Max Points Available**	**Attempt**	**Maybe**	**Not Attempt**
Management Subtotal		**90**	**32**	**16**	
Programs Subtotal		**64**	**21**	**13**	
Technology and Structure Design Subtotal		**88**	**51**	**11**	
Innovation		**6**	**2**	**2**	
Total		**248**	**106**	**42**	**0**

Bronze	110 - 134	points
Silver	135 - 159	points
Gold	160 +	points

Tuesday 2 July 2017

City of Bloomington
Plan Commission
401 N Morton St.
Suite 130
Bloomington IN 47404

Dear Commission Members,

Indiana Limestone, known to geologists as Salem Limestone, is the nation's premier building stone, gracing between 50 and 75% of all limestone-clad buildings in the nation. Many of the nation's, Indiana's, and your city's most iconic buildings are constructed of Indiana Limestone. Moreover, the City of Bloomington flows into the spectacular campus of Indiana University with almost all buildings south of the railroad line built with Indiana Limestone.

Yet, in the construction of the new fourth street parking garage, renderings do not show the use of Indiana Limestone. What is shown is the use of masonry and precast concrete that is called "limestone colored." Mr. Adam Wason informed me that at least banding with limestone is planned for the first floor.

I am surprised by the lack or limited use of Indiana Limestone in this structure and others that recently have been constructed in Bloomington. What is more surprising is the City of Bloomington is sitting in "Limestone Country;" and with Monroe and Lawrence Counties, the City celebrates our limestone heritage each June. Has this been forgotten? Have we forgotten about the warm beauty, sense of place, and permanence that our world-class stone provides? Do we forget to promote our own local economy? Can we actually ask the nation to use Indiana Limestone when we do not?

I encourage you to ask for a new rendering that uses real limestone from our local community. It may be only a parking garage, but all that daily use and pass this structure on foot or in a vehicle will just by looking at it know that they are at home in Bloomington, Indiana.

With deepest regards,

Todd A. Thompson
4295 North Kinser Pike
Bloomington, IN 47404
(812) 332-0203

BLOOMINGTON PLAN COMMISSION **CASE #: SP/UV-32-19**
STAFF REPORT **DATE: November 4, 2019**
Location: 1901 W. 3rd Street / 307 S. Cory Lane

PETITIONER: Rimrock Companies
1000 Riverside Avenue, Suite 250 Jacksonville FL

CONSULTANTS: Bynum Fanyo Associates
528 N. Walnut Street Bloomington

REQUEST: The petitioner is requesting site plan approval for a mini-warehouse facility and a use variance recommendation to the Board of Zoning Appeals for larger units than allowed in the 'mini-warehouse facility' use in the Commercial Arterial zoning district.

BACKGROUND:

Area:	2.93 acres
Current Zoning:	CA – Commercial Arterial
Comprehensive Plan Designation:	Urban Corridor
Existing Land Use:	Vacant/Wooded
Proposed Land Use:	Mini-Warehouse Facility
Surrounding Uses:	North – Vacant / Culver's Restaurant West – Dwelling, Single-Family (partially outside City limits) East – Commercial South – Vacant / Dwelling, Single-Family (Sunset Hill, outside City limits)

CHANGES SINCE LAST HEARING: The petition was heard at the September 9, 2019 Plan Commission hearing. The members present could not come to agreement on the Site Plan portion of the petition, so it was continued to the November hearing. The Plan Commission voted to recommend approval to the Board of Zoning Appeals for the use variance portion of the petition. At issue during the first hearing was the desirability of the use at the location in its current design, and the effect of such a development on the other properties in the area. Since the last hearing, the petitioner has provided hydrology information for Plan Commission review; amended the architectural materials used; and added a portion of sidewalk behind one of the buildings facing 3rd Street. No new petitioner statement was submitted.

REPORT: The property is located at 1901 W. 3rd Street and is zoned Commercial Arterial (CA). Surrounding land uses include vacant land and Culver's Restaurant to the north across 3rd Street, single family residences to the west and south, and commercial to the east. The property is vacant except for a billboard at the northeast corner. There are some trees on the site, but no wooded areas that would require preservation. The site is part of a larger roughly 5.4 acre holding that includes a parcel to the south and a parcel to the west that are both outside of the City corporation boundary. The property largely drains to the east, falling roughly 20 feet from the northwest to the east, and ultimately draining to a sinkhole located to the southeast of the larger property holding. The outer edge of a second large karst feature is located in the southwest portion of the petition parcel.

The petitioner proposes to develop this site with three mini-warehouse facility buildings containing 41,600 square feet of storage space, as well as a 6,000 square foot office building on the petition

site. Six parking spaces are included near the office building. One 32,325 square foot mini-warehouse facility building is also planned for the County parcel to the south.

The Unified Development Ordinance allows 200 square feet per unit in a mini-warehouse facility. The petitioner is requesting a use variance to allow some 300 square foot units. The petitioner must receive a use variance from the Board of Zoning Appeals to allow for the larger units.

Plan Commission Site Plan Review: One aspect of this project requires that the petition be reviewed by the Plan Commission, per BMC 20.09.120(e)(1)(A). This aspect is as follows:

The Plan Commission shall review the following Site Plans:

- Any nonresidential development of 25,000 square feet gross floor area or more;

SITE PLAN ISSUES:

Uses: The petitioner is proposing that the entirety of the site be used as a mini-warehouse facility. The UDO defines that use as: "a structure or group of structures containing individual storage units of two hundred (200) square feet or less with access to each unit only for the storage and warehousing of personal property. Mini-warehouses do not include activities of any kind including wholesaling, retailing, servicing or repair of household or commercial goods in conjunction with storage." The use does not allow any outside storage.

The requested use is allowed in the CA zoning district, but is not a desirable use on a major thoroughfare that has seen pedestrian improvements in recent years. Additionally, the location of the use immediately adjacent to existing residential provides little of the benefit to residential that a more active commercial site would offer.

Parking and Access: Access is proposed from both an existing drive cut on 3rd Street and through a new commercial driveway cut on a parcel with frontage on Cory Lane. The site plan includes six (6) parking spaces immediately adjacent to the office/extra storage building on the petition site. Drive aisles provide access to all of the storage units on site. Gates are included at both entrances to restrict access. 31 parking spaces are planned near and around the building on the southern County parcel.

Sidewalks are planned to connect 3rd Street to the two buildings closest to the right-of-way and the City parcel parking area. The petitioner has included one internal sidewalk to connect to the rear of one of the 3rd Street-facing buildings. A condition of approval is included to connect all facilities with sidewalks, as required by the Unified Development Ordinance (UDO).

There is a Bloomington Transit bus stop on the south side of 3rd Street in front of the property immediately west of the petition site, as well as a stop in that same general location on the north side of 3rd Street.

Bicycle Parking: A total of 4 Class II bicycle parking spaces are required for the development. A bike parking location is shown on the plan with no total spaces included. A condition of approval requiring the required number of spaces on the site plan has been included.

Architecture/Materials: Architectural standards apply at this site because of its proximity to 3rd Street. The CA zoning district requires the use of particular materials for the 'primary exterior

building materials'. Primary Exterior Finish Material is defined as: 'An exterior finish that covers more than twenty percent (20%) of a building façade. Windows, doors, building trim, cornices, and similar architectural features shall not count toward calculation of the square footage of the building façade.' This applies to any façade visible from a primary arterial, which 3rd Street is. Based on the site plan, the north, west, and east sides of the two northernmost buildings will need to meet the primary materials requirement. Changes were made so that the materials meet UDO requirements since the last hearing.

Utilities: Water and sewer service is shown on the site plan connecting to existing main lines north of the property. Utility plans have been submitted and are under review by City Utilities. Final acceptance and approval from City Utilities is needed before the issuance of a grading permit.

Landscaping: A landscape plan was submitted and verification of that plan will be required before a grading permit can be issued. The petitioner has proposed no variances from the UDO required landscaping.

Impervious Surface Coverage: The CA zoning district maximum impervious surface coverage is 60% of the site. The proposal covers 61%, so the petitioners are proposing to use permeable pavers in the parking lot area in order to meet that requirement.

Neighbor Concerns: The Department has received contact from some of the neighbors in the area who are not favorable to the request. Letters are included in the packet.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) made 2 recommendations concerning this development, which are listed below:

1.) The Petitioner shall revise the Landscape Plan to meet, at the very least, the minimum standards of the UDO.

STAFF RESPONSE: This is required before grading permit issuance.

2.) The petitioner shall apply green building and site design practices, which provide the public benefit of fighting climate change. Not considering climate change in construction is contrary to the public interest. The Use Variance request should be denied without the public benefit.

STAFF RESPONSE: While such green building practices are not a requirement of the UDO, the Department encourages the petitioner to incorporate them.

CRITERIA AND FINDINGS FOR SITE PLANS

20.09.120 (e)(9) The staff or plan commission, whichever is reviewing the site plan, shall make written findings concerning each decision to approve or disapprove a site plan.

(A) **Findings of Fact.** A site plan shall be approved by the plan commission only upon making written findings that the site plan:

(i) Is consistent with the growth policies plan (now Comprehensive Plan);

Proposed Findings:

- The site is located in the 'Urban Corridor' area on the Land Use Map.
- The Urban Corridor district is designed to transform strip retail and commercial corridors along major roadways into a more urban mixed-use district that will serve as an appropriate transition area from higher, more intensive uses to other districts, Focus Areas, and regional activity centers. (CP, 90)
- Site design must reimagine the built context into a mixed-use district. Emphasis must be placed on urban design and the creation of a distinctive design style in each area. Site design features to consider include building to street frontages, structures that are multistory and pedestrian-scaled, and indoor and outdoor public gathering spaces. (CP, 90)
- To transform the existing automobile-centric context into a mixed-use district, it is essential to provide safe and convenient access for pedestrians. (CP, 90)
- The proposed petition does not support the mixed use, pedestrian-centric goals of the Urban Corridor and perpetuates single-use, auto-centric uses on one of the City's major corridors.

(ii) Satisfies the requirements of Chapter 20.02, Zoning Districts;

Proposed Findings:

- The project meets use and basic design requirements for the Commercial Arterial (CA) zoning district.
- The petitioner is requesting a use variance from the Board of Zoning Appeals to allow larger units in the 'mini-warehouse facility' use.

(iii) Satisfies the requirements of Chapter 20.05, Development Standards;

Proposed Findings:

- The project will meet the Landscaping Standards of Chapter 20.05.
- The petitioner is requesting a development standards variance from the Board of Zoning Appeals to allow additional freestanding signage.
- The site will meet all other requirements of Chapter 20.05.

(iv) Satisfies the requirements of Chapter 20.07, Design Standards; and

Proposed Findings:

- No subdivision is involved, so this is not applicable.

(v) Satisfies any other applicable provisions of the Unified Development Ordinance.

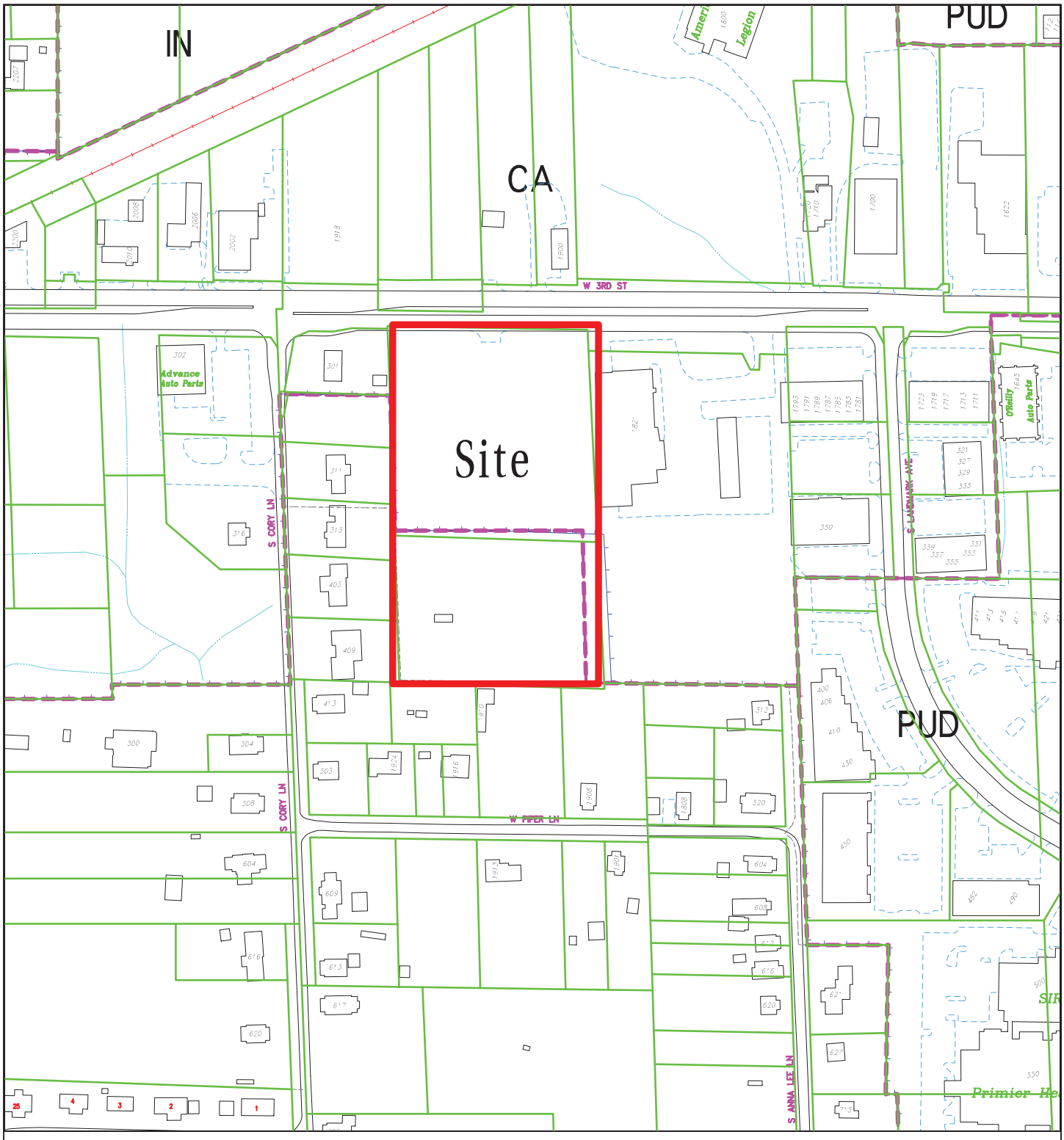
- All other provisions of the UDO are met with this project.

CONCLUSION: This petition meets or will meet all CA zoning district Development Standards once landscaping changes are made. The project utilizes almost 3 acres in the City and over 5 acres total for a use that does not contribute to the mixed-use, pedestrian goals of the Comprehensive Plan. While the petition request does not support the goals of the Urban Corridor designation in

the Comprehensive Plan, neither through use nor design, the use is an approved use in the CA zoning district.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission approve the site plan based on the written findings and with the following conditions:

1. The petitioner will show at least 4 Class II bicycle parking spaces on the site plan before a grading permit is approved.
2. The petitioner will make required landscape plan changes to meet UDO landscape requirements before the issuance of a grading permit.
3. The petitioner will add required internal sidewalks to the plan before a grading permit is approved.



City of Bloomington
Planning & Transportation

By: greulice
21 Jun 19

250 0 250 500 750

N

Scale: 1" = 250'

For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation

By: greulice
21 Jun 19

150 0 150 300 450

N

Scale: 1" = 150'

For reference only; map information NOT warranted.

City of Bloomington
Environmental Commission

MEMORANDUM

Date: October 7, 2019

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: SP/UV-32-19, Rimrock 3rd St. Storage Facilities
1901 West 3rd Street

The purpose of this memo is to convey the environmental concerns and recommendations provided by the City of Bloomington Environmental Commission (EC) with the hope that action will be taken to enhance the project's environment-enriching attributes. The request is for a Site Plan approval and a positive recommendation from the Plan Commission to the Board of Zoning Appeals (BZA) for a Use Variance.

1.) LANDSCAPE PLAN
The Landscape Plan needs revision before it meets the Unified Development Ordinance (UDO) regulations, and can be approved. The Petitioner must have an approved Landscape Plan in place prior to the issuance of the required Grading Permit. The EC recommends the site be designed with diverse plantings that benefit local pollinating insects and birds, reduce the heat island effect, sequester carbon dioxide, and slow and cleanse rainwater. Using native plants provides food and habitat for birds, butterflies, and other beneficial insects while promoting biodiversity in the city. Native plants do not require chemical fertilizers nor pesticides and are water efficient once established.

2.) GREEN/ENVIRONMENT-ENHANCING BUILDING PRACTICES
The Petitioner is requesting a Use Variance to allow units that are larger than permitted in the UDO. Part of the intent of a Use Variance is to provide a means to approve petitions "…that will not be contrary to the public interest, where, owing to special conditions, literal enforcement of the Unified Development Ordinance will result in unnecessary hardship…"

The EC believes that without features that promote climate-change protections, this request is, in fact, contrary to the public interest. Additionally, there is nothing specific to this site that would impede building per UDO standards.

The Petitioner has not committed to any green building features that create high-performance, low-carbon structures. The EC understands that these buildings are uncomplicated office and storage

spaces, but believes that simplicity allows for a few, but very efficient green building practices. The EC recommends incorporating all of the green building practices available, including some specific ones listed below. The EC believes that without the public benefit of construction that is conscientious to climate change, the Use Variance should be denied.

a. Reduce the Heat Island Effect The roof material should have a *minimum* initial Solar Reflective Index (SRI) of 0.65, and an aged index of 0.55. *SRI* is a value that incorporates both solar reflectance and emittance in a single value to represent a material's temperature in the sun. SRI quantifies how hot a surface would get relative to standard black and standard white surfaces. It is calculated using equations based on previously measured values of solar reflectance and emittance as laid out in the American Society for Testing and Materials Standard E 1980. It is expressed as a fraction (0.0 to 1.0) or percentage (0% to 100%). This can be achieved by choosing a membrane that is not only white, but also embedded with reflective material.

b. Solar Energy Generation Install solar photovoltaic cells to reduce the use of greenhouse-gas emitting pollutants, which harm the environment and contribute to common health problems such as asthma. Using solar energy helps protect the user against volatile utility rates, adds value to the property, and supports the local economy. This building is ideal for photovoltaic (PV) solar panels because it has a flat roof. Solar power is now competitive with coal, especially considering the full-cost accounting price.

c. Building Envelope The EC recommends that the building envelope be constructed with higher insulation values than the minimums in the building code. The HVAC system also should exceed standards for this type of business.

d. Recycling The EC recommends that space be allocated for recyclable-materials collection, which will reduce the facility's carbon footprint and promote healthy indoor and outdoor environments. Recycling has been an important tradition in Bloomington for decades, and has many benefits in energy and resource conservation while contributing to Bloomington's environmental quality and sustainability, and is a community expectation for new structures. Recycling is especially relevant at a storage facility, where users often sort items and discard some.

EC RECOMMENDATIONS

1.) The Petitioner shall revise the Landscape Plan to meet, at the very least, the minimum standards of the UDO.

2.) The Petitioner shall apply green building and site design practices, which provide the public benefit of fighting climate change. Not considering climate change in construction is contrary to the public interest. The Use Variance request should be denied without this public benefit.

BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

August 26, 2019

Jackie Scanlan
City of Bloomington Planning Department
401 N. Morton Street
Bloomington, Indiana 47404

RE: Rimrock Companies Self-Storage (Mini-Warehouse Facility) Site
Final Plan Approval Petitioner's Statement

Jackie Scanlan or To Whom It May Concern:

Our client, Rimrock Companies, respectfully request 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:

The proposed development at 1901 West 3rd Street consists of developing 4 new structures for purposes of commercial development. The commercial application will include self-storage units with an associated office space. This proposed development will also contain 6 parking spaces for parking at the office space. The total square footage for the site's structures totals approx. 45,250. We plan to treat most of the drainage within our property with a drainage pond facility at the northeast corner of the site. This location will help keep the proposed site at reasonable grading patterns to match the existing drainage patterns. The total project site is 5.50 acres (2.93 area in City of Bloomington's current planning jurisdiction). We will be working toward approvals through the Monroe County Planning Department with the other 2.57 acreage currently in the Monroe County Planning jurisdiction. The entire site is within the City's 'CA' zoning boundary.

This proposed development is proposing two (2) variances from the current UDO:

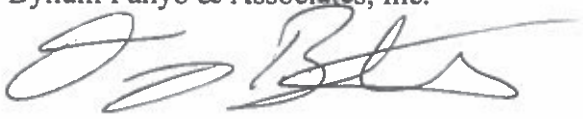
1. UDO Section 20.05.079 - Signage.
    a. The project would like to propose signage that would adhere to the follow standards from the UDO:
        i. Wall sign on north face of building #1- 75 square feet max.
        ii. Wall sign on north face of building #2- 180 square feet max.
        iii. North property line free standing sign - Allowed one sign 45 square feet max. and 6 feet in height max. (Must be located 2' min. from property line)
    b. Existing billboard at northeast corner on site is already 160 sq. ft.
    c. Existing billboard contract goes through 2020.

528 NORTH WALNUT STREET BLOOMINGTON, INDIANA 47404
812-332-8030 FAX 812-339-2990

   d. Place new signage that would meet UDO while keeping the duration of billboard contract.
2. UDO Section 20.02.330 – Mini Warehouse max. size.
   a. The project would like to propose 300 sq. ft. max.
   b. The current UDO standard is 200 sq. ft. max. unit size.

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

Sincerely,
Bynum Fanyo & Associates, Inc.



Daniel Butler, P.E., Project Engineer

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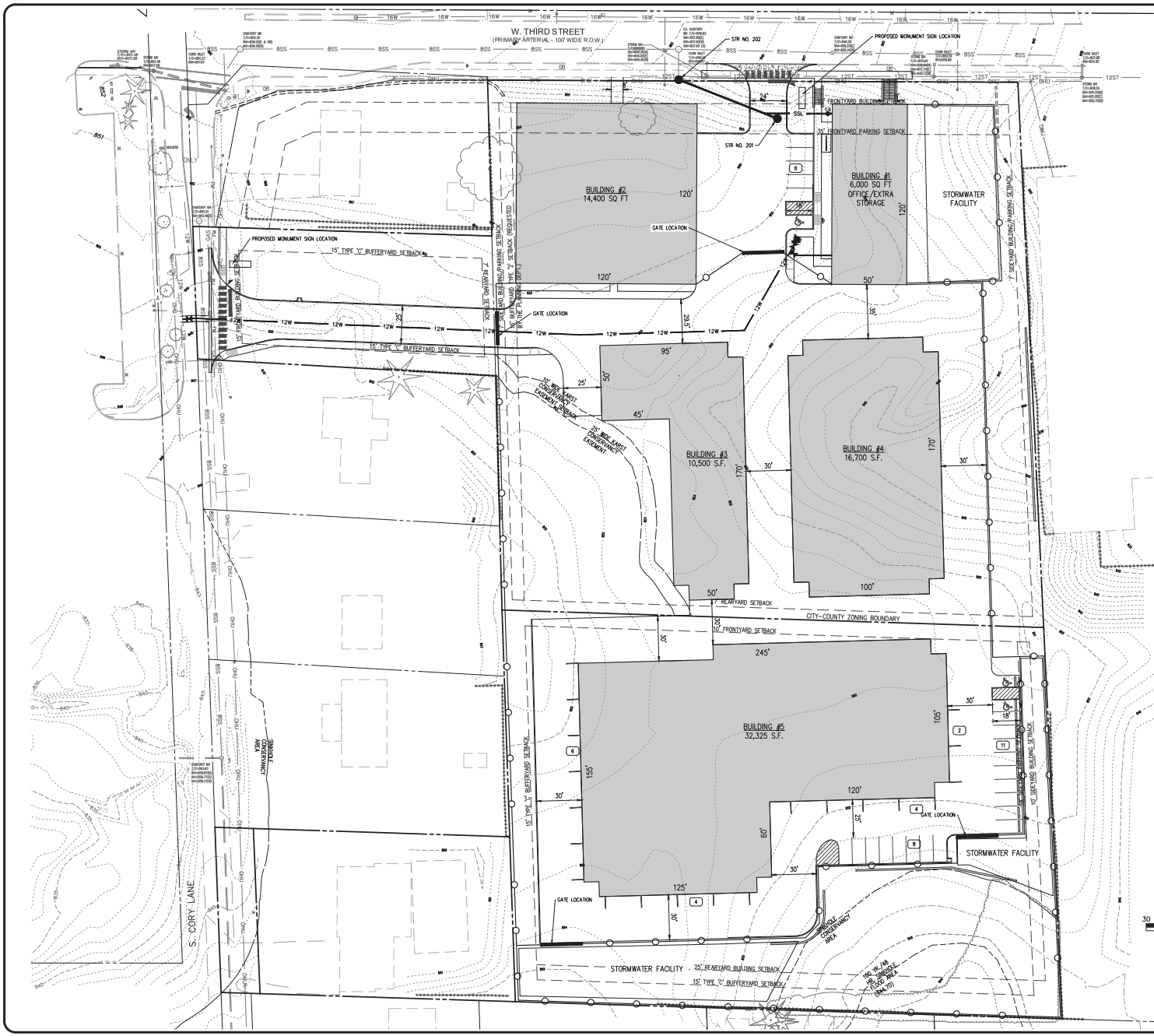


ZONING INFORMATION

JURISDICTION: MONROE COUNTY FOR PROPERTY TO WEST AND SOUTH - FORMER CITY OF BLOOMINGTON AREA & CITY OF BLOOMINGTON FOR PROPERTY TO NORTH

ZONING: COMMERCIAL ARTERIAL (CA)

PROPOSED USE: COMMERCIAL USE, RESTAURANTS/FOOD SERVICE, SELF-STORAGE TO SOUTH

MAXIMUM HEIGHT: 80'

MAXIMUM IMPERVIOUS COVERAGE: 60%

USABLE OPEN SPACE PER DWELLING UNIT: 1,000 SF

FLOOR AREA RATIO: 1.5

SIDE YARD BUILDING SETBACK: 10' LANDSCAPED NEXT TO RESIDENTIAL. ADD 4' FOR EACH ADDITIONAL BUILDING STORY

REAR YARD BUILDING SETBACK: 10', 25' IF ADJACENT TO RESIDENTIAL

SIDE YARD PARKING SETBACK: IF ADJACENT TO NONRESIDENTIAL THEN SETBACK SHALL BE 0.05 TIMES THE LOT WIDTH ROUNDED TO THE NEXT HIGHEST INTEGRAL NUMBER OR 3', WHICHEVER IS GREATEST UP TO A MAXIMUM OF 25'. 10' IF ADJACENT TO RESIDENTIAL.

REAR YARD PARKING SETBACK: 6', 10' LANDSCAPED NEXT TO RESIDENTIAL.

EXISTING LEGEND

- EXISTING FENCE — X X X
- EXISTING WATER LINE — W
- EXISTING OVERHEAD UTILITY LINES — OHU
- EXISTING UNDERGROUND ELECTRIC LINES — UGE
- EXISTING UNDERGROUND TELEPHONE LINES — UGT
- EXISTING UNDERGROUND FIBER OPTIC LINES — FO
- EXISTING GAS LINE — GAS
- EXISTING SANITARY FORCEMAIN — FM
- EXISTING CONTOUR — XXX
- FLOW LINE
- EXISTING SANITARY SEWER AND MANHOLE — SS — SS
- EXISTING STORM SEWER AND INLET — ST — ST
- PROPERTY LINE

1 X 14,400 S.F. = 14,400 S.F.
1 X 16,700 S.F. = 16,700 S.F.
1 X 10,500 S.F. = 10,500 S.F.
1 X 32,875 S.F. = 32,325 S.F.

TOTAL=73,925 S.F. STORAGE SPACE

NOTE TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

revisions:

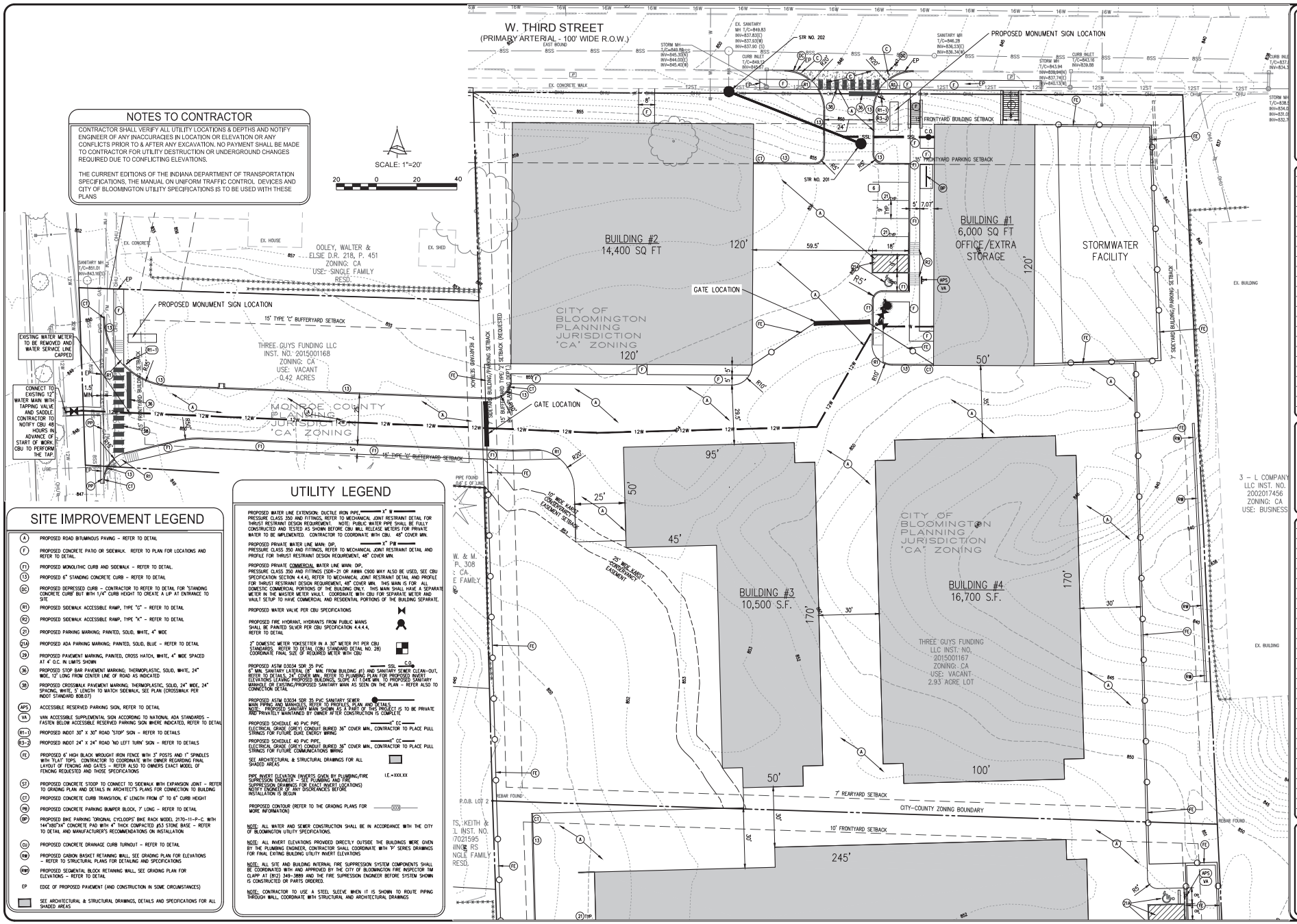
ARCHITECTURE
CIVIL ENGINEERING
PLANNING
BYNUM FANYO & ASSOCIATES, INC.
528 north walnut street
bloomington, indiana
(812) 332-8030
(812) 339-2990 (Fax)

certified by:

PROPOSED
WEST THIRD & CORY PROPERTIES
RIMROCK COMPANIES
3075 S CORY LN & 1901 W 3RD ST
BLOOMINGTON, IN

title: OVERALL SITE LAYOUT PLAN

designed by: DJB
drawn by: DJB
checked by: JSF
sheet no: C301
project no.: 401918



NOTES TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

THE CURRENT EDITIONS OF THE INDIANA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND CITY OF BLOOMINGTON UTILITY SPECIFICATIONS IS TO BE USED WITH THESE PLANS

SITE IMPROVEMENT LEGEND

A	PROPOSED ROAD BITUMINOUS PAVING - REFER TO DETAIL
F	PROPOSED CONCRETE PATIO OR SIDEWALK. REFER TO PLAN FOR LOCATIONS AND REFER TO DETAIL.
F1	PROPOSED MONOLITHIC CURB AND SIDEWALK - REFER TO DETAIL.
I3	PROPOSED 6" STANDING CONCRETE CURB - REFER TO DETAIL
DC	PROPOSED DEPRESSED CURB - CONTRACTOR TO REFER TO DETAIL FOR 'STANDING CONCRETE CURB' BUT WITH 1/4" CURB HEIGHT TO CREATE A LIP AT ENTRANCE TO SITE
R1	PROPOSED SIDEWALK ACCESSIBLE RAMP, TYPE "G" - REFER TO DETAIL
R2	PROPOSED SIDEWALK ACCESSIBLE RAMP, TYPE "K" - REFER TO DETAIL
21	PROPOSED PARKING MARKING; PAINTED, SOLID, WHITE, 4" WIDE
21A	PROPOSED ADA PARKING MARKING; PAINTED, SOLID, BLUE - REFER TO DETAIL
29	PROPOSED PAVEMENT MARKING, PAINTED, CROSS HATCH, WHITE, 4" WIDE SPACED AT 4' O.C. IN LIMITS SHOWN
36	PROPOSED STOP BAR PAVEMENT MARKING; THERMOPLASTIC, SOLID, WHITE, 24" WIDE, 12' LONG FROM CENTER LINE OF ROAD AS INDICATED
38	PROPOSED CROSSWALK PAVEMENT MARKING; THERMOPLASTIC, SOLID, 24" WIDE, 24" SPACING, WHITE, 5' LENGTH TO MATCH SIDEWALK, SEE PLAN (CROSSWALK PER INDOT STANDARD 808.07)
APS	ACCESSIBLE RESERVED PARKING SIGN, REFER TO DETAIL
VA	VAN ACCESSIBLE SUPPLEMENTAL SIGN ACCORDING TO NATIONAL ADA STANDARDS - FASTEN BELOW ACCESSIBLE RESERVED PARKING SIGN WHERE INDICATED, REFER TO DETAIL
R1-1	PROPOSED INDOT 30" X 30" ROAD 'STOP' SIGN - REFER TO DETAILS
R3-2	PROPOSED INDOT 24" X 24" ROAD 'NO LEFT TURN' SIGN - REFER TO DETAILS
FE	PROPOSED 6' HIGH BLACK WROUGHT IRON FENCE WITH 3" POSTS AND 1" SPINDLES WITH 'FLAT' TOPS. CONTRACTOR TO COORDINATE WITH OWNER REGARDING FINAL LAYOUT OF FENCING AND GATES - REFER ALSO TO OWNERS EXACT MODEL OF FENCING REQUESTED AND THOSE SPECIFICATIONS
ST	PROPOSED CONCRETE STOOP TO CONNECT TO SIDEWALK WITH EXPANSION JOINT - REFER TO GRADING PLAN AND DETAILS IN ARCHITECT'S PLANS FOR CONNECTION TO BUILDING
C1	PROPOSED CONCRETE CURB TRANSITION, 6' LENGTH FROM 0" TO 6" CURB HEIGHT
PB	PROPOSED CONCRETE PARKING BUMPER BLOCK, 7' LONG - REFER TO DETAIL
BP	PROPOSED BIKE PARKING 'ORIGINAL CYCLOOPS' BIKE RACK MODEL 2170-11-P-C WITH 144"x80"x4" CONCRETE PAD WITH 4" THICK COMPACTED #53 STONE BASE - REFER TO DETAIL AND MANUFACTURER'S RECOMMENDATIONS ON INSTALLATION
CU	PROPOSED CONCRETE DRAINAGE CURB TURNOUT - REFER TO DETAIL
RW	PROPOSED GABION BASKET RETAINING WALL, SEE GRADING PLAN FOR ELEVATIONS - REFER TO STRUCTURAL PLANS FOR DETAILING AND SPECIFICATIONS
SRW	PROPOSED SEGMENTAL BLOCK RETAINING WALL, SEE GRADING PLAN FOR ELEVATIONS - REFER TO DETAIL
EP	EDGE OF PROPOSED PAVEMENT (AND CONSTRUCTION IN SOME CIRCUMSTANCES)
	SEE ARCHITECTURAL & STRUCTURAL DRAWINGS, DETAILS AND SPECIFICATIONS FOR ALL SHADED AREAS

UTILITY LEGEND

PROPOSED WATER LINE EXTENSION: DUCTILE IRON PIPE, ——— x" W ———
PRESSURE CLASS 350 AND FITTINGS, REFER TO MECHANICAL JOINT RESTRAINT DETAIL FOR THRUST RESTRAINT DESIGN REQUIREMENT. NOTE: PUBLIC WATER PIPE SHALL BE FULLY CONSTRUCTED AND TESTED AS SHOWN BEFORE CBU WILL RELEASE METERS FOR PRIVATE WATER TO BE IMPLEMENTED. CONTRACTOR TO COORDINATE WITH CBU. 48" COVER MIN.

PROPOSED PRIVATE WATER LINE MAIN: DIP, ——— x" PW ———
PRESSURE CLASS 350 AND FITTINGS, REFER TO MECHANICAL JOINT RESTRAINT DETAIL AND PROFILE FOR THRUST RESTRAINT DESIGN REQUIREMENT, 48" COVER MIN.

PROPOSED PRIVATE COMMERCIAL WATER LINE MAIN: DIP,
PRESSURE CLASS 350 AND FITTINGS (SDR-21 OR AWWA C900 MAY ALSO BE USED, SEE CBU SPECIFICATION SECTION 4.4.4), REFER TO MECHANICAL JOINT RESTRAINT DETAIL AND PROFILE FOR THRUST RESTRAINT DESIGN REQUIREMENT, 48" COVER MIN. THIS MAIN IS FOR ALL DOMESTIC COMMERCIAL PORTIONS OF THE BUILDING ONLY. THIS MAIN SHALL HAVE A SEPARATE METER IN THE MASTER METER VAULT. COORDINATE WITH CBU FOR SEPARATE METER AND VAULT SETUP TO HAVE COMMERCIAL AND RESIDENTIAL PORTIONS OF THE BUILDING SEPARATE.

PROPOSED WATER VALVE PER CBU SPECIFICATIONS

PROPOSED FIRE HYDRANT, HYDRANTS FROM PUBLIC MAINS SHALL BE PAINTED SILVER PER CBU SPECIFICATION 4.4.4.4, REFER TO DETAIL

2" DOMESTIC METER YOKESETTER IN A 30" METER PIT PER CBU STANDARDS. REFER TO DETAIL (CBU STANDARD DETAIL NO. 28) COORDINATE FINAL SIZE OF REQUIRED METER WITH CBU

PROPOSED ASTM D3034 SDR 35 PVC ——— SSL ——— CO
6" MIN. SANITARY LATERAL (8" MIN. FROM BUILDING #1) AND SANITARY SEWER CLEAN-OUT, REFER TO DETAILS, 1.0% SLOPE MIN. REFER TO PLUMBING PLAN FOR PROPOSED INVERT ELEVATIONS LEAVING PROPOSED BUILDINGS. SLOPE AT 1.0% MIN. TO PROPOSED SANITARY MANHOLE OR EXISTING/PROPOSED SANITARY MAIN AS SEEN ON THE PLAN - REFER ALSO TO CONNECTION DETAIL

PROPOSED ASTM D3034 SDR 35 PVC SANITARY SEWER ——— SS ———
MAIN AND MANHOLES. REFER TO PROFILES, PLAN AND DETAILS. NOTE: PROPOSED SANITARY MAIN SHOWN AS PART OF THIS PROJECT IS TO BE PRIVATE AND PRIVATELY MAINTAINED BY OWNER AFTER CONSTRUCTION IS COMPLETE

PROPOSED SCHEDULE 40 PVC PIPE, ——— x" EC ———
ELECTRICAL GRADE (GREY) CONDUIT BURIED 36" COVER MIN., CONTRACTOR TO PLACE PULL STRINGS FOR FUTURE DUKE ENERGY WIRING

PROPOSED SCHEDULE 40 PVC PIPE, ——— x" CC ———
ELECTRICAL GRADE (GREY) CONDUIT BURIED 36" COVER MIN., CONTRACTOR TO PLACE PULL STRINGS FOR FUTURE COMMUNICATIONS WIRING

SEE ARCHITECTURAL & STRUCTURAL DRAWINGS FOR ALL SHADED AREAS

PIPE INVERT ELEVATION (INVERTS GIVEN BY PLUMBING/FIRE SUPPRESSION ENGINEER - SEE PLUMBING AND FIRE SUPPRESSION DRAWINGS FOR EXACT INVERT LOCATIONS) NOTIFY ENGINEER OF ANY DISCREPANCIES BEFORE INSTALLATION IS BEGUN — I.E.=XXX.XX

PROPOSED CONTOUR (REFER TO THE GRADING PLANS FOR MORE INFORMATION) — XXX —

NOTE: ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BLOOMINGTON UTILITY SPECIFICATIONS.

NOTE: ALL INVERT ELEVATIONS PROVIDED DIRECTLY OUTSIDE THE BUILDINGS WERE GIVEN BY THE PLUMBING ENGINEER, CONTRACTOR SHALL COORDINATE WITH 'P' SERIES DRAWINGS FOR FINAL EXITING BUILDING UTILITY INVERT ELEVATIONS

NOTE: ALL SITE AND BUILDING INTERNAL FIRE SUPPRESSION SYSTEM COMPONENTS SHALL BE COORDINATED WITH AND APPROVED BY THE CITY OF BLOOMINGTON FIRE INSPECTOR TIM CLAPP AT (812) 349-3889 AND THE FIRE SUPPRESSION ENGINEER BEFORE SYSTEM SHOWN IS CONSTRUCTED OR PARTS ORDERED.

NOTE: CONTRACTOR TO USE A STEEL SLEEVE WHEN IT IS SHOWN TO ROUTE PIPING THROUGH WALL. COORDINATE WITH STRUCTURAL AND ARCHITECTURAL DRAWINGS

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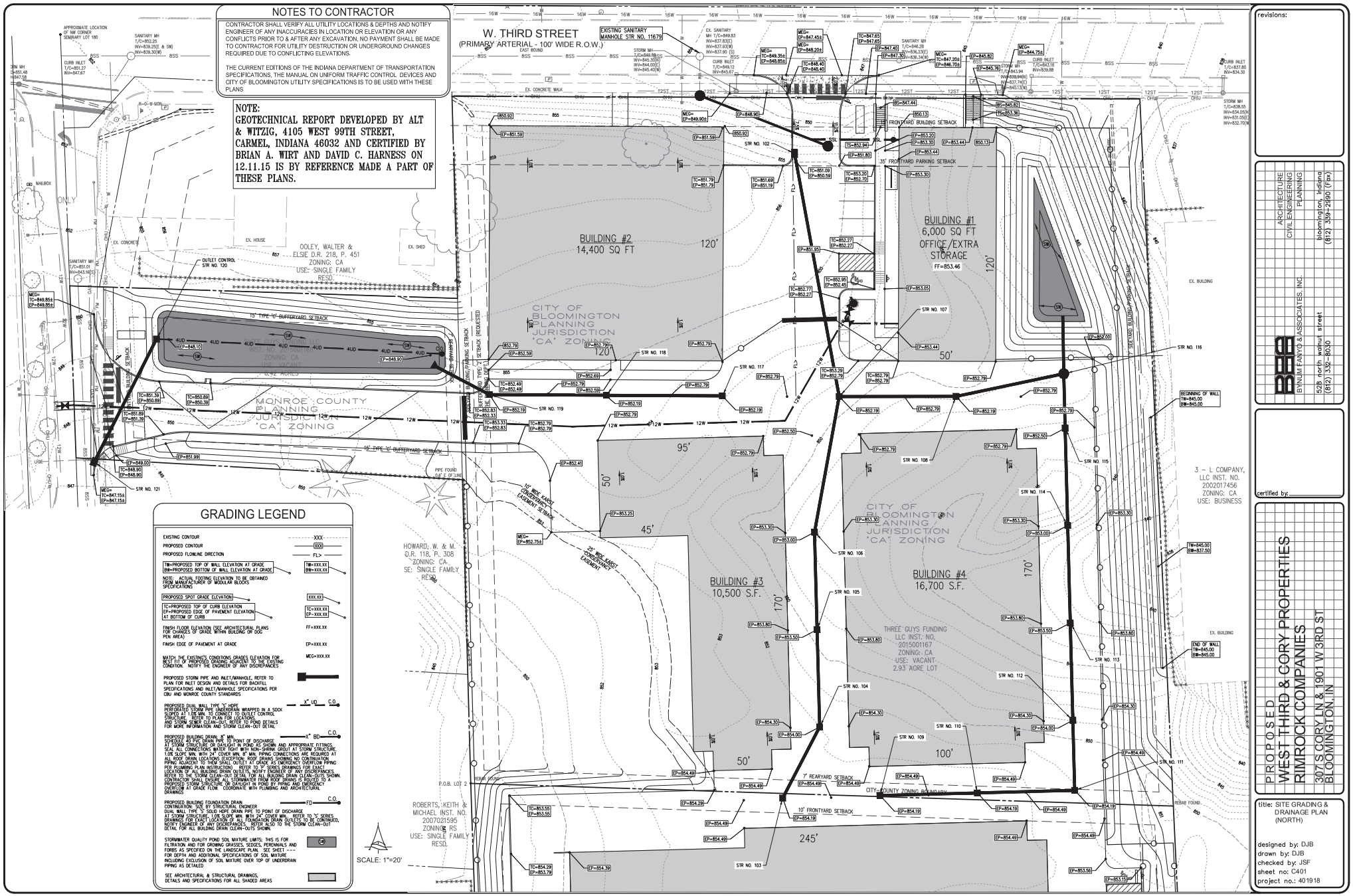
CIVIL ENGINEERING
PLANNING
BYNUM FANYO & ASSOCIATES, INC.
528 north walnut street
bloomington, indiana
(812) 332-8030
(812) 339-2990 (fax)

certified by:

PROPOSED
WEST THIRD & CORY PROPERTIES
RIMROCK COMPANIES
307 S CORY LN & 1901 W 3RD ST
BLOOMINGTON, IN

title: SITE IMPROVEMENT & UTILITY PLAN (NORTH)

designed by: DJB
drawn by: DJB
checked by: JSF
sheet no: C302
project no.: 401918



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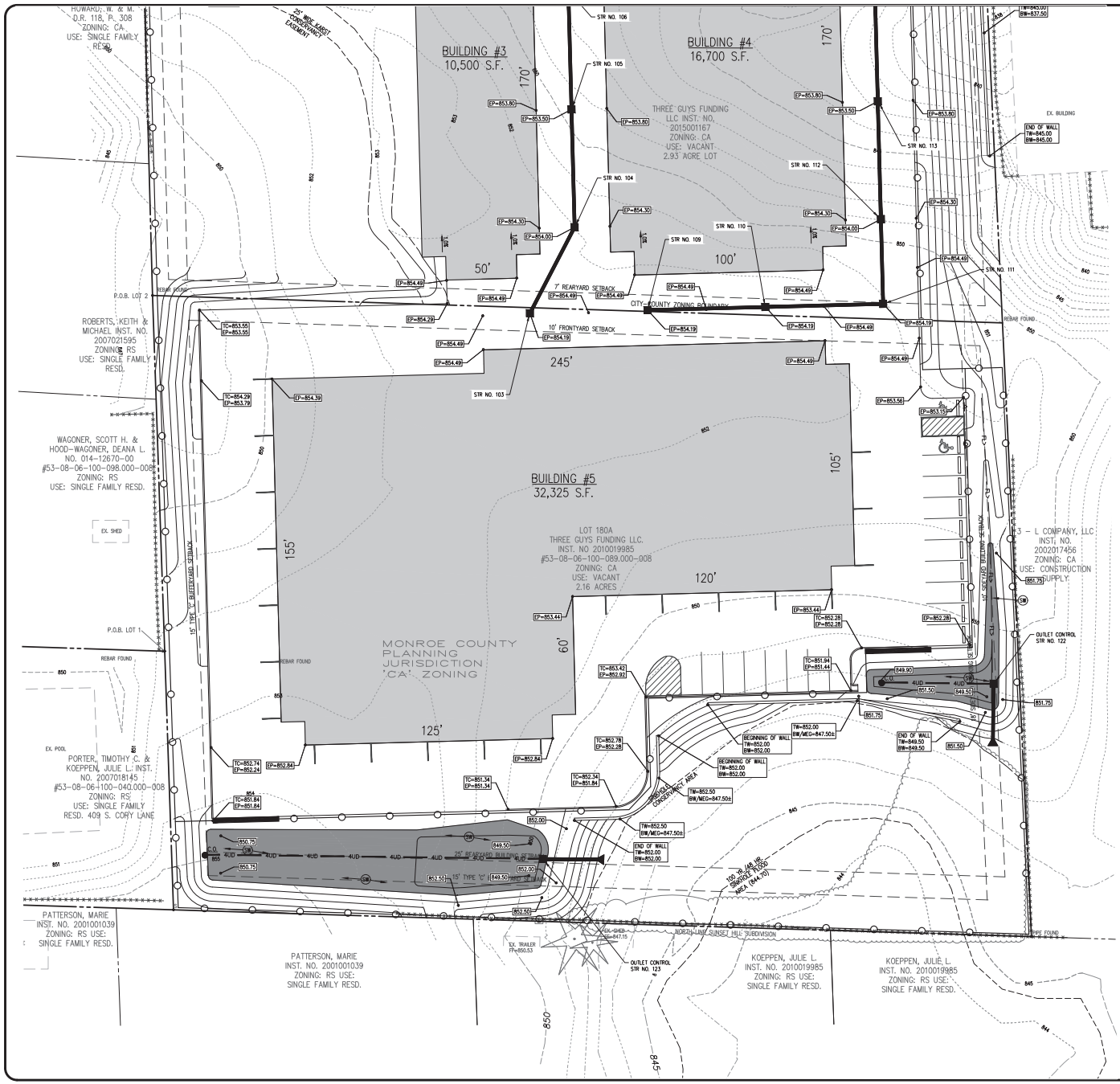
PROPOSED
WEST THIRD & CORY PROPERTIES
RIMROCK COMPANIES
307 S CORY LN & 1901 W 3RD ST
BLOOMINGTON, IN

title: SITE GRADING & DRAINAGE PLAN (NORTH)

designed by: DJB
drawn by: DJB
checked by: JSF
sheet no: C401
project no.: 401918



GRADING LEGEND

EXISTING CONTOUR — XXX

PROPOSED CONTOUR — XXX

PROPOSED FLOWLINE DIRECTION — FL>

TW=PROPOSED TOP OF WALL ELEVATION AT GRADE
BW=PROPOSED BOTTOM OF WALL ELEVATION AT GRADE
TW=XXX.XX
BW=XXX.XX

NOTE: ACTUAL FIDING ELEVATION TO BE OBTAINED FROM MANUFACTURER OF MODULAR BLOCKS SPECIFICATIONS

PROPOSED SPOT GRADE ELEVATION — XXX.XX

TC=PROPOSED TOP OF CURB ELEVATION
EP=PROPOSED EDGE OF PAVEMENT ELEVATION AT BOTTOM OF CURB
TC=XXX.XX
EP=XXX.XX

FINISH FLOOR ELEVATION (SEE ARCHITECTURAL PLANS FOR CHANGES OF GRADE WITHIN BUILDING OR DOG PEN AREA) — FF=XXX.XX

FINISH EDGE OF PAVEMENT AT GRADE — EP=XXX.XX

MATCH THE EXISTING'S CONDITIONS GRADES ELEVATION FOR BEST FIT OF PROPOSED GRADING ADJACENT TO THE EXISTING CONDITION. NOTIFY THE ENGINEER OF ANY DISCREPANCIES — MEG=XXX.XX

PROPOSED STORM PIPE AND INLET/MANHOLE, REFER TO PLAN FOR INLET DESIGN AND DETAILS FOR BACKFILL SPECIFICATIONS AND INLET/MANHOLE SPECIFICATIONS PER CBU AND MONROE COUNTY STANDARDS

PROPOSED DUAL WALL TYPE 'S' HDPE PERFORATED STORM PIPE UNDERDRAIN WRAPPED IN A SOCK SLOPED AT 1.0% MIN. TO CONNECT TO OUTLET CONTROL STRUCTURE. REFER TO PLAN FOR LOCATIONS AND STORM SEWER CLEAN-OUT, REFER TO POND DETAILS FOR MORE INFORMATION AND STORM CLEAN-OUT DETAIL — X" UD C.O.

PROPOSED BUILDING DRAIN, 8" MIN. SCHEDULE 40 PVC DRAIN PIPE TO POINT OF DISCHARGE AT STORM STRUCTURE OR DAYLIGHT IN POND AS SHOWN AND APPROPRIATE FITINGS AS REQUIRED FOR CONNECTION TO WYE WITH NO.4 SHOWN GROUT AT STORM STRUCTURE, 1.0% SLOPE MIN. WITH 1.5' MIN. COVER AT ALL PIPING JUNCTIONS AND CONNECTED AT ALL DRAIN LOCATIONS (EXCEPTION: NON DRAINS SHOWING NO CONTINUATION PIPING ADJACENT TO THEM SHALL OUTLET AT GRADE AS EMERGENCY OVERFLOW PIPING PER PLUMBING PLAN INSTRUCTION) . REFER TO 'S' SERIES DRAWINGS FOR EXACT LOCATION OF ALL BUILDING DRAIN OUTLETS, NOTIFY ENGINEER OF ANY DISCREPANCIES. REFER TO THE STORM CLEAN-OUT DETAIL FOR ALL BUILDING DRAIN CLEAN-OUTS SHOWN. CONTRACTOR SHALL ENSURE ALL STORMWATER FROM ROOF DRAINS IS ROUTED TO A PROPOSED STORM STRUCTURE OR DAYLIGHT IN POND BY PIPING AND EMERGENCY OVERFLOW AT GRADE FLOW. COORDINATE WITH PLUMBING AND ARCHITECTURAL DRAWINGS — X" BD C.O.

PROPOSED BUILDING FOUNDATION DRAIN CONTINUATION: SIZE BY STRUCTURAL ENGINEER DUAL WALL TYPE 'S' SOLID HDPE DRAIN PIPE TO POINT OF DISCHARGE AT STORM STRUCTURE, 1.0% SLOPE MIN. WITH 24" COVER MIN. REFER TO 'S' SERIES DRAWINGS FOR EXACT LOCATION OF ALL FOUNDATION DRAIN OUTLETS TO BE CONTINUED, NOTIFY ENGINEER OF ANY DISCREPANCIES. REFER ALSO TO THE STORM CLEAN-OUT DETAIL FOR ALL BUILDING DRAIN CLEAN-OUTS SHOWN. — FD C.O.

STORMWATER QUALITY POND SOIL MIXTURE LIMITS: THIS IS FOR FILTRATION AND FOR GROWING GRASSES, SEDGES, PERENNIALS AND FORBS AS SPECIFIED ON THE LANDSCAPE PLAN. SEE SHEET --- FOR DEPTH AND ADDITIONAL SPECIFICATIONS OF SOIL MIXTURE INCLUDING EXCLUSION OF SOIL MIXTURE OVER TOP OF UNDERDRAIN PIPING AS DETAILED

SEE ARCHITECTURAL & STRUCTURAL DRAWINGS, DETAILS AND SPECIFICATIONS FOR ALL SHADED AREAS

NOTES TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

THE CURRENT EDITIONS OF THE INDIANA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND CITY OF BLOOMINGTON UTILITY SPECIFICATIONS IS TO BE USED WITH THESE PLANS

NOTE:
GEOTECHNICAL REPORT DEVELOPED BY ALT & WITZIG, 4105 WEST 99TH STREET, CARMEL, INDIANA 46032 AND CERTIFIED BY BRIAN A. WIRT AND DAVID C. HARNESS ON 12.11.15 IS BY REFERENCE MADE A PART OF THESE PLANS.

NOTE: THE INSTALLATION OF THE POND MATERIALS INCLUDING SOILS AND PLANTINGS SHALL BE DIRECTLY COORDINATED WITH THE MONROE COUNTY PUBLIC WORKS DEPARTMENT. CONTRACTOR TO CONTACT THE MONROE COUNTY PUBLIC WORKS DEPARTMENT AT: (812) 349-2960 48 HOURS IN ADVANCE TO START OF INSTALLATION OF THE PERMANENT STORMWATER BIO-SWALES

SCALE: 1"=20'
20 0 20 40

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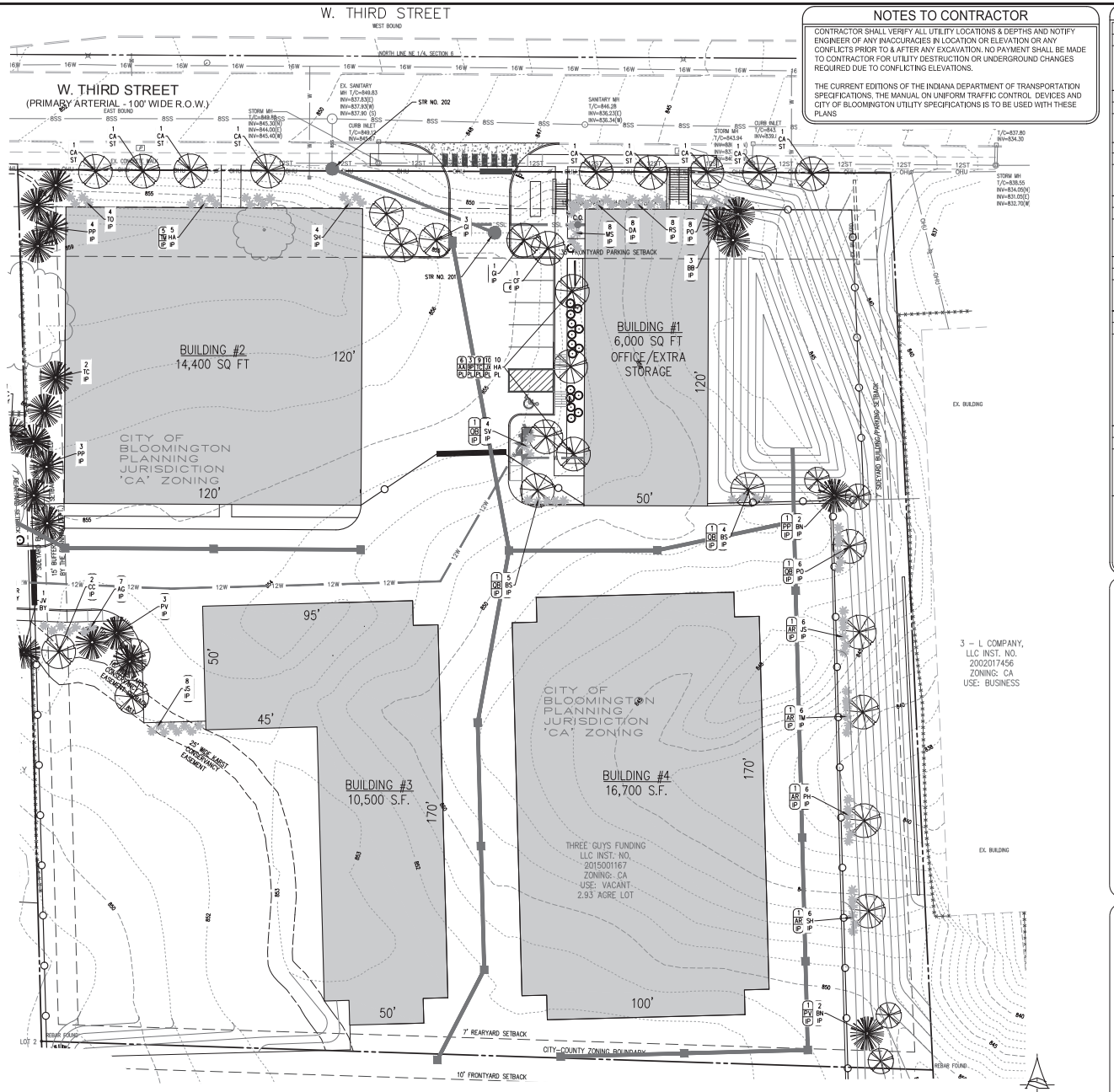
PROPOSED
WEST THIRD & CORY PROPERTIES
RIMROCK COMPANIES
307 S CORY LN & 1901 W 3RD ST
BLOOMINGTON, IN

title: SITE GRADING, DRAINAGE & UTILITY PLAN (SOUTH)

designed by: DJB
drawn by: DJB
checked by: JSF
sheet no: C402
project no.: 401918



NOTES TO CONTRACTOR

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THE CURRENT EDITIONS OF THE INDIANA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND CITY OF BLOOMINGTON UTILITY SPECIFICATIONS IS TO BE USED WITH THESE PLANS

PLANT LIST & LEGEND

LARGE CANOPY DECIDUOUS TREES

LEGEND	KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION
	JN	QUERCUS MACROCARPA	BUR OAK	-	2" CAL., B & B
	AR	ACER RUBRUM	RED SUNSET MAPLE	4	2" CAL., B & B
	CG	CARYA GLABRA	PIGNUT HICKORY	-	2" CAL., B & B
	BP	BETULA PLATYPHYLLA	COLUMNAR PINNACLE BIRCH	3	2" CAL., B & B
	GI	GINKGO BILOBA	GINKGO	4	2" CAL., B & B
	QB	QUERCUS BICOLOR	SWAMP WHITE OAK	4	2" CAL., B & B

SMALL / MEDIUM DECIDUOUS TREES

LEGEND	KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION
	CF	QUERCUS ROBUR 'FASTIGIATA'	PYRAMIDAL ENGLISH OAK	1	2" CAL., B & B
	CA	CORNUS ALTERNIFOLIA	PAGODA DOGWOOD	9	2" CAL., B & B
	BN	BETULA NIGRA	RIVER BIRCH	4	2" CAL., B & B
	CC	CERCIS CANADENSIS	EASTERN REDBUD	2	2" CAL., B & B

EVERGREEN TREES

LEGEND	KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION
	PP	PICEA PUNGENS	BLUE SPRUCE	8	6' HEIGHT
	BB	PICEA PUNGENS 'BABY BLUE EYES'	DWARF BLUE SPRUCE	3	6' HEIGHT
	TC	TSUGA CANADENSIS	EASTERN HEMLOCK	2	6' HEIGHT
	PV	PINUS VIRGINIANA	VIRGINIA PINE	4	6' HEIGHT

DECIDUOUS SHRUBS - PARKING LOT PERIMETER

LEGEND	KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION
	HA	HYDRANGIA ARBORESCENS	WILD HYDRANGIA	10	18" HEIGHT*
	AA	ARONIA ARBUTIFOLIA	BLACK CHOKEBERRY	6	18" HEIGHT*

EVERGREEN SHRUBS - PARKING LOT PERIMETER

LEGEND	KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION
	TC	TAXUS CANADENSIS	CANADIAN YEW	9	18" HEIGHT*
	JX	ARBORVITAE THUJA	BERMAN'S GOLD ARBORVITAE	10	3 GALLON CONTAINER

DECIDUOUS SHRUBS - INTERIOR PLANTINGS

LEGEND	KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION
	HA	HYDRANGIA ARBORESCENS	WILD HYDRANGIA	5	18" HEIGHT*
	PO	PHYSOCARPUS OPULIFOLIUS	NINEBARK	14	18" HEIGHT*
	SY	SYRINGA VULGARIS	LILAC	4	18" HEIGHT*
	SS	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	-	3 GALLON CONTAINER
	PH	PHILADELPHUS	MOCKORANGE	6	18" HEIGHT*
	RS	RUDBECKIA HIRTA	BLACK-EYED SUSAN	-	18" HEIGHT*
	MS	MATTEUCCIA STRUTHIOPTERIS	OSTRICH FERN	8	18" HEIGHT*
	SH	SPOROBOLUS HETEROLEPSIS	PRAIRIE DROPSEED	10	18" HEIGHT*
	DA	POLYSTICHUM ACROSTICHOIDES	CHRISTMAS FERN	8	18" HEIGHT*
	AG	ANDROPOGON GERARDI	BIG BLUESTEM	7	18" HEIGHT*

EVERGREEN SHRUBS - INTERIOR PLANTINGS

LEGEND	KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION
	TM	TAXUS X MEDIA 'BROWNII'	BROWN'S YEW	11	3 GALLON CONTAINER
	RS	RHODODENDRON SPECIES	RHODODENDRON	8	18" HEIGHT*
	TO	THUJA OCCIDENTALIS 'EMERALD GREEN'	EMERALD GREEN ARBORVITAE	4	3 GALLON CONTAINER
	JS	JUNIPER SPECIES	COMMON JUNIPER	14	3 GALLON CONTAINER
	BS	BUXUS SPECIES	BOXWOOD	9	18" HEIGHT*

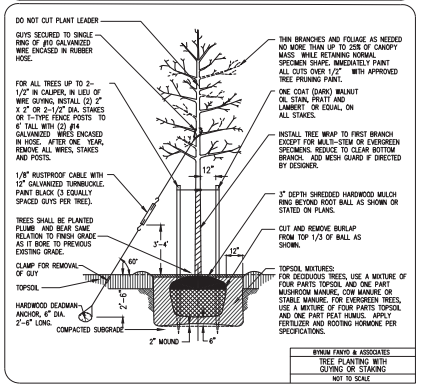
XX PLANT QUANTITY (SPACED EVENLY)
XX PLANT KEY (TYPE)
XX REQUIREMENT DESIGNATION (AS SEEN BELOW)

PL=PARKING LOT PERIMETER PLANTINGS
IP=INTERIOR PLANTINGS
ST=STREET TREES
PB=PARKING LOT BUMPOUTS
BY=BUFFERYARD REQUIRED PLANTINGS

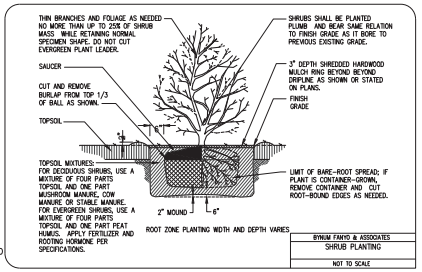
*CONTAINER OR BALL AND BURLAP CONDITION ACCEPTABLE

NOTE: SPECIES SHOWN THAT ARE NOT LISTED IN THE CITY OF BLOOMINGTON ZONING ORDINANCE CHAPTER 20.05 TABLES OF RECOMMENDED PLANT MATERIALS ARE GIVEN BOTANICALLY COMPARABLE DENSITY VALUES.

PROPOSED LIGHTING LOCATION - REFER TO THE SITE LIGHTING PLAN FOR MORE INFORMATION AND SPECIFICATIONS



BYNUM FANYO & ASSOCIATES
TREE PLANTING W/O WITH GUYING OR STAKING
NOT TO SCALE



BYNUM FANYO & ASSOCIATES
SHRUB PLANTING
NOT TO SCALE

revisions:

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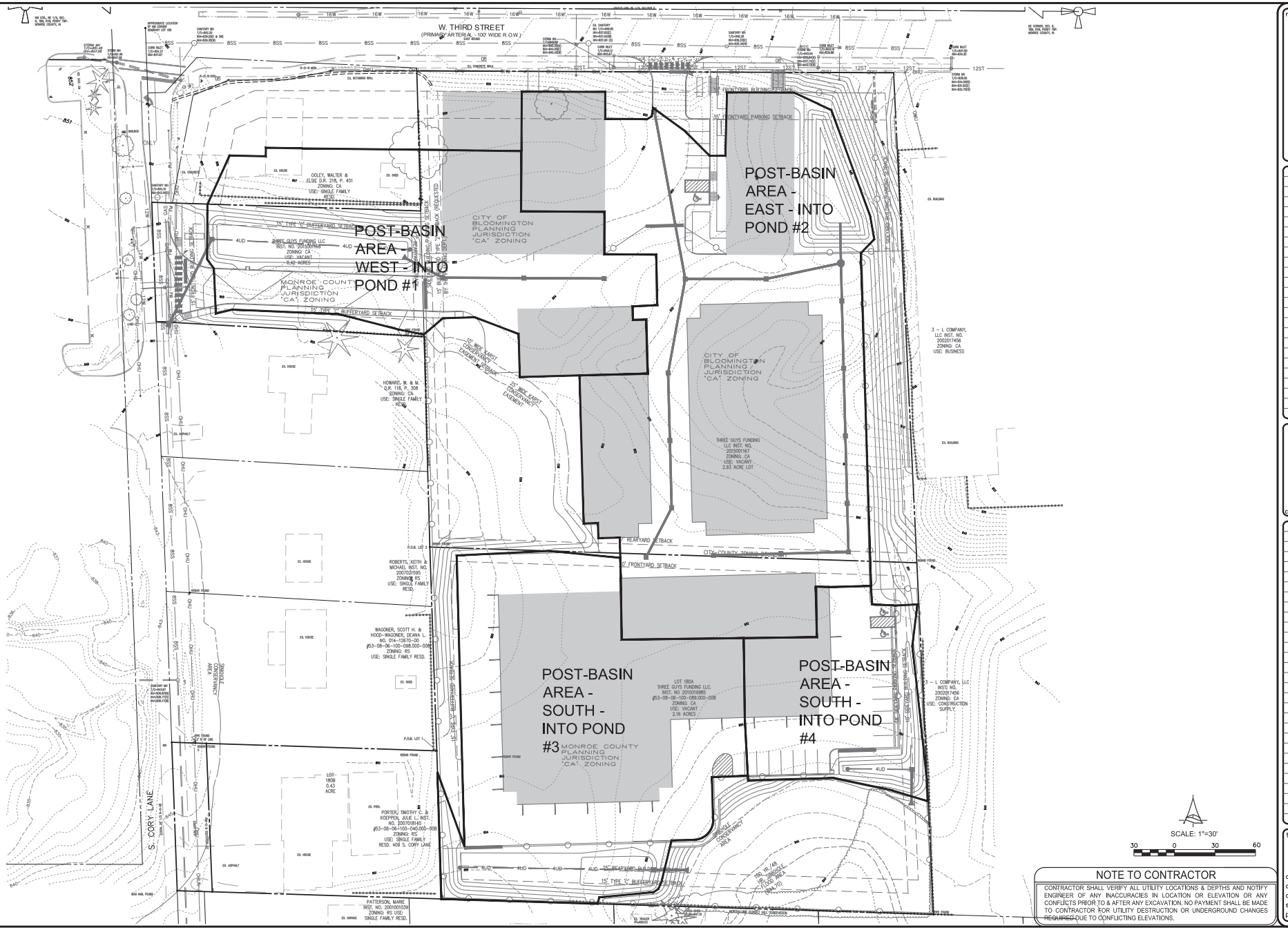
bloomington, indiana
(812) 339-2990 (fax)

certified by:

PROPOSED
WEST THIRD & CORY PROPERTIES
RIMROCK COMPANIES
307 S CORY LN & 1901 W 3RD ST
BLOOMINGTON, IN

title: LANDSCAPE PLAN - CITY OF BLOOMINGTON JURISDICTION (NORTH)
designed by: DJB
drawn by: DJB
checked by: JSF
sheet no: C501
project no.: 401918



NOTE TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

revisions:

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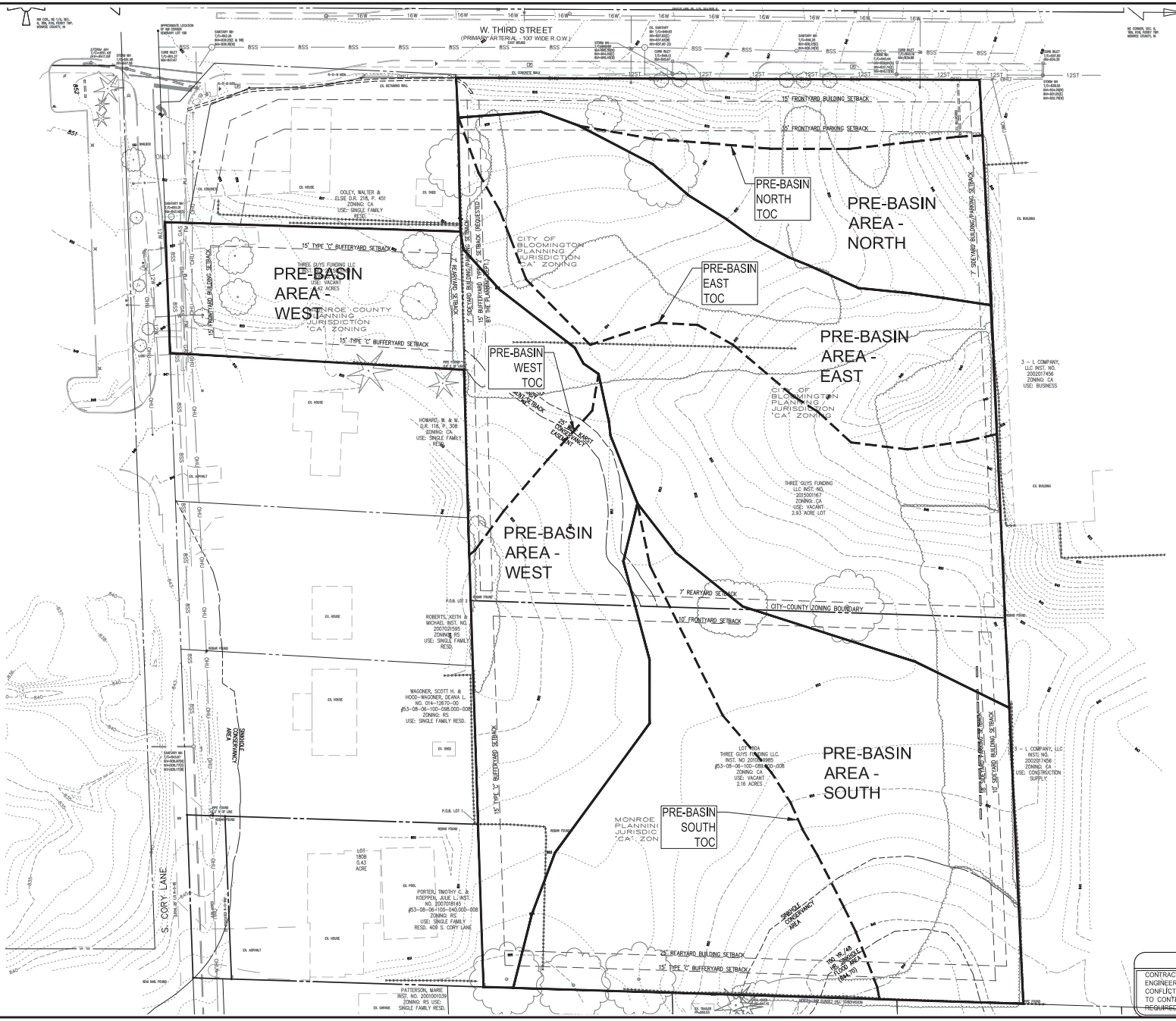
certified by:

PROPOSED
WEST THIRD & CORY PROPERTIES
RIMROCK COMPANIES
307 S CORY LN & 1901 W 3RD ST
BLOOMINGTON, IN

title: OVERALL POST-DEVELOPED DRAINAGE BASINS

designed by: DJB
drawn by: DJB
checked by: JSF
sheet no: C2
project no.: 401918



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revisions:

certified by:

PROPOSED
WEST THIRD & CORY PROPERTIES
RIMROCK COMPANIES
307 S CORY LN & 1901 W 3RD ST
BLOOMINGTON, IN

title: OVERALL PRE-DEVELOPED DRAINAGE BASINS

designed by: DJB
drawn by: DJB
checked by: JSF
sheet no: C1
project no.: 401918

BYNUM FANYO & ASSOCIATES, INC.
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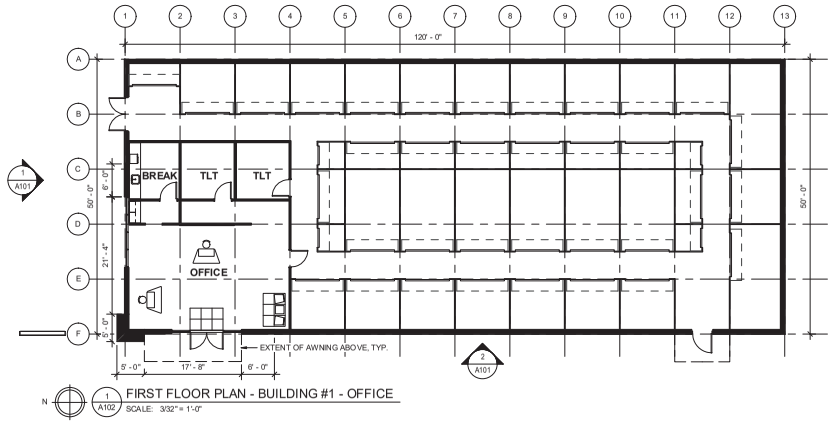
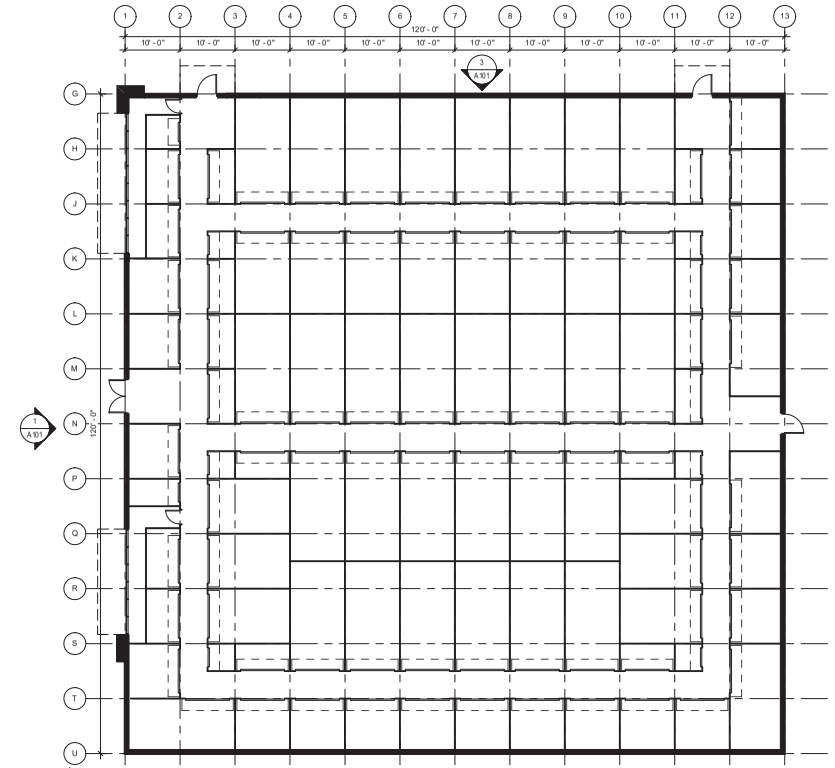


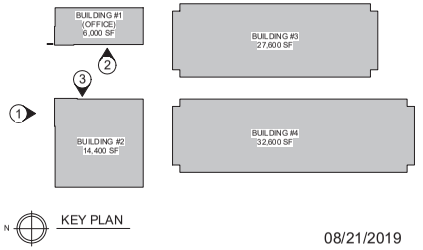
	TC	TOTAL
5x5	4	4
5x10	8	8
7.5x10	0	0
10x10	18	18
10x15	7	7
10x20	2	2
10x30	0	0
TOTAL	39	39

1 A102 FIRST FLOOR PLAN - BUILDING #1 - OFFICE
SCALE: 3/32" = 1'-0"



	TC	TOTAL
5x5	7	7
5x10	17	17
7.5x10	0	0
10x10	20	20
10x15	16	16
10x20	30	30
10x30	0	0
TOTAL	90	90

2 A102 FIRST FLOOR PLAN - BUILDING #2
SCALE: 3/32" = 1'-0"



KEY PLAN

08/21/2019

BLOOMINGTON SELF STORAGE
301-307 SOUTH CORY LANE
BLOOMINGTON, IN 47403

A102- FIRST FLOOR PLAN - BUILDING #1 & #2

SAA architects

hydrogeology inc.
1211 S Walnut St
Bloomington, IN 47401

Date: August 8, 2019

Maston E. Crapps
1000 Riverside Ave., Suite 450
Jacksonville, FL 32204

Subject:
Cory Lane Karst Evaluation

Contact:
Jason Krothe

Phone:
812-219-0210

Email: jnkrothe@hydrogeologyinc.com

DRAFT

Mr. Crapps:

Hydrogeology Inc. has completed a karst evaluation for the property located at the southeast corner of Cory Lane and W 3rd St in Bloomington, Indiana (the Site, Figure 1).

1. Scope

The purpose of this study was to evaluate potential construction impacts to two sinkholes and propose mitigation measures to limit those impacts. Sinkholes boundaries are defined in the City of Bloomington zoning guidelines by the last closed 2-foot topographic contour.

2. Site Setting

The Site is in Bloomington, Monroe County, IN – **Figure 1**. More specifically the Site is in Section 25; Township 8 North; Range 1 West and in the Bloomington, IN 7.5-minute Quadrangle United States Geological Survey (USGS) – **Figure 2**. There are two access points to the Site, one on the north to W 3rd St. and one on the west to Cory Lane. The Site is bounded on all sides by a combination of commercial and residential developments.

3. Site Geology

The Site is located within the Mitchell Plateau physiographic region, which is the primary karst forming region in Indiana. Bedrock at the Site is the St. Louis Limestone (Hasenmueller, Estell, Keith, & Thompson, 2009), which is thinly bedded and prone to karst development. Bedrock at the Site ranges in elevation from 826.5 ft to 842.3 ft. This irregular bedrock surface is common in karst areas

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4. Sinkhole 1

The last closed topographic contour for Sinkhole 1 is 852 ft (Figure 3) with a total area of approximately 10.5 acres. Approximately 0.04 acres of the proposed building area will fall within the 852 ft contour. The center (or lowest point) of the sinkhole is approximately 400 ft southwest of the Site at an elevation of 827 ft. Several drainages terminate into a debris filled swallet at the center of the sinkhole (Appendix A). Sinkhole 1 was dye traced to Stoney Springs East which is located 2300 ft to the southwest at a rate of 696 ft/hour (Fitch, 1994) (**Figure 4**).

5. Sinkhole 2

The last closed topographic contour for Sinkhole 2 is 846 ft, with a total area of approximately 0.75 acres (Figure 3). None of the proposed building footprints fall within 25 ft of the 846 ft contour. The center of the sinkhole is at an elevation of 842 ft and is 50 ft south of the Site property boundary. Sinkhole 2 is flat bottomed with no visible drainages enter it and no visible drainage point (Appendix A). Water infiltrating into Sinkhole 2 does so through grass covered ground as opposed to direct infiltration through a swallet. Please note that the center of the sinkhole is on an adjacent property and these observations were made from the Site and W Piper Lane.

6. Water Quality

Groundwater recharge in karst areas predominately occurs through sinkholes and swallets. Water infiltrates into a sinkhole or swallet, then flows along karst conduits and finally discharges to springs. There is minimal filtration of the water throughout this shallow groundwater cycle. Therefore, it is critical to maintain or improve the quality of water draining to both sinkholes from the Site. It is recommended that the drainage from the Site to Sinkhole 1 flow through a bio-swale prior to entering the main sinkhole area. The bio-swale should be designed to remove a minimum of eighty percent of the total suspended solids (TSS). Additionally, grasses, shrubs and other plants within the bio-swale should be selected to degrade automotive pollutants from the parking surface.

As currently designed, the drainage from the Site to Sinkhole 2 will flow into two retention basins with outlet structures. It is recommended that bioswales are used as an alternative. Retention ponds are effective at reduce TSS but not considered effective for removing automotive pollutants.

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In addition to bio-swales, a low salt no herbicide/pesticide spray policy should be implemented for the Site. While the bio-swale should be effective in remediating drainage from the Site, limiting salt, herbicides and pesticides should improve the effectiveness of the bio-swale and achieve the goal of maintaining the existing quality of the water draining to the sinkholes.

Impacts to the water quality at the Site are most likely to occur due to erosion and sediment mobilization during construction. Erosion and sediment control will be critical to preventing impacts to the sinkholes. A Rule 5 Plan for the Site would need to be approved prior to development. If erosion and sediment controls, as outlined in a Rule 5 plan, are followed correctly, the development at the Site should not result in impacts to the sinkholes from erosion and sediment.

7. Water Quantity

The drainage plan for the Site should be developed to maintain the current drainage volume to each sinkhole. If implemented correctly development on the Site should not impact water quantity to the sinkholes.

8. Drainage Alteration

Sinkhole 1 has existing established drainages to it from the Site via a roadside ditch along Cory Lane, and no changes to those drainage patterns are expected. Sinkhole 2 does not have well developed drainages from the site, and likely receives sheet flow from the site in rain events. The design of the bio-swales on the southern side of the Site should allow for similar flow from the Site to adjacent properties. If flow is concentrated from the Site to adjacent properties, the potential for development of new sinkholes is possible.

9. Summary

The Site in an area of karst geology with portion of two sinkholes falling within the property boundary. The Site is bounded on all sides by a combination of residential and commercial development. The last closed topographic contour for Sinkhole 1 is 852 ft, with 0.04 acres of the approximately 10.5-acre falling within the building footprint. In order to limit impacts to Sinkhole 1 from development on the Site, water quality and quantity draining to it should be maintained. Sinkhole 1 was dye traced 2300 ft to the southwest to Stoney Springs East, at a rate of 696 ft/day. Limited subsurface filtration is likely to occur to water infiltrating into Sinkhole 1 and flowing to Stoney Springs East. All water draining from the Site to Sinkhole 1 should flow through a bio-swale. The bio-swale should be designed to remove up to eighty percent of the TSS and remediate automotive pollutants from the parking lot. Additionally, a low salt, herbicide and pesticide policy is recommended for the Site. The last closed topographic contour for

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Sinkhole 2. None of the proposed building footprints for the Site fall within the 846 ft contour or within 25 feet of that contour. Bio-swales are also recommended for drainage to Sinkhole 2 as well as designing the bio-swales to prevent concentrated off-site drainage.

The existing drainage volume to the sinkholes should be maintained in the Site design. Impacts to the sinkholes are most likely to occur during construction at the Site due to erosion and sediment mobilization. An approved Rule 5 plan, if implemented correctly, should prevent impacts to the Sinkhole from erosion and sediment.

We appreciate the opportunity to provide this karst evaluation. If you have any questions regarding this report please contact me.

Sincerely,

Hydrogeology Inc.

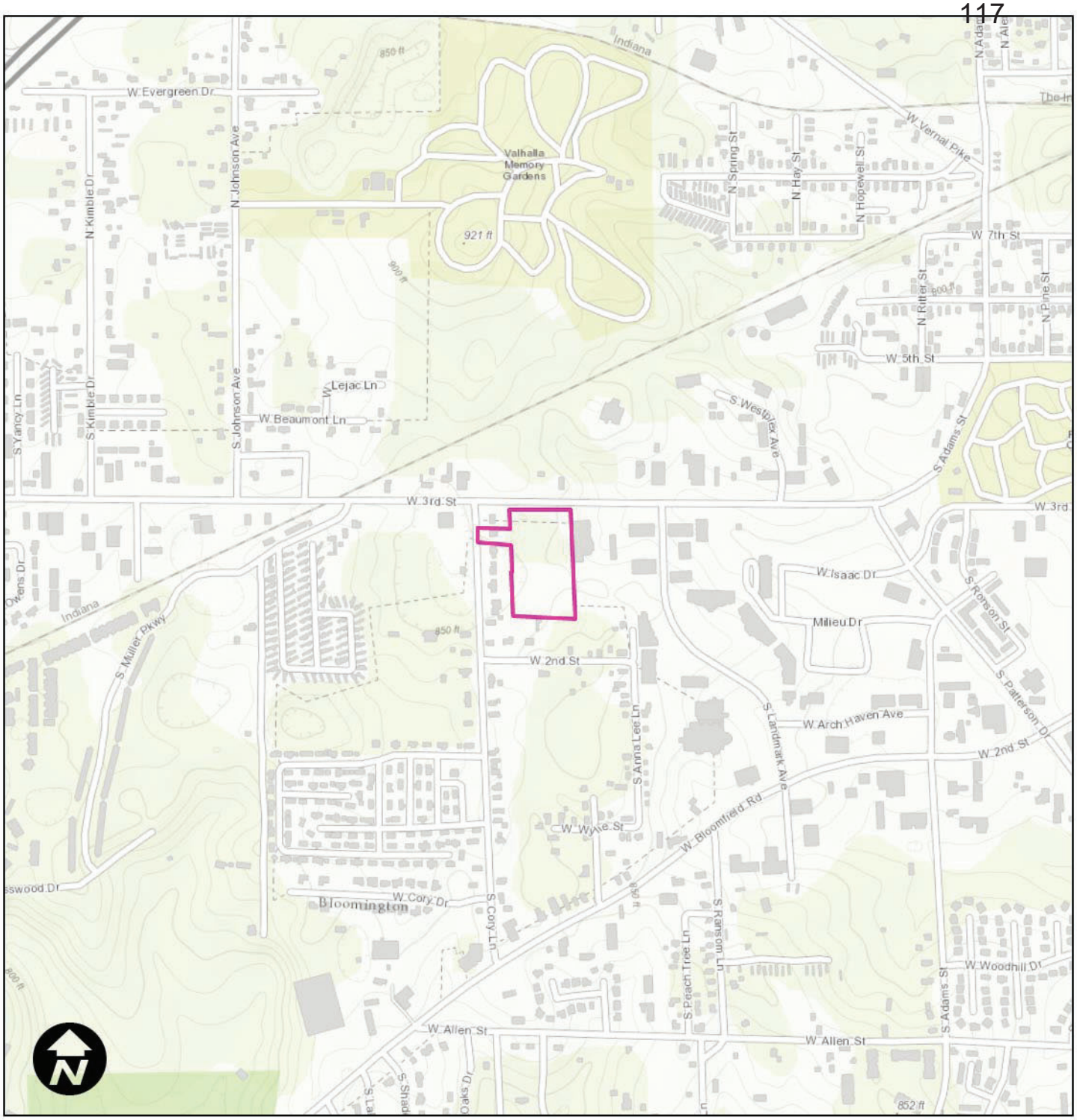
Jason N. Krothe, LPG
President

hydrogeology inc.
1211 S Walnut St
Bloomington, IN 47401

References

Fitch, James R., Jr. "A Karst Groundwater Study To Delineate The Quarry Spring Basin Groundwaters Near The Lemon Lane Landfill, West-Central Bloomington, Indiana." Thesis. Indiana University, 1994. Print.

Hasenmueller, W. A., Estell, C. M., Keith, B., Thompson, T. A. 2009, Bedrock Geologic Map of Monroe County, Indiana: Indiana Geological Survey Miscellaneous Map 73.



LEGEND

Site Location

0 250 500 1,000 Feet

CORY LANE & W 3RD STREET KARST SURVEY BLOOMINGTON, IN

SITE LOCATION

hydrogeology inc.

FIGURE 1

LEGEND

Site Location

0 250 500 1,000 Feet

CORY LANE & W 3RD STREET KARST SURVEY BLOOMINGTON, IN

TOPOGRAPHIC MAP

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FIGURE 2

LEGEND

- Site Location
- Sinkhole 1
- Sinkhole 2
- Proposed Building Locations

0 125 250 Feet

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

CORY LANE & W 3RD STREET
KARST SURVEY
BLOOMINGTON, IN

SINKHOLES

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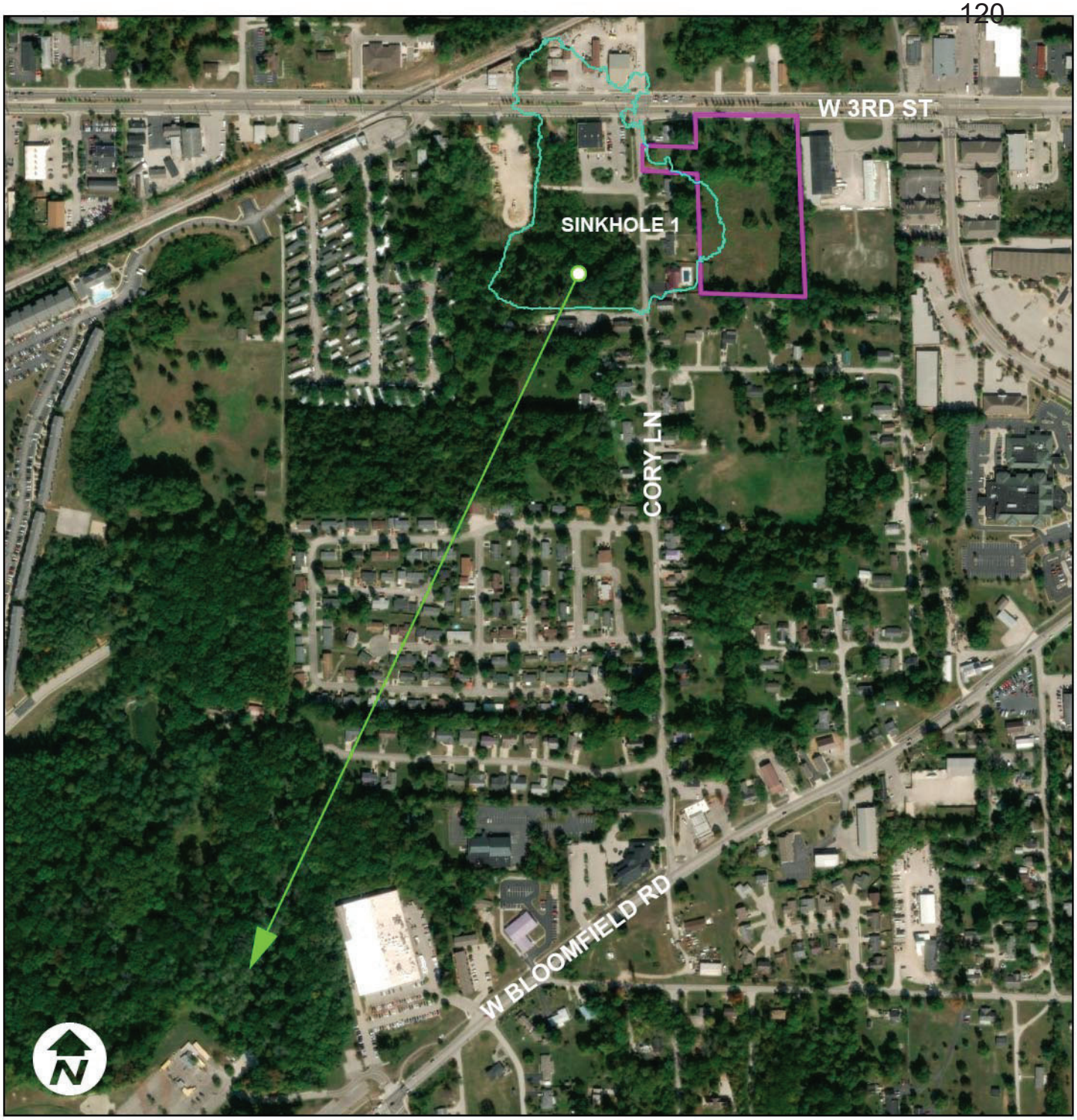
FIGURE
3



LEGEND

- Site Location
- Sinkhole 1
- Straight-line dye travel path

0 250 500 Feet

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

CORY LANE & W 3RD STREET KARST SURVEY BLOOMINGTON, IN

SINKHOLE 1 DYE TRACE

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FIGURE 4

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Cory Lane Karst Evaluation

APPENDIX A - Field Photographs

Karst Feature: Sinkhole 1 **Coordinates (UTM Meters)** NA **Photograph Date:** 8-8-19 **Comments:** Center of Sinkhole 1. Recommended treatment: NA	

Karst Feature: Sinkhole 1 **Coordinates (UTM Meters)** NA **Photograph Date:** 8-8-19 **Comments:** Debris filled swallet within Sinkhole 1. Recommended treatment: NA	

Karst Feature: Sinkhole 2 **Coordinates (UTM Meters)** NA **Photograph Date:** 8-8-19 **Comments:** Sinkhole 2 viewed from W Piper Lane. Recommended treatment: NA	

Karst Feature: Sinkhole 2 **Coordinates (UTM Meters)** NA **Photograph Date:** 8-8-19 **Comments:** Sinkhole 2 viewed from the Site. Recommended treatment: NA	

West 3rd and Cory Properties

Drainage Basin Characteristics - South Only

October 21, 2019

For: Stormwater Quantity

Existing Conditions													
Basin	Area (acres)	Overland Length, ft	Overland Slope, %	$r_{overland}$	Channel Length, ft	Channel Slope, %	Pipe Length, ft	Pipe Vel., fps	C-value	T_{co} (min)	T_{cc} (min)	T_p (min)	T_c (min)
Pre-Basin South	1.65	300	3.00	0.160	75	3.20	-	-	0.250	11.62	0.82	-	12.43

T_{co} - Overland travel time calculated using the Kerby-Hathaway Formula

T_{cc} - Channel travel time calculated using the Kirpich Formula

T_p - Pipe travel time (avg. 12" pipe flowing full)

T_c - Total time of concentration = $T_{co} + T_{cc} + T_p$

Post-Development													
Basin	Area (acres)	Overland Length, ft	Overland Slope, %	$r_{overland}$	Channel Length, ft	Channel Slope, %	Pipe Length, ft	Pipe Vel., fps	C-value	T_{co} (min)	T_{cc} (min)	T_p (min)	T_c (min)
Post-Basin South - Pond Bypass	0.40	211	3.50	0.160	-	-	-	-	0.250	9.50	-	-	9.50
Post-Basin South - Pond #3	1.07	-	-	-	-	-	-	-	0.785	-	-	-	5.00
Post-Basin South - Pond #4	0.37	-	-	-	-	-	-	-	0.286	-	-	-	5.00

T_{co} - Overland travel time calculated using the Kerby-Hathaway Formula

T_{cc} - Channel travel time calculated using the Kirpich Formula

T_p - Pipe travel time (avg. 12" pipe flowing full)

T_c - Total time of concentration = $T_{co} + T_{cc} + T_p$

Runnoff Coefficient - Post-Development

Post-Basin South - Pond Bypass

	C-Value	Sq. Ft.	Acres	% of Basin	C-Value Weighted
Grass	0.25	17424.00	0.40	1.00	0.250
Gravel	0.70	0.00	0.00	0.00	0.000
Building	0.95	0.00	0.00	0.00	0.000
Pavement	0.95	0.00	0.00	0.00	0.000
Total		17424.00	0.40	1.00	0.250

Post-Basin South - Pond #3

	C-Value	Sq. Ft.	Acres	% of Basin	C-Value Weighted
Grass	0.25	11000.00	0.25	0.24	0.059
Gravel	0.70	0.00	0.00	0.00	0.000
Building	0.95	21386.00	0.49	0.46	0.436

Pavement	0.95	14250.00	0.33	0.31	0.290
Total		46636.00	1.07	1.00	0.785

Post-Basin South - Pond #4

	C-Value	Sq. Ft.	Acres	% of Basin	C-Value Weighted
Grass	0.25	16500.00	0.38	0.95	0.237
Gravel	0.70	0.00	0.00	0.00	0.000
Building	0.95	0.00	0.00	0.00	0.000
Pavement	0.95	900.00	0.02	0.05	0.049
Total		17400.00	0.40	1.00	0.286

Basin Runoff Totals before Detention:

	Storm Intensity(in/hr) for given TOC above	Q=CIA (cfs)
2 YR - Pre-Basin South	3.910	1.613
2 YR - Post-Basin South - Pond Bypass	4.399	0.440
2 YR - Post-Basin South - Pond #3	5.470	4.594
2 YR - Post-Basin South - Pond #4	5.470	0.579
10 YR - Pre-Basin South	5.350	2.207
10 YR - Post-Basin South - Pond Bypass	5.992	0.599
10 YR - Post-Basin South - Pond #3	7.450	6.257
10 YR - Post-Basin South - Pond #4	7.450	0.789
100 YR - Pre-Basin South	7.423	3.062
100 YR - Post-Basin South - Pond Bypass	8.312	0.831
100 YR - Post-Basin South - Pond #3	10.400	8.734
100 YR - Post-Basin South - Pond #4	10.400	1.101

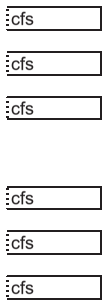
Total Runoff on-site (Before Detention from Ponds):

2 YR - Pre Basin South	1.613	cfs	2 YR - Post Basin South	5.613
10 YR - Pre Basin South	2.207	cfs	10 YR - Post Basin South	7.645
100 YR - Pre Basin South	3.062	cfs	100 YR - Post Basin South	10.667

Total Runoff on-site (After Ponds):

2 YR - Pre Basin South	1.613	cfs	2 YR - Post Basin South	1.519
10 YR - Pre Basin South	2.207	cfs	10 YR - Post Basin South	1.821
100 YR - Pre Basin South	3.062	cfs	100 YR - Post Basin South	2.857

(See HydraFlow Information attached for Detention and Combined Site Calculations)


cfs
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West 3rd and Cory Properties

Drainage Basin Characteristics - West only

October 21, 2019

For: Stormwater Quantity

Existing Conditions													
Basin	Area (acres)	Overland Length, ft	Overland Slope, %	$r_{overland}$	Channel Length, ft	Channel Slope, %	Pipe Length, ft	Pipe Vel., fps	C-value	T_{co} (min)	T_{cc} (min)	T_p (min)	T_c (min)
Pre-Basin West	1.15	152	3.0	0.160	-	-	-	-	0.250	8.44	-	-	8.44

T_{co} - Overland travel time calculated using the Kerby-Hathaway Formula

T_{cc} - Channel travel time calculated using the Kirpich Formula

T_p - Pipe travel time (avg. 12" pipe flowing full)

T_c - Total time of concentration = $T_{co} + T_{cc} + T_p$

Post-Development													
Basin	Area (acres)	Overland Length, ft	Overland Slope, %	$r_{overland}$	Channel Length, ft	Channel Slope, %	Pipe Length, ft	Pipe Vel., fps	C-value	T_{co} (min)	T_{cc} (min)	T_p (min)	T_c (min)
Post-Basin West - Into Pond #1	1.01	-	-	-	-	-	-	-	0.733	-	-	-	5.00
Post-Basin West - Pond Bypass	0.14	-	-	-	-	-	-	-	0.250	-	-	-	5.00

T_{co} - Overland travel time calculated using the Kerby-Hathaway Formula

T_{cc} - Channel travel time calculated using the Kirpich Formula

T_p - Pipe travel time (avg. 12" pipe flowing full)

T_c - Total time of concentration = $T_{co} + T_{cc} + T_p$

Runnoff Coefficients

Pre-Basin West

	C-Value	Sq. Ft.	Acres	% of Basin	C-Value Weighted
Grass	0.25	50094.00	1.15	1.00	0.250
Gravel	0.70	0.00	0.00	0.00	0.000
Building	0.95	0.00	0.00	0.00	0.000
Pavement	0.95	0.00	0.00	0.00	0.000
Total		50094.00	1.15	1.00	0.250

Post-Basin West - Pond #1

	C-Value	Sq. Ft.	Acres	% of Basin	C-Value Weighted
Grass	0.25	13600.00	0.31	0.31	0.077
Gravel	0.70	0.00	0.00	0.00	0.000
Building	0.95	1700.00	0.04	0.04	0.037
Pavement	0.95	28580.00	0.66	0.65	0.619
Total		43880.00	1.01	1.00	0.733

Post-Basin West - Pond Bypass

	C-Value	Sq. Ft.	Acres	% of Basin	C-Value Weighted
Grass	0.25	6000.00	0.14	1.00	0.250
Gravel	0.70	0.00	0.00	0.00	0.000
Building	0.95	0.00	0.00	0.00	0.000
Pavement	0.95	0.00	0.00	0.00	0.000
Total		6000.00	0.14	1.00	0.250

Basin Runoff Totals before Detention:

	Storm Intensity(in/hr) for given TOC above	Q=CIA (cfs)
2 YR - Pre-Basin West	4.660	1.340
1 YR - Post-Basin West - Into Pond #1	5.470	4.050
2 YR - Post-Basin West - Pond Bypass	5.470	0.191
10 YR - Pre-Basin West	6.300	1.811
10 YR - Post-Basin West - Into Pond #1	7.450	5.516
11 YR - Post-Basin West - Pond Bypass	7.450	0.261
100 YR - Pre-Basin West	8.910	2.562
100 YR - Post-Basin West - Into Pond #1	10.400	7.700
101 YR - Post-Basin West - Pond Bypass	10.400	0.364

Total Runoff on-site (Before Detention from Pond #1):

2 YR - Pre Basin West	1.340	cfs	2 YR - Post Basin West	4.241	cfs
10 YR - Pre Basin West	1.811	cfs	10 YR - Post Basin West	5.777	cfs
100 YR - Pre Basin West	2.562	cfs	100 YR - Post Basin West	8.064	cfs

Total Runoff on-site (After Pond #1):

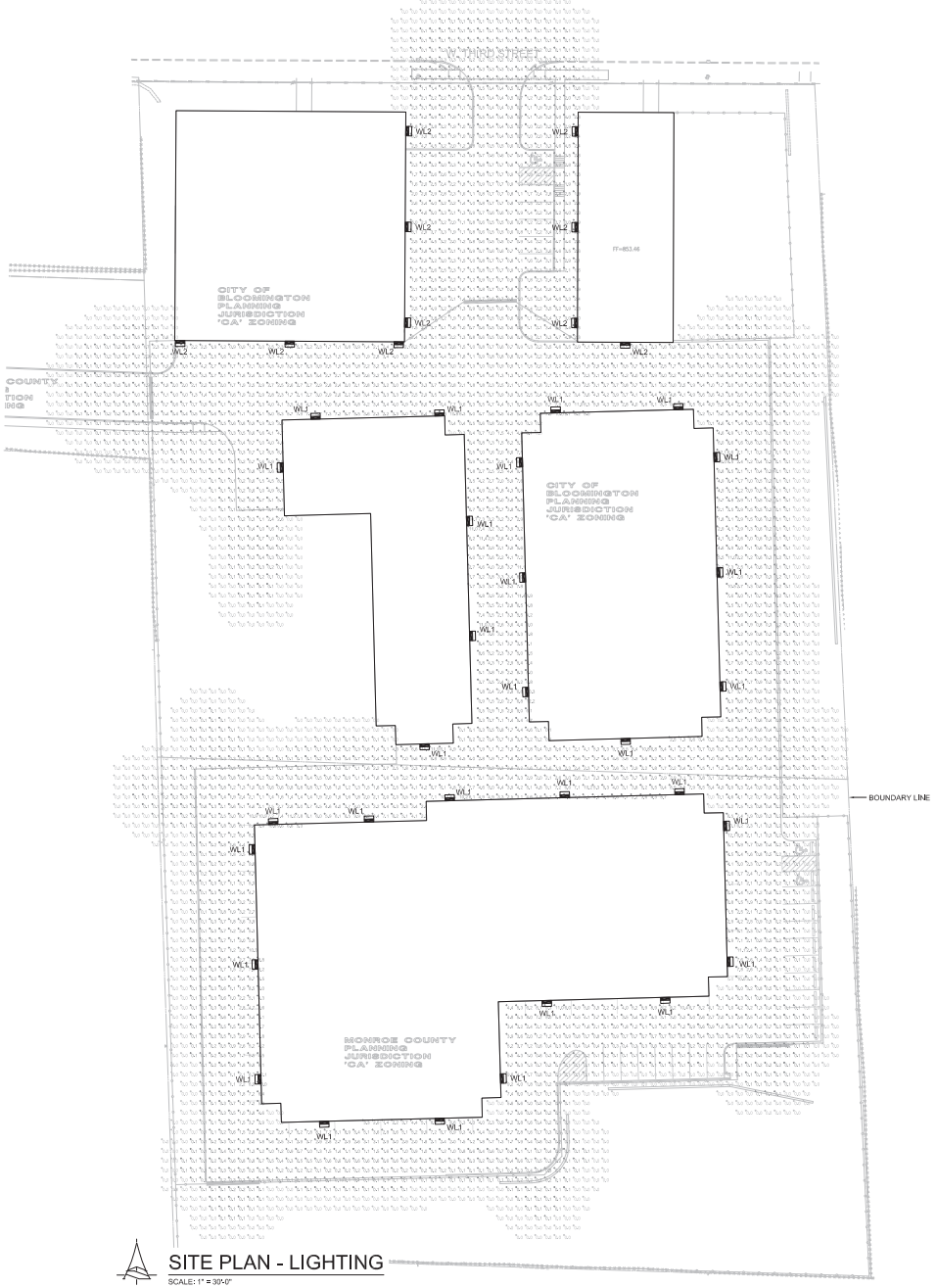
2 YR - Pre Basin West	1.340	cfs	2 YR - Post Basin West	0.634	cfs
10 YR - Pre Basin West	1.811	cfs	10 YR - Post Basin West	0.746	cfs
100 YR - Pre Basin West	2.562	cfs	100 YR - Post Basin West	0.879	cfs

(See HydraFlow Information attached for Detention and Combined Site Calculations)

SAA architects

Client centered • Smart solutions

August 26th 2019



SITE PLAN - LIGHTING

SCALE: 1" = 30'-0"

LITEPAK SERIES LNC3

Cat.#

Job

Type: WL1 & WL2

Approvals

HUBBELL Outdoor Lighting

SPECIFICATIONS

Intended Use:
The miniature LNC3 is designed for perimeter illumination for safety, security and identity. Its uplight and lower glare lens option offer neighbor friendly lighting at typical mounting heights of 8-20'. Urethane protective polyester finish for long lasting appearance. Ideal for schools, factories, hospitals, warehouses and retail applications. Energy efficient LEDs provide 70%+ energy savings with little to no maintenance when compared to traditional light sources.

Construction:
Die-cast aluminum housing protects components and provides an architectural appearance. Cooling thermally conducts LED heat to optimize performance and long life. Powder paint finish provides durability in outdoor environments. Four 1/2" conduit entries (top, bottom, and sides) provided for surface conduit.

Electrical:
• 120-277, 347 and 480 voltage, 60/50Hz, 0-10V dimming drivers
• Electronic driver
• 10kA surge protector

LEDs/ CCT:
• Ambient operating temperature: -40°C to 40°C
• 3000K, 4000K and5000K CCT nominal with 70 CRI
• Available in 8 or 24 LED configuration, see page 2 for electrical and photometric data

Lenses:
• Zero uplight distribution using individual acrylic LED optics provided(SS type II, III and V distributions
• CS - Frosted acrylic diffuser option for recessed plans
• CBU - Frosted acrylic diffuser for inverted "up" mounting applications (lens required)

Lumen Maintenance:
L80 at 60,000 hrs (Projected per IESNA TM-21-11), see table on page 2 for all values

Installation:
Quick-mount adapter with gasket seal provides easy installation to wall or to recessed junction box (4" square junction box). Fixture attaches to box-liner-head indicator fasteners for tamper resistance.
Designed for direct box mount or conduit feed on all four sides in single SKU.

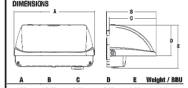
Options/Controls:
• Button photocontrol for dusk to dawn energy savings
• 7-pin photo-receptacle available for twist lock protocol and controls by others
• Occupancy sensor options available for complete on/off and dimming control
• SiteSync pre-commissioned wireless controls (with or without sensor)
• In addition, LITEPAK can be specified with SiteSync™ wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit www.hubbellsitesync.com/sitesync for more details.

Listings:
• DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product specifications at www.designlights.org
• Listed to UL1598 and CSA22.2#250.0-04 for wet locations
• IP66 Assembly • CA Approved (3000K configurations)

Warranty:
Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/

PRODUCT IMAGE(S)

DIMENSIONS



A	B	C	D	E	Weight / SKU
13" 330.2 mm	10.5" 266.7 mm	9.6" 251 mm	5.8" 147.3 mm	8.3" 210.8 mm	18 lbs. 8.2 kg

SHIPPING INFORMATION

Catalog Number	G.W.(lbs)* CTN	Carton Dimensions: Length (inch [cm])	Width (inch [cm])	Height (inch [cm])	Cartons Qty. per Master Pack
LNC3-24L	19.0 [8.6]	18.0 [45]	11.0 [28]	15 [38]	1

CERTIFICATIONS/LISTINGS

c SP us DLC

*8000K and warmer DTR only

ORDERING INFORMATION – ORDERING EXAMPLE: LNC3-24L-3K-105-2-1-DB-7PR-SCP

LNC3 - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____

FAMILY	NUMBER OF LEDS	CCT	DRIVE CURRENT	IES DISTRIBUTION	VOLTAGE	FINISH	CONTROL OPTIONS	OPTIONS
LNC3 Medium Utility Wallpack	8L 8 LEDs 24L 24LEDs	3K 3000K 4K 4000K 5K 5000K	035 350mA 050 500mA 075 750mA 105 1050mA	2 Type II 3 Type III 4 Type IV	U 120–277V 1 120V 2 208V 3 240V 4 277V 5 480V 6 347V	DB Bronze BL Black WH White GR Gray PS Platinum CC Custom Color	PCO Universal Button PC 7PR Type PCR SCP** Program-mable occupancy sensor SWP** SiteSync pre-commissioned SWPM** SiteSync pre-commissioned w/ SCP occupancy sensor	F* Fusing (must specify voltage per footnote) CS Frosted acrylic diffuser CSUP Inverted/up mounting frosted acrylic diffuser required for up/in-verted fixture instal-lations, factory install only see page 3) EU Integral battery backup rated for 0° EUC Integral battery backup with heater rated for -30°C 2CKT Dual Drivers

* Must specify voltage (120 or 277V only for EUH options)
** Factory Install Only. Not available with SCP or SWPM prepaid/current options
*** Must add driver and motion /dome remote control to program dimming settings, 0-10V 5v/5 adjustable
**** Fusing not available with 120V, 208V, 240V or 347V options. Fusing is 120V-277V only.
***** PCO option not applicable. Included in sensor (SP or up to 30L SP or up to 20L)
# 350mA, 500mA & 750mA versions only. Not available with 7 SWP or SWPM options
Not available with 2 CKT, 7PR, SCP, SWP or SWPM options. Not available with PCO, SWP or SWPM control options
Visit controls.hubbelllighting.com/products/sitesync for more details
Specify finish (bronze, gray, platinum, white, black, custom color) and mounting height.
7750mA and 1050mA versions only, not available with 347volts
Options (left), not available with SWP or SWPM

HUBBELL Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1020

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

 LNC3-SPEC-SPEC 30, 2019 3:47 PM

LIGHT FIXTURE SCHEDULE

SYMBOL	LABEL	QUANTITY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	NUMBER OF LAMPS	LUMENS PER LAMP	LIGHT LOSS FACTOR	WATTAGE
▬	WL1	30	HUBBELL OUTDOOR	LNC3-24L4K-075-2	WALL MOUNTED LED LNC3 LITEPAK - 10FT MTG HT	1	5,795	0.95	60
▬	WL2	10	HUBBELL OUTDOOR	LNC3-24L4K-075-4	WALL MOUNTED LED LNC3 LITEPAK - 12FT MTG HT	1	5,739	0.95	60

Revisions

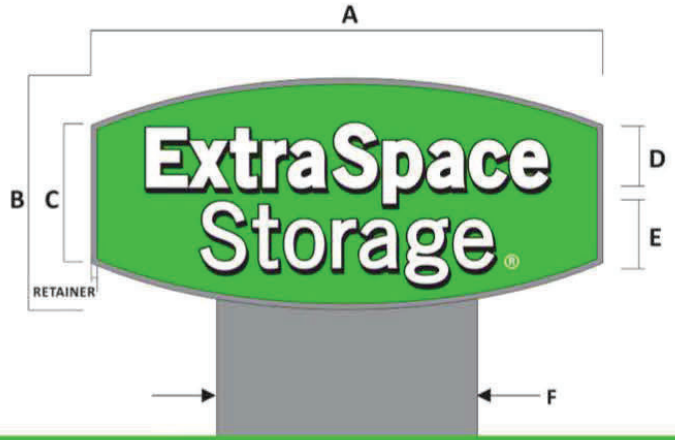
#	Date	Description

PARAGON Engineering Services

WEST THIRD & CORY PROPERTIES
RIMROCK COMPANIES
307 S CORY LN & 1901 W 3RD ST
BLOOMINGTON, IN 47403

Drawn By: RSF / JRW
Checked By: JLS
Date: 10/17/2019
Scale: AS NOTED
Project #: 0108-19-017
Sheet Number: SL-1

MONUMENT SIGN



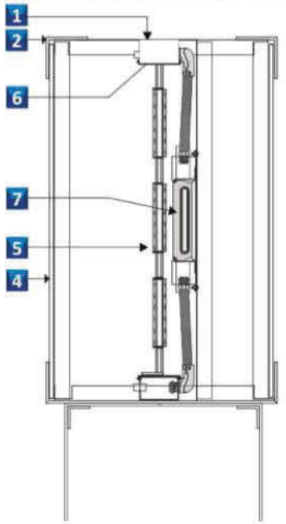
MONUMENT DIMENSIONS

A	B	C	D	E	F	RETAINER	SQ/FT	AMPS	NUMBER OF POWER SUPPLIES
6'- 0"	2'- 8 5/8"	1'- 7 3/8"	8 1/2"	9 11/16"	3'- 5/8"	1"	16.31	.98	1
7'- 0"	3'- 2"	1'- 10 5/8"	9 7/8"	11 5/16"	4'- 7/8"	1 3/16"	22.17	1.96	2
8'- 3"	3'- 8 3/4"	2'- 2 5/8"	11 5/8"	13 3/8"	4'- 2 1/2"	1 1/4"	30.76	1.96	2
9'- 0"	4'- 7/8"	2'- 5 1/8"	12 11/16"	14 9/16"	4'- 7"	1 3/8"	36.65	1.96	2
10'- 5"	4'- 8 5/8"	2'- 9 5/8"	14 11/16"	16 7/8"	5'- 3 5/8"	1 9/16"	49.15	2.94	3
11'- 3"	5'- 1 1/8"	3'- 3/8"	15 7/8"	18 3/16"	5'- 8 3/4"	1 11/16"	57.30	2.94	3
12'- 1"	5'- 5 5/8"	3'- 3"	17"	19 1/2"	6'- 1 7/8"	1 13/16"	66.07	3.92	4
12'- 9 1/2"	5'- 9 3/8"	3'- 5 3/8"	18"	20 3/4"	6'- 6 1/4"	1 15/16"	73.95	3.92	4
13'- 6"	6'- 1 1/4"	3'- 7 5/8"	19"	21 7/8"	6'- 10 1/2"	2"	82.40	4.9	5

SPECIFICATIONS

1. .080" ALUMINUM CABINET PAINTED SW 7067 CITY SCAPE
2. ALUMINUM RETAINER SYSTEM PAINTED TO MATCH CABINET (ADDITIONAL CLIPS AS NEEDED TO ENSURE SMOOTH)
3. POLE COVER PAINTED SW 7067 CITY SCAPE
4. WHITE LEXAN FACE WITH APPLIED VINYL GRAPHICS (SEE SCHEDULE)
5. US LED TDX
6. STRUCTURE SUPPORT BRACKET W/WIREWAY
7. ELECTRONIC POWER SUPPLY

SIDE SECTION VIEW



COLOR SCHEDULE

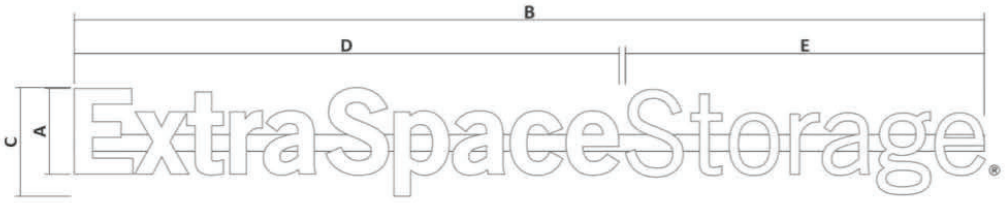
GREEN	GREY	WHITE	BLACK
#2500-106 BRILLIANT	SW 7067 CITY SCAPE		PMS BLACK #2500-022

LISTED

120V CIRCUITS ARE REQUIRED FOR ALL SIGNS

RIGID FACE EMC PYLON

RACEWAY MOUNT CHANNEL LETTERS



A MEASURED FROM OVERALL HEIGHT OF THE LETTER 'E'.

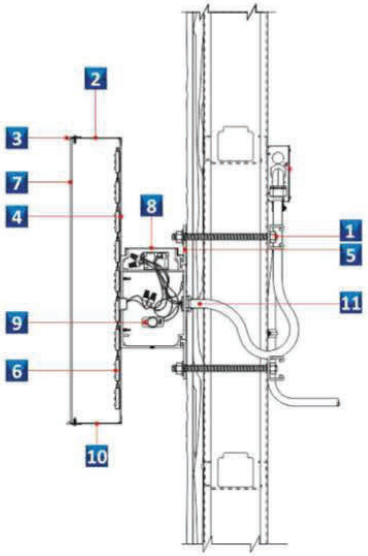
B MEASURED FROM OVERALL LENGTH WITH OUT TRADE MARK.

A	B	C	D	E	SQ. FT.	AMPS	NUMBER OF POWER SUPPLIES
12"	10'- 7 3/4"	15 1/4"	6'- 4 3/8"	4'- 2 1/2"	10.65	1.26	2
18"	15'- 11 3/4"	22 7/8"	9'- 6 5/8"	6'- 3 3/4"	23.96	1.26	2
24"	21'- 3 5/8"	30 1/2"	12'- 8 7/8"	8'- 5"	42.60	1.26	2
30	26'- 7 1/2"	38"	15'- 11"	10'- 6 1/4"	66.56	1.89	3
36"	31'- 11 3/8"	45 5/8"	19'- 1 1/4"	12'- 7 1/2"	95.84	2.52	4
42"	37'- 3 1/4"	53 1/4"	22'- 3 1/2"	14'- 8 3/4"	130.45	2.52	4
48"	42'- 7 1/8"	60 7/8"	25'- 5 3/4"	16'- 10"	170.37	3.78	6
60"	53'- 2 7/8"	76 1/8"	31'- 10 1/8"	21'- 1/2"	266.19	5.04	8

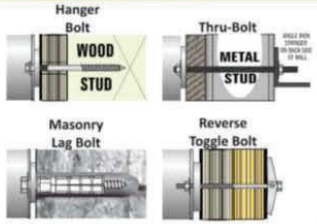
SPECIFICATION

1. NON-CORROSIVE INSTALLATION HARDWARE: GALVANIZED
2. 5" FABRICATED ALUMINUM LETTER RETURNS SEE MFG. NOTE FOR GUAGE. GLOSS BLACK PAINT INTERIOR WITH LIGHT ENHANCING PAINT
3. TRIM CAP RETAINER DOVE GREY
4. FLAT ALUMINUM BACK
5. ¼" THICK METAL FLAT BAR FOR A SECURE INSTALLATION
6. US LED SV3-3-12-W
7. 3/16" #7328 ACRYLIC FACE WHITE
8. LOW VOLTAGE ELECTRONIC POWER SUPPLY MOUNTED IN A 7" x 4 1/2" EXTRUDED .050 ALUM. RACEWAY SUPPORT/WIRING BOX PAINTED _____
9. VISIBLE CUT-OFF SWITCH WITH FLIP-UP COVER
10. ¼" WEEP HOLES (2) TWO PER LETTER
11. GROUNDED WALL PASS-THRU SEALED WATER TIGHT. WHIP ON LEFT SIDE.

SECTION DETAIL



MOUNTING DETAILS



*All Hardware to be Galvanized and Non Corrosive

COLOR SCHEDULE

GREY — DOVE GREY TRIM CAP

BLACK — PMS BLACK

WHITE

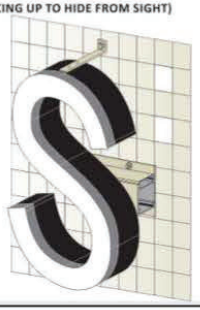
MANUFACTURING NOTES

CHANNEL LETTER SETS SMALLER THAN 48" WILL BE CONSTRUCTED USING .040 ALUMINUM RETURNS & .063 ALUMINUM BACKS

CHANNEL LETTER SETS 48"-71" WILL BE CONSTRUCTED USING .063 ALUMINUM RETURNS & .090 ALUMINUM BACKS

BRACING DETAIL

WHEN NEEDED SUPPORTS TO BE .090" ALUMINUM PAINTED TO MATCH RW POP-RIVITED TO RETURN (FACING UP TO HIDE FROM SIGHT)



UL LISTED

120V CIRCUITS ARE REQUIRED FOR ALL SIGNS

LED FACE-LIT CHANNEL LETTERSET URL ON RACEWAY

FLUSH MOUNT CHANNEL LETTERS

Ⓐ MEASURED FROM OVERALL HEIGHT OF THE LETTER 'E'.

Ⓑ MEASURED FROM OVERALL LENGTH WITH OUT TRADE MARK.

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36"	31'- 11 3/8"	45 5/8"	19'- 1 1/4"	12'- 7 1/2"	95.84	2.52	4
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SPECIFICATION

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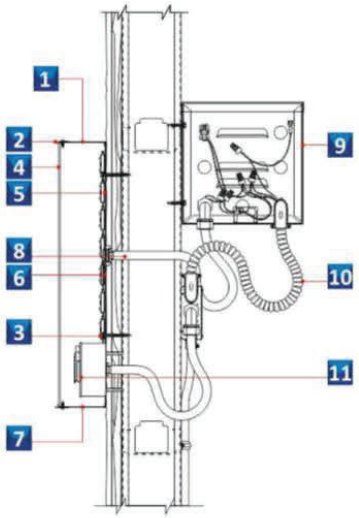
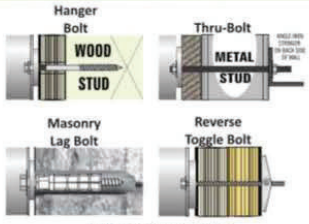
2. TRIM CAP RETAINER DOVE GREY
3. NON-CORROSIVE INSTALLATION HARDWARE: GALVANIZED
4. 3/16" #7328 ACRYLIC FACE WHITE WITH 1ST SURFACE TRANSLUCENT & PERFORATED VINYL AS SHOWN
5. US LED SV3-3-12-W
6. FLAT ALUMINUM BACK
7. ¼" WEEP HOLES (2) TWO PER LETTER
8. GROUNDED WALL PASS-THRU SEALED WATER TIGHT. WHIP ON LEFT SIDE.
9. LOW VOLTAGE ELECTRONIC POWER SUPPLY LOCATED IN INTERIOR WALL AREA INSIDE A PROTECTIVE CASE BOX
10. WATERPROOF FLEXIBLE CONDUIT FOR WIRING
11. VISIBLE DISCONNECT SWITCH

SECTION DETAIL



MOUNTING DETAILS



*All Hardware to be Galvanized and Non Corrosive

COLOR SCHEDULE

- GREEN — #2500-106 BRILLIANT
- GREY — DOVE GREY TRIM CAP
- BLACK — PMS BLACK #2500-022
- WHITE

MANUFACTURING NOTES

CHANNEL LETTER SETS SMALLER THAN 48" WILL BE CONSTRUCTED USING .040 ALUMINUM RETURNS & .063 ALUMINUM BACKS

CHANNEL LETTER SETS 48"-71" WILL BE CONSTRUCTED USING .063 ALUMINUM RETURNS & .090 ALUMINUM BACKS

UL LISTED

120V CIRCUITS ARE REQUIRED FOR ALL SIGNS

RACEWAY MOUNT CHANNEL LETTERS // 72"

Sept 5, 2019

To the City of Bloomington plan Commission Dept.

I have been a resident of Anna La Lane South of West 3rd street for many years, 1979. And over the years have seen some flooding, but it has grown most worst. I believe by cutting down these trees + prairy over the land would only make the flooding worst in our peaceful neighbood. And who would want the bright lights + noise at night. Please don't do this to us.

Sincerely, Barbara Brinegar

RECEIVED
SEP - 6 2019

City of Bloomington Plan Commission:

As property owners on S. Cory Ln. in Bloomington, we are greatly concerned about the proposed development by Rimrock Companies for the properties located at 1901 W 3rd St. & 307 S. Cory Ln.

Our property will be affected in multiple ways by this variance. Some of our concerns are privacy, security, noise, traffic and flooding. Mainly, this will cut our property by about half of what we originally were told we were purchasing when we bought here.

Therefore, we oppose the zoning variance proposed from Nonresidential Standards.

Sincerely, Wayne Shuffitt

Patricia J. Shuffitt

Susan M. Brackney

1808 W PIPER LN
BLOOMINGTON, IN 47403

September 6, 2019

To Bloomington Plan Commission/Board of Zoning Appeals members:

I am a homeowner living near the properties located at 1901 W 3rd St. and 307 S. Cory Ln. on which Rimrock Companies seeks to build a "mini-warehouse facility." I and several of my neighbors have significant concerns about the proposed development and respectfully request that this use variance be denied for four specific reasons outlined within this letter.

First, for context, Indiana statute IC 36-7-4-918.4 lists five criteria which must be met, in order for a use variance to be approved.

> **IC 36-7-4-918.4 Board of zoning appeals; variance of use**
>
> Sec. 918.4. ADVISORY—METRO. A board of zoning appeals shall approve or deny variances of use from the terms of the zoning ordinance. The board may impose reasonable conditions as a part of its approval. A variance may be approved under this section only upon a determination in writing that:
>
> (1) the approval will not be injurious to the public health, safety, morals, and general welfare of the community;
> (2) the use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner;
> (3) the need for the variance arises from some condition peculiar to the property involved;
> (4) the strict application of the terms of the zoning ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought; and
> (5) the approval does not interfere substantially with the comprehensive plan adopted under the 500 series of this chapter.
>
> *As added by P.L.357-1983, SEC.13.*

I believe approval of the use variance for the proposed plan by Rimrock Companies 1) would be injurious to public health, our safety, and the general welfare of the community and 2) would substantially, adversely affect both the use and value of our properties. Here's how:

•**FLOODING**—As it is, our neighborhood frequently floods—even with small amounts of rain. For your convenience, I have included photos of just a couple of areas near the would-be development with standing water due to rainfall. Additionally, many of us have septic systems. Regular, excessive flooding can damage these and can also contribute to the release of untreated wastewater into the environment.

By removing the mature trees and paving over such a large amount of nearby greenspace, our drainage issues will only worsen, potentially flooding our homes. In addition to the proposed development, we're all contending with an increase in extreme weather events, thanks to climate change.

Dr. Rich Phillips from IU's Department of Biology has worked with the Purdue Climate Change Research Center (PCCRC) and was recently quoted in "Under the Weather: How Climate Change Is Messing with Monroe County" from the April/May 2019 issue of Bloom Magazine: "Essentially, where we might only have gotten one of these [heavy rainfall] events every five or 10 years in the past, we'll get two or three of those a year."

(Continued on other side.)

•**LIGHT POLLUTION**—Those of us with properties closest to the would-be development are also concerned about bright lighting. Often, such facilities feature 12-or even 24-hour floodlighting. This would be generally disruptive—especially to our sleep. It could also decrease the resale value of our homes.

•**INCREASED TRAFFIC AND CRIME**—A nearby storage facility would also bring traffic at all hours and would be an attractive target for criminal activity. According to a 2013 ABC News feature, "Crime rates at self-storage units are on the rise. According to former FBI agent and ABC news consultant Brad Garrett, 'The locking systems are extremely poor, and the ability for people to go into them twenty-four hours a day make them ripe for people to steal items.' Further, Agent Garrett says, much of the crime does not get reported, so crime rates are likely even higher than we know and cannot truly be quantified."

•**ENVIRONMENTALLY SENSITIVE TERRAIN**—Please see the city map overlaid with karst features and natural springs at right. (The karst map itself comes from the November 2003 *City of Bloomington Environmental Resource Inventory*.)

Our neighborhood (circled in red) happens to sit on an unusually large, environmentally sensitive karst area.

Not only is this area environmentally sensitive, but it is also among some of the near-west side's last relatively pristine land. It naturally helps to slow and filter stormwater for my neighborhood, and its mature trees serve as a carbon sink in our changing climate.

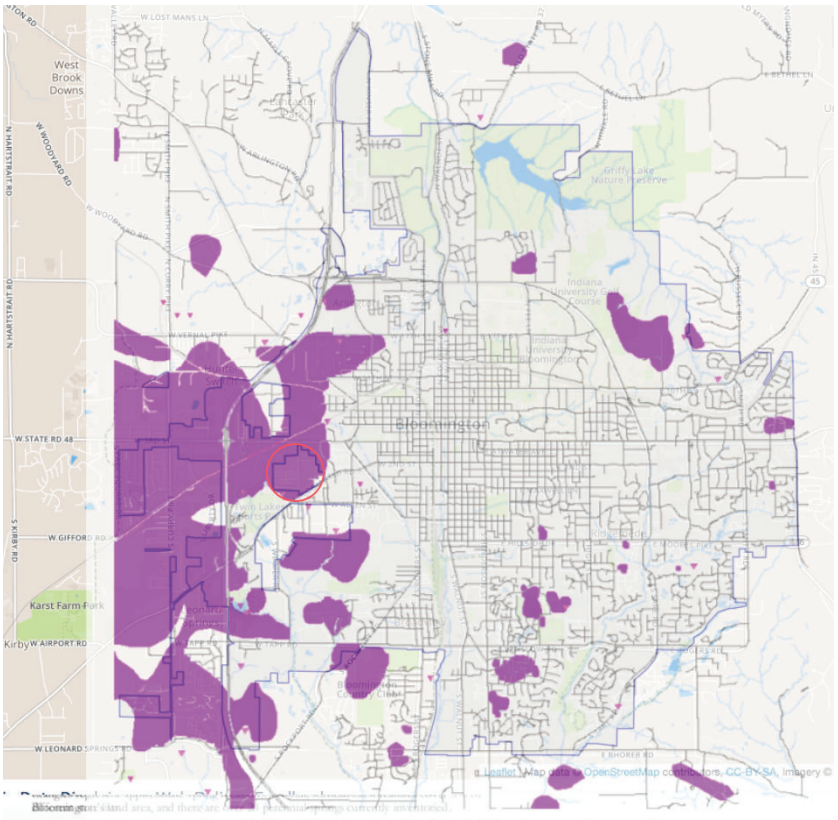


Figure 5. Map of karst areas and springs in Bloomington and surrounding areas
The dark shaded areas above represent the larger karst areas in Bloomington. The shaded triangles represent approximate spring locations. Overall, surficial karst features cover 3% of Bloomington's land area, and there are over 20 perennial springs currently inventoried.

With all of this in mind, rather than grant this variance, perhaps you at the City—along with your County counterparts—should jointly acquire these parcels and re-designate them as "No Disturbance" areas instead.

Thank you for your consideration,

Susan M. Brackney

1808 W. Piper Ln.
Bloomington, IN 47403

Jacqueline Scanlan <scanlanj@bloomington.in.gov>

[Planning] permit for mini storage unit site

Cathy <cathycaldie28@gmail.com> Mon, Oct 7, 2019 at 10:10 AM
Reply-To: cathycaldie28@gmail.com
To: Bloomington Planning Commision <planning@bloomington.in.gov>

Dear Bloomington Planning Commission,

It has recently come to my attention that six acres of land which includes many mature trees near West 3rd Street will need to be cleared to develop mini storage units. I am against the plan in its current state and hope you will consider my comments when making a decision.

This seems like a poor use of space and natural resources, as I am sure there are other locations that can be utilized for this project or possibly a downsize in scope in order to keep these mature, oxygen producing, beneficial trees from being cut. Each 10 year old tree removes 48 lbs of CO2 from the air each year. So saving 20 trees =960 lbs of absorbed C02 and provides enough oxygen for 40 - 50 people to breathe for a year! (urbanforestrynetwork.org). Multiply this by the life of a tree and see that your actions make a big difference. Trees also provide shade, reduce surface water runoff and erosion, reduce air temperature and soil moisture loss, reduce heating needs, and provide a place for wildlife. Studies have documented that they result in slower heartbeats, lower blood pressure, and have a calming effect on humans. (projects.ncsu.edu) Community benefits of trees are also proven. Please consider these benefits when making your decisions for the health and well being of citizens in Bloomington.

All of my children attended IU and one continues to live and work in the community. Everyone knows the quality of life in Bloomington is high with cultural, educational, and recreational opportunities abounding. Bloomington, IU and the surrounding area is known for it's natural beauty and landscape. With the current state of climate change, we should all consider the repercussions of our choices.

Cathy Caldie
6580 South 650 West
Columbus, Indiana 47201
812 552-9612

BLOOMINGTON PLAN COMMISSION **CASE #: PUD-34-19**
STAFF REPORT **DATE: November 4, 2019**
Location: 105 S. Pete Ellis Drive

PETITIONER: Curry Urban Properties
3579 E. Saddlebrook Lane Bloomington

REQUEST: The petitioner is requesting a rezone from Commercial Limited (CL) to Planned Unit Development (PUD) and approval of a Preliminary Plan and District Ordinance. Also requested is a waiver from the required 5 acre minimum for a Planned Unit Development.

BACKGROUND:

Area:	3.2 acres
Current Zoning:	Commercial Limited
GPP Designation:	Regional Activity Center / edge of Focus Area
Existing Land Use:	Undeveloped
Proposed Land Use:	Dwelling, Multi-Family / Commercial / Business/Professional Office
Surrounding Uses:	North – Dwelling, Multi-Family West – Vacant / Place of Worship East – Commercial South – Dwelling, Multi-Family

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CHANGES SINCE THE LAST HEARING: The Plan Commission heard the petition at its September 9, 2019 hearing and forwarded it to the second hearing. Few substantive questions were asked, and the petitioner has submitted no changes since that time.

REPORT: The property is located at the northwest corner of E. Longview Avenue and S. Pete Ellis Drive and is zoned Commercial Limited (CL). The 3.2 acre property is currently undeveloped. Surrounding zoning includes Residential High Density Multifamily (RH) to the north, Residential High Density Multifamily (RH) and Commercial Limited (CL) to the south, and Commercial Limited (CL) to the east and west. The surrounding properties have been developed with a mix of high density multi-family residences and commercial tenant spaces with the St. Mark United Methodist Church just to the west of the site. This property has frontage on 3 public streets- E. 7th Street to the west, E. Longview Drive to the south, and S. Pete Ellis Drive to the east. There are no environmental constraints on this property.

The petitioner proposes to create a Planned Unit Development in order to construct a 4-story, mixed-use building. The proposal includes an expected 19,000 square feet of commercial space, apartments on the upper floor and a portion of the ground floor, and a parking garage. The commercial use is expected to be medical office related to the new hospital campus. The multifamily portion of the proposal includes a mix of studio units, one-bedroom units, and two-bedroom units for a total of 264 units. Roughly 30% of the units are expected to be two-bedroom units, resulting in 344 total bedrooms. The overall density is proposed at a maximum of 30 units/acre, with 29 units/acre in the current design. The building will also contain a structured parking garage accessed from Longview Drive with 306 parking spaces, with 102 spaces per floor. The structured parking will be for the office portion of the building, as well as for the residential tenants. The petitioner also proposes improving up to 15 spaces of on-street parking on Pete Ellis Drive.

PREVIOUS PETITION: This is similar to a petition that was submitted for this site last year with some changes to address concerns about excessive bulk and lack of green design, as well as the addition of workforce housing on site. The southwest corner, which was the tallest location on site, was amended to remove a unit from that corner, so that it would be setback and visually read as a more appropriate size. Additionally, a module immediately east of that change along Longview was pushed back to create more outside green space. The petitioner is also proposing to build to FITWEL standards, which are described in the petitioner's statement, but amount to positively effecting the health of the tenants on the property through design and programming. The petitioner has also come to an agreement with the Housing and Neighborhood Development Department to set aside 15% of the bedrooms on the site for workforce housing, which is much more in-line with other petitions than the previous proposal.

Some Plan Commissioners had concerns about the bulk and the public benefit of the project. The Department recommended denial, and the petition was forwarded to Council with a negative recommendation and was not heard by Council.

COMPREHENSIVE PLAN: This property is designated as *Regional Activity Center* in the southeast corner of the *Regional Academic Health Center Focus Area*. The Comprehensive Plan notes the following about the intent of the *Regional Activity Center* area:

- …district is a large commercial area that provides high intensity retail activity
- Regional Activity Centers contain higher intensity uses such as national retailers, offices, food services, lodging, and entertainment.
- The district may also incorporate medium- to high-density multifamily residential uses.
- The main purpose of the district is to provide semi-urban activity centers that complement, rather than compete with, the Downtown district.
- The district is expected to change with increasing activity though infill and redevelopment.
- Incorporating multifamily residential within the district is supported.
- Changing the context of the district towards mixed use is a significant change.
- Less intense commercial uses should be developed adjacent to residential areas to buffer the impacts of such development. Multifamily residential and office uses could likewise serve as transitional elements.
- Redevelopment within the district should be encouraged to grow vertically, with the possibility of two- or three-story buildings to accommodate denser office development, residential multifamily, structures parking, and improved multimodal connectivity.

The Comprehensive Plan notes the following about the *Regional Academic Health Center Focus Area*:

- The relocation of the hospital onto the Indiana University campus will allow for the hospital to grow and meet the needs of the region. However, there are many ancillary support services, businesses, and medical offices that also may relocate near the hospital.

The development of this three acre parcel will add mixed use with office and multifamily residential to a portion of the Regional Activity Center that is not on the main commercial thoroughfare. With the inclusion of workforce housing, housing to support the employees of the Regional Academic Center is considered and included. The project will include mixed uses with a

building forward design and improvements to the adjacent pedestrian facilities. The proposed Preliminary Plan is consistent with most of the intent and development guidance of the Comprehensive Plan for this area. The size and massing of the building are larger than the Comprehensive Plan guidance suggests, but the largest corner of the site (the southwest corner) has been setback in order to mitigate some of the size. Additionally, the building has been planned 15 feet from the northern property line, which is in excess of what would be required for the CL zoning district to mitigate effects on the neighboring high-density residential property.

PRELIMINARY PLAN:

Uses/Development Standards: The petitioner is proposing to utilize the Commercial Limited (CL) zoning district for the permitted uses and development standards for this project. The deviations from the CL district include requesting to allow first-floor residential uses and the removal of the maximum square footage limitation that exists in CL for a single tenant, which is currently limited to 5,000 square feet per tenant. Other deviations requested from the CL district include an increase in allowable density, building height, and impervious surface coverage. The project will meet all other development standards for the CL district. Architecture standards are addressed separately in this report.

Residential Density: The maximum residential density allowed in the CL district is 15 units per acre, which is the densest by-right development allowed in the UDO outside of the downtown. The petitioner is proposing a maximum of 30 units per acre for the PUD, with 20 units per acre for the current design. The proposed density is double that of the currently allowed density. The petitioner is proposing 264 units with 344 bedrooms. The Comprehensive Plan calls for medium- to high-density multifamily residential in the *Regional Activity Center* designation.

Height and Bulk: The petitioners are proposing one, four-story building to be articulated to appear as multiple buildings through the use of varying architectural materials, building recesses, and setbacks along the facades. Because of the grade change on the lot, the southwest corner has been pushed back, so that the corner will still appear as 4-stories, though the basement level will be visible. Additionally, the module immediately east of the southwest corner has been recessed to break up the visual weight of that corner and provide more green space adjacent to the public right-of-way. Modulation is also used on all facades to reduce the effect of one large building.

The CL zoning district has a maximum height of 40 feet. The petitioner has submitted heights based on proposed finished grade for the building. The highest point is in the center of the south-facing façade, at 57 feet tall. The petitioner mitigated height concerns along the northern property line by setting the building 15 feet from that line. A review by the Department has found that the proposed massing is adequately mitigated by the proposed modulations and articulations.

Parking, Streetscape, and Access: The property has frontage on 7th Street, Longview Avenue, and Pete Ellis Drive. A possible total of 306 structured parking spaces are proposed in a garage that would be located in the middle portion of the building. If an estimated 19,000 square feet of commercial space is installed and 1 parking space per 250 square feet of commercial space is allocated for the commercial component, 76 of the parking spaces would be used for the office uses. The result is approximately 230 onsite parking spaces for the possible 360 bedrooms. This is a total number of parking spaces equal to 0.64 spaces per bedroom.

The petitioner is also proposing up to 15 parking spaces in the right-of-way on Pete Ellis Drive.

There is one vehicular access proposed into the building from Longview Avenue.

There is currently a 5' wide concrete sidewalk along Pete Ellis Drive and 8' wide, multi-use paths along 7th Street and Longview Drive. The petitioner plans to widen the Pete Ellis Drive sidewalk to a minimum of 6' wide, as well as widen the 7th Street and Longview Drive 8' multi-use paths to 12' wide, concrete multi-use paths. A minimum 5' wide tree plot will also be installed along the 7th Street and Longview Street frontages. Along Pete Ellis Dr. the petitioner has proposed to use planter beds and rain gardens, along with varying shrub mixtures instead of a typical tree plot. These will be maintained by the Petitioner. The Department is working with the petitioner on the best design for the Pete Ellis Drive frontage.

Bicycle Parking and Alternative Transportation: The development has 360 proposed bedrooms and 19,000 square feet of commercial/office space. The UDO requires one bicycle parking space for every 6 bedrooms and one bicycle space for each 15 parking spaces for the commercial use. Since the project is larger than 20,000 square feet, all bicycle parking spaces must be covered. They will meet current UDO bicycle parking requirements by providing both bicycle parking spaces along the exterior of the building as well as internal bike storage areas. Bloomington Transit's eastside local 8 bus, as well as an intermittent 3 line bus both pass the property on the eastern side.

Architecture/Materials: Due to the unique design of the building and different elements that are being included, it is difficult to hold the building to the design standards of one specific district. Instead, the proposed renderings and elevations show the amount of modulation, building design elements, and articulation desired to mitigate the effects of such a large building. Substantial modulation has been shown around the building and includes recessing portions of the upper floor in places, and all four-floors in the southwest corner. Materials to be used include brick and block masonry, metal/steel, storefront glass, stone, and fiber-cement siding.

Environmental Considerations: The petition site is a grassed open space and will be almost entirely developed. The petitioner proposes a 66% impervious surface coverage maximum. The CL zoning district has a 50% maximum coverage requirement. The petitioner proposes to include additional plantings; vertical plantings in the garage screening; and to use a series of downspouts and cisterns to capture some of the building stormwater runoff and utilize it to water landscaping and planters, as well as for some of the proposed community garden space. These measures are meant to offset some of the concerns raised related to stormwater runoff created by impervious surfaces.

The development is proposing to be built as a FITWEL building, the first in Bloomington. FITWEL is a building certification program that focuses on positive impacts to residents through design and programming at the site.

Housing Diversity: The petitioner has worked with the Housing and Neighborhood Development Department to formulate a plan to address workforce housing on-site. A letter describing the details is included.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) made 2 recommendations concerning this development, which are listed below:

1.) The Petitioner shall revise the Landscape Plan to comply with UDO regulations.

STAFF RESPONSE: This will be required at the PUD Final Plan stage.

2.) The petitioner shall describe the LEED-compliant practices planned, as well as provide plans for the green or live wall elements being planned along with a maintenance plan for their future viability.

STAFF RESPONSE: If the Plan Commission approves this project, then the Department would recommend this be incorporated into the review of the PUD final plan.

20.04.080(h) Planned Unit Development Considerations

The UDO outlines that in their consideration of a PUD District Ordinance and Preliminary Plan, the Plan Commission and Common Council shall consider as many of the following as may be relevant to the specific proposal. The following list shall not be construed as providing a prioritization of the items on the list. Each item shall be considered individually as it applies to the specific Planning Unit Development proposal.

(1) The extent to which the proposed Preliminary Plan meets the requirements, standards, and stated purpose of Chapter 20.04: Planned Unit Development Districts.

Section 20.04.010 of the UDO, states that the purpose of the planned unit development (PUD) is to encourage flexibility in the development of land in order to promote its most appropriate use; to improve the design, character and quality of new developments; to encourage a harmonious and appropriate mixture of uses; to facilitate the adequate and economic provision of streets, utilities, and city services; to preserve the natural, environmental and scenic features of the site; to encourage and provide a mechanism for arranging improvements on sites so as to preserve desirable features; and to mitigate the problems which may be presented by specific site conditions. It is anticipated that planned unit developments will offer one or more of the following advantages:

(a) Implement the guiding principles and land use policies of the Comprehensive Plan; specifically reflect the policies of the Comprehensive Plan specific to the neighborhood in which the planned unit development is to be located;
(b) Buffer land uses proposed for the PUD so as to minimize any adverse impact which new development may have on surrounding properties; additionally proved buffers and transitions of density within the PUD itself to distinguish between different land use areas;
(c) Enhance the appearance of neighborhoods by conserving areas of natural beauty, and natural green spaces;
(d) Counteract urban monotony and congestion on streets;
(e) Promote architecture that is compatible with the surroundings;
(f) Promote and protect the environmental integrity of the site and its surroundings and provide suitable design responses to the specific environmental constraints of the site and surrounding area; and
(g) Provide a public benefit that would not occur without deviation from the standards of the Unified Development Ordinance.

PROPOSED FINDINGS: The petition does provide some of the items listed above, including implementation of guiding principles in the Comprehensive Plan related to development and supportive commercial space in the area near the Regional Health Campus. Additionally, providing workforce housing options in close proximity to the Campus.

(2) The extent to which the proposed Preliminary Plan departs from the Unified Development Ordinance provisions otherwise applicable to the subject property, including but not limited to, the density, dimension, bulk, use, required improvements, and construction and design standards and the reasons why such departures are or are not deemed to be in the public interest.

PROPOSED FINDINGS: The proposed deviations from the UDO that are outlined in the PUD District Ordinance are necessary to further the purpose of the PUD which is to provide an innovative building that is appropriately designed for this area. The Petitioner has attempted to address deviations related to increased building height through modulation and recessing sections of the building. These architectural elements also help break up the massing of the building as a result of the increased density and building size. It is completely at the Plan Commission and City Council's discretion to determine whether or not the proposed deviations from the UDO standards are warranted. The height of the building is out of character with those that exist in the area today. 50 feet in height is allowed in the surrounding RH and CA zoning districts however, there are no nearby areas with a height greater than three stories. With a proposed height maximum of 57', the proposed building may appear out of character with the surrounding buildings. However, modulation and setback have been included to mitigate the negative impacts.

(3) The extent to which the Planned Unit Development meets the purposes of this Unified Development Ordinance, the Comprehensive Plan, and any other adopted planning objectives of the City. Any specific benefits shall be specifically cited.

PROPOSED FINDINGS: The petition does further some of the goals of the UDO and the Comprehensive Plan, including contributing to a need for housing across multiple areas of the economic spectrum, from workforce housing to small-unit market rate.

(4) The physical design of the Planned Unit Development and the extent to which it:
a. Makes adequate provision for public services;
b. Provides adequate control over vehicular traffic;
c. Provides for and protects designated common open space; and
d. Furthers the amenities of light and air, recreation and visual enjoyment.

PROPOSED FINDINGS: The PUD provides adequate public services by improving the adjacent multi-use paths along 7th Street and Longview Drive and new on-street parking along Pete Ellis Drive. Vehicular traffic into the building will only occur at one access point along Longview Drive. Although the petitioner is proposing a reduced level of impervious surface coverage, this reduction is based on a dense, infill site design that would be typical of a Downtown design rather than a suburban location and is based on a desired overall development plan. However, while there is outdoor space that is specifically included for residents, the site has been designed to include outdoor space immediately adjacent to the right-of-way along the west and south facades, for

use by the public. The increased setback to the north property line provides an increase in separation for light and air between this and the adjacent property.

(5) The relationship and compatibility of the proposed Preliminary Plan to the adjacent properties and neighborhood, and whether the proposed Preliminary Plan would substantially interfere with the use or diminish the value of adjacent properties and neighborhoods.

PROPOSED FINDINGS: This site is surrounded by high density multifamily residences and commercial uses. While the density proposed on this site is higher than surrounding properties, this type of dense infill development is encouraged when surrounded by appropriate infrastructure and goods and services. The site is adjacent to 3 public roads and is therefore well serviced. In addition, it is located in close proximity to several grocery stores and shopping areas, as well as is on a Bloomington Transit bus route.

(6) The desirability of the proposed Preliminary Plan to the City's physical development, tax base and economic well-being.

PROPOSED FINDINGS: The provision of 264 units and 19,000 square feet of potential medical office space will increase the tax base to the City and provide office space adjacent to the new Hospital location. Additionally, a diverse housing mixture with this petition furthers the goals of economic well-being in related to the provision of a mixture of housing types for the community.

(7) The proposal will not cause undue traffic congestion, and can be adequately served by existing or programmed public facilities and services.

PROPOSED FINDINGS: This site will be accessed from 3 different vehicular access points which will help distribute the vehicular traffic to this site. Pete Ellis Drive is classified as a Primary Collector and Longview Drive is classified as a proposed Primary Collector, these designations are indicative of highly used roads and therefore appropriate locations for increased density. The Department and the petitioner have committed to re-studying this area to insure that traffic is properly controlled through this corridor and the petitioner will submit a traffic study with the final plan if approved.

(8) The proposal preserves significant ecological, natural, historical and architectural resources.

PROPOSED FINDINGS: There are no known significant ecological, natural, historical or architectural resources on this site.

(9) The proposal will not be injurious to the public health, safety, and general welfare.

PROPOSED FINDINGS: The PUD is adequately buffered from adjacent residential properties and the petitioner has placed the development as far south as possible to reduce impacts to the adjacent residences to the north.

(10) The proposal is an effective and unified treatment of the development possibilities on the

PUD site.

PROPOSED FINDINGS: The establishment of a PUD for this property allows a unique development that would not otherwise be accomplished within an existing zoning district and under the UDO guidelines. Creation of this PUD allows the necessary deviations from the UDO requirements to allow the construction of a unique building, and supports the goals of the Comprehensive plan related to increased development in this area, increased housing in general and in this area, and increased workforce housing.

CONCLUSION: The proposed PUD does offer a unique architectural design and a range of benefits and features for the tenants, while also providing supportive commercial space and workforce housing in an area that will soon contain a large workforce generator, the new hospital. The project includes multiple characteristics that support the goals of the Comprehensive Plan. While the density is close to double that of the densest zoning district in the current UDO, the Comprehensive Plan supports increased density in areas that have existing infrastructure to support it. Additionally, the large size of the building is an issue, but the petitioner has attempted to mitigate those concerns by utilizing modulation on all sides, as well as setting the top floor of the building back at its tallest location. The Comprehensive Plan clearly encourages incorporating diverse housing types within the City and this PUD contributes to this goal and provides a clear public benefit.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission forward this petition to the Common Council with a positive recommendation including the waiver of the five acre minimum and the following conditions:

1. PUD Final Plan approval is delegated to the Planning and Transportation Department staff.
2. Prior to the issuance of a grading permit, all items in the right-of-way shall receive an encroachment agreement from the Board of Public Works.
3. The petitioner will record the proposed workforce housing commitment before any occupancy is issued for the site.
4. All public improvements, including but not limited to bike racks, sidewalks, and side paths must be located in either right-of-way or a recorded pedestrian easement. Board of Public Works approval for those items in the right-of-way must be obtained before any occupancy permits will be issued.
5. A Zoning Commitment indicating that these improvements, as well as the rain gardens, will be maintained by the property owner in perpetuity must be recorded before any occupancy will be issued.
6. The petitioner will submit a traffic study with the application for Final Plan approval.
7. The petitioner shall describe the LEED-compliant practices planned, as well as provide plans for the green or live wall elements being planned along with a maintenance plan for their future viability with the application for Final Plan approval.

City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: October 7, 2019

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: PUD-34-19: Curry Urban Properties, second hearing
100 block of Pete Ellis Drive and Longview Avenue

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance its environment-enriching attributes. The EC reviewed the petition and offers the following comments and requests for your consideration.

The EC continues to believe that any PUD District Ordinance should not reduce the environmental protection requirements to less than the minimum Unified Development Ordinance (UDO) standards. A number of years ago staff and citizens of Bloomington worked tirelessly to craft the development standards we now find in the Bloomington Municipal Code. These standards went through a public process and were vetted by the citizenry and voted on by our lawmakers. Although it's time to update these regulations, the trend in Bloomington has been to strengthen its environmental standards, not weaken them. The EC applauds the efforts made by the Petitioner to modify this development by adding many recommended green building and site features to the current version of their development.

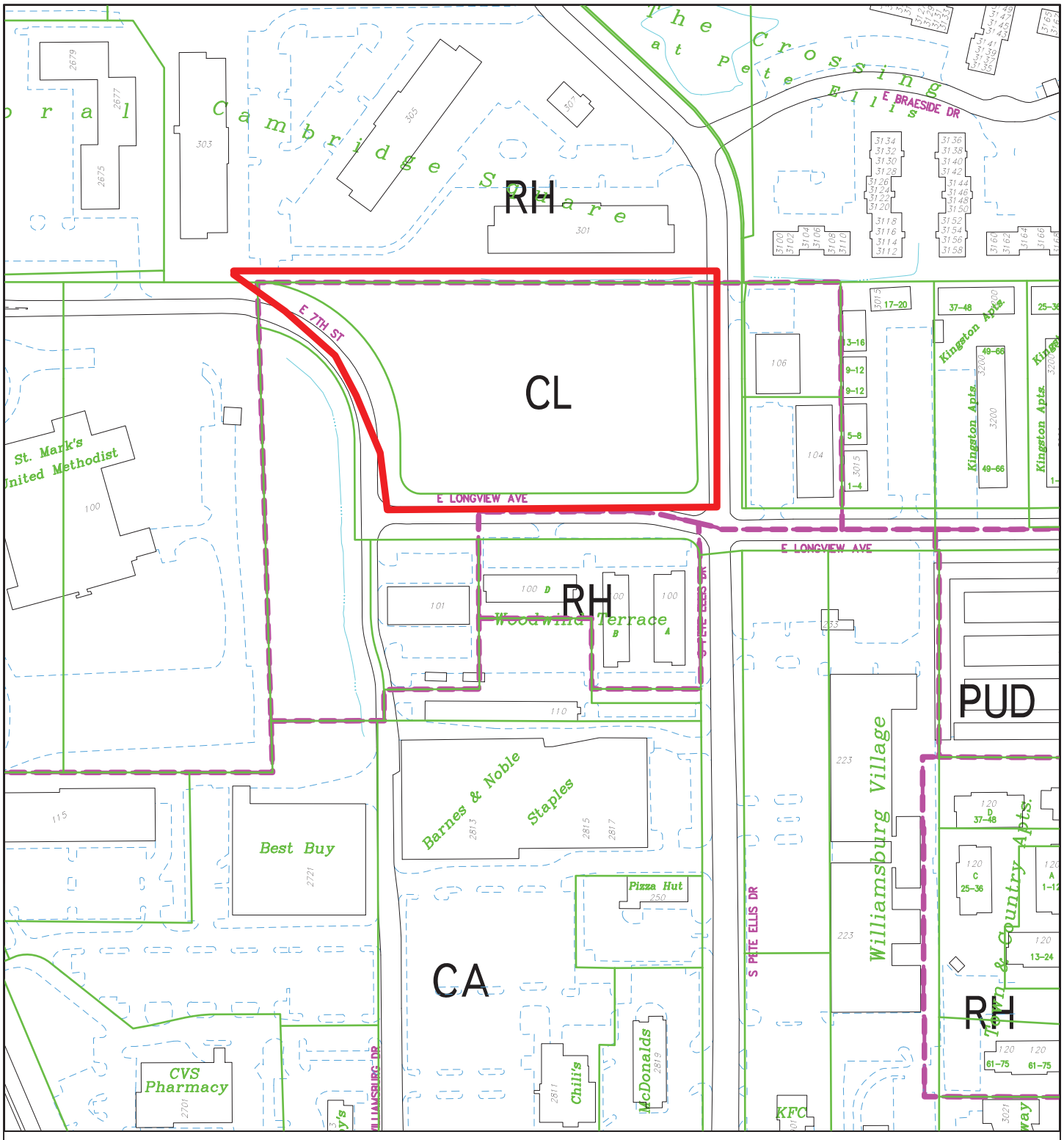
1.) LANDSCAPE PLAN
The Landscape Plan needs to be revised before it meets the UDO regulations, and can be approved. The Petitioner must have an approved Landscape Plan in place prior to the issuance of the required Grading Permit. The EC recommends the site be designed with diverse plantings that benefit local pollinating insects and birds, reduce the heat island effect, sequester carbon dioxide, and slow and cleanse rainwater. Using native plants provides food and habitat for birds, butterflies, and other beneficial insects while promoting biodiversity in the city. Native plants do not require chemical fertilizers nor pesticides and are water efficient once established.

2.) GREEN BUILDING PRACTICES
The EC requests that the Petitioner describe the LEED-compliant features that are mentioned on page 8 of the Petitioner's Statement, and also provide the design and maintenance plans for the green or live wall elements incorporated into building/garage screening.

EC RECOMMENDATIONS:

1.) The Petitioner shall revise the Landscape Plan to comply with UDO regulations.

2.) The Petitioner shall describe the LEED-compliant practices planned, as well as provide plans for the green or live wall elements being planned along with a maintenance plan for their future viability.



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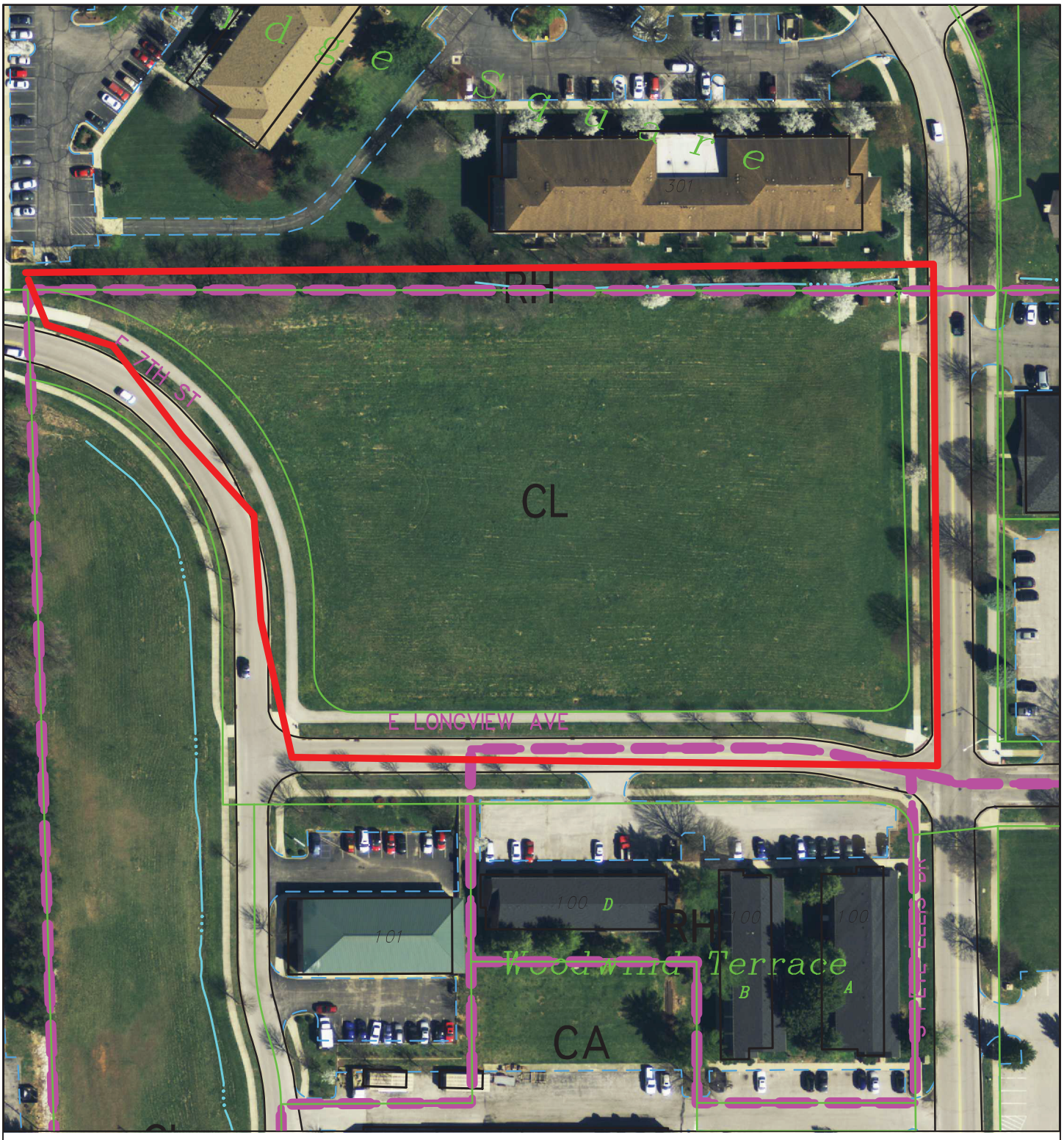
City of Bloomington
Planning & Transportation

Scale: 1" = 200'

For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation

By: scanlanj
21 Sep 18

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Scale: 1" = 100'

For reference only; map information NOT warranted.

PETITIONER'S STATEMENT – REVISED 8.20.19

Petition:

Rezone real estate identified as Lot Number 8, located in Deckard East Third Street Subdivision, Monroe County, Indiana consisting of 3.2 acres from CL to Planned Unit Development (PUD).

Project Description:

Petitioner petitions for rezoning of the property from Commercial Limited to a mixed use, Planned Unit Development. The property currently is unimproved. Various utility lines border and bisect the property. The property is surrounded to the North by multi-family housing under RH zone. East of the property fronting on North Pete Ellis Drive are commercial properties, developed commercial lots under CL zoning. East of the lots fronting on North Pete Ellis Drive are additional multi-family housing under RH zoning. Southeast of the property is zoned CA. South of the property and fronting on Longview Avenue are multi-family housing under RH zoning. At the southwest corner of the property south of Longview Avenue is a small commercial development under CL zoning. West of the property fronting on East Seventh Street is a vacant, unimproved parcel.

Petitioner proposes to develop a mixed-use development consisting of multi-family residential use on a building outlining the west one-half of the property; 1st floor commercial use on the building outlining the east ½ of the property and a 3-floor interior parking garage in the middle of the property with top floor (4th floor) residential units. The buildings will be connected and constructed as a single building but with breaks and variations by design, by structural elements (e.g., the garage) and by façade features. The proposed building is projected at four floors. The center of the property on the east and west sides of the garage will be developed with courtyard/open space.

In an effort to provide a public benefit to the City of Bloomington, Petitioner has offered 15% of its unit bedrooms to be set aside for workforce housing. Two-thirds of these workforce housing units will be restricted to income earners whose annual income does not exceed 80% of the Area Median Income (AMI) while the remaining one-third of the workforce housing units will be restricted to those income earners making no more than 100% of AMI. Base rental rates will be limited to 25% of those income earners total annual income. Petitioner has described this offering in further detail in the accompanying letter to Housing and Neighborhood Development.

RESUBMITTAL MODIFICATIONS

Since the initial Planning Commission hearings, the Petitioner has had follow up meetings with members of The Planning Administration, Bloomington Economic and Sustainable Development, Housing and Neighborhood Development, Planning and Transportation, and the Environmental Commission and has worked to address comments and concerns stemming from the prior

submissions and those expressed by the Planning Commission during the hearings. The comments/concerns and responses from the Petitioner are outlined below:

- Neighboring apartment community to the north (zoned RH) expressed concern about the possibility of shadows being cast upon their property due to the massing and proximity of the petitioner's proposed development. Concerns of sight lines into units from adjacent balconies was also raised (Cate)

  Petitioner Response: Although the Petitioner could build "by right" at a 10-foot setback from the northern boundary of the property (the boundary adjacent to the concerned neighbor), Petitioner has agreed to shift the entire building in-ward from the northern set-back, thus modifying the previously proposed set back of 7 feet to 15 feet (with exception of the north east corner unit which is 14 feet from the property line). Moreover, numerous modulations of the building at the 4th floor will step back another 5 feet (or 20 feet from the property boundary) to provide relief of the building height and mass. Additionally, Petitioner voluntarily eliminated numerous balconies along the north elevation in addition to proposing the planting of additional, large canopy trees, to accompany the existing trees and in order to respect the neighbor's concerns. Petitioner will work with neighbor for tree placement.

  Petitioner spoke with representatives of the property owner, including their Asset Manager and Corporate General Counsel (CGC) to clarify design, density, height, setback and other elements of Petitioner's proposed development. At the close of this communication, neighboring owner's CGC stated that unless Petitioner heard from him otherwise that they were satisfied with Petitioner's response. Petitioner has received not further communication from CGC or neighboring owner,

- Overall Building Massing seen as a concern (EC, Scanlan, Kinzie)
- Planning Administration feels that the height of the proposed building at the southwest corner (7th and Longview) should be reduced

  Petitioner Response: Petitioner recognizes that the project is a single building (actually 3 buildings connected) rather than separate structures, and whose massing is more consistent with that of urban developments. The Petitioner is intending to provide the feeling of a more "urban" context to the structure in a secured, contiguous, building with conditioned interior corridors. Moreover, the building and exterior/perimeter improvements provide a "build-forward" design concept, consistent with the Comprehensive Plan. It should be reiterated that the subject property is within a designated Regional Activity Center and part of the Regional Academic Health Center Focus Area whose intent is to promote higher intensity uses; medium- to high-density multifamily uses; to provide semi-urban activity centers that complement downtown; encourage vertical growth, residential multi-family, denser office uses, structured parking and improved multi-modal connectivity.

  However, the Petitioner initially reduced the building mass by shrinking the building and eliminating 12 units (and 12 beds). As noted, the northern set back was moved inward from the initial petition, basically doubling the set back. This also helped to increase open

space on the property. In numerous places along each elevation of the building, the 4th floor units are stepped back 5 feet. This is done to provide some relief from the proposed, four-story height. Petitioner has worked with its architect to further reduce several parapet heights to lower the overall height in numerous areas, from 1' to 4'. Regarding the building height at the southwest corner, (previously 61' as measured from adjacent grade to roof parapet, including the exposed "lower-level" of the building), the top corner unit (4th floor) was eliminated in its entirety, creating a "step back" of 25 feet or more which results in the building now "reading" as a +/- 50' building at this corner, including the "lower-level." Overall, while the building height exceeds the 40-foot restriction of CL zoning, it does retain a variated, articulated roofline for functional and aesthetic reasons and works though the challenges of the significant grade changes (over 20 feet) from the northwest to the southwest corner of the parcel.

Additional changes were proposed to the Planning Administration regarding massing and modulation. With the removal of the top corner unit, the Petitioner has redesigned the façade to include window planters (planter boxes) to be incorporated at the base of windows aligning the south and west elevations of the corner, as well as within the open, roof-top element.

Finally, the Petitioner elected to further modulate a significant portion of the southern elevation of the proposed building along Longview Drive. Between the parking garage and the aforementioned southwest corner module that was modified, the Petitioner has created a pedestrian "pocket park" or forecourt in front of the lower-level element created by the natural grade of the parcel. This public forecourt was created by stepping back the building 17' from the previously proposed plan. Doing so: a) reduces four one bedroom units from the project; b) greatly enhances the building presentation and how it addresses the multi-use path across the building front; c) reduces the building massing and enhances the modulation; and d) creates a public amenity and pocket park which beautifies the streetscape and "softens" the building elevation.

- Environmental concerns as to the project being below the open space requirement; impervious surfaces (EC, Sandberg, Cate, Kinzie, Kappas). EC has requested the Petitioner redesign the building.

Petitioner Response: Although Petitioner will not redesign the building, Petitioner has worked with the architects and engineers to reduce the building size, shrinking the building mass and creating open space vis-à-vis compressing the building inward, from north to south (more than doubling the northern set back) and from east to west to add four feet of additional set back from the eastern side. The resulting changes have resulted in nearly a 25% improvement to open space compared to the Petitioner's initial submittal. Although Petitioner will not be able to reach the 50% open space request, it has improved the open space from 25% to nearly 34% and will be significantly exceeding the landscaping and planting requirements as well as the water quality requirements.

Petitioner has further reduced the paved surfaces and covered area and/or has worked with the landscape architect to program permeable materials for pathways. It should be noted

that the eastern property boundary includes a 20-foot easement for utilities. Coupled with the utilities that run throughout the 15-foot Right-of-Way along Pete Ellis Drive, the Engineer and Landscape architect have not programmed trees (large, evergreen or medium) along the frontage as trees cannot be planted within 10 feet of the easement. Petitioner will work through its landscape architect (Rundell Ernstberger Associates) and the city of Bloomington to address this along with the overall landscape plans.

Petitioner will be expanding pedestrian sidewalks and paths that surround the property along 7th Street, Longview Avenue and Pete Ellis Drive under the direction of Bloomington Transportation. Additionally, Petitioner will work with the city to install back-in angled parking (as requested by Planning Commission and shown on the drawings) along the western lane of Pete Ellis Drive, which would expand the existing Right-of-Way onto Petitioner's property, and into the easement. The street frontage will be landscaped and hardscaped with a 6-foot sidewalk bordered on each side by storm planters within the sidewalk, and flow-through planters against the building which serve to collect rainwater from roofs of the proposed structure. This rainwater will be harvested within cisterns and be used for irrigation purposes, while overflow will be directed into flow through planters and storm planters. A stormwater planter / rain garden will be included within the Right-of-Way to control storm water along the street and parking area. Permeable pavers will be utilized in several portions of the project, especially along the Pete Ellis Drive promenade.

While Petitioner had already planned community gardens and many of the water quality improvements, among other public benefits, it has sophisticated a concept landscape plan with its landscape architect that includes managing rain water and storm water quality via rain gardens, and rain water diversion and harvesting through cisterns, flow thorough planters and rain gardens within each of the interior courtyards. However, the most compelling response Petitioner can provide is that the planting and landscape requirements established by the city will be significantly exceeded by Petitioner (see Concept Plant Schedule).

Moreover, Petitioner is excited to bring Bloomington its first FITWEL Building. FITWEL Certification articulates a vision for the future where every building is enhanced to support the well-being of its occupants, and surrounding communities. It is a new and emergent building certification that positively impacts occupant health and productivity through workplace design and operations. FITWEL's development is led by the U.S. Centers for Disease Control and Prevention and the General Services Administration. This demonstrates how the focus for sustainable buildings have shifted in the U.S. from green buildings that were "high performance" because they had a low carbon footprint to, now, occupant well-being and the resultant increased productivity which has been studied, and proven. The well-being of building occupants is increasingly being described as the number one driver of sustainability. The Petitioner has volunteered to deliver the City of Bloomington its inaugural FITWEL Building.

- Bicycle Traffic, Safety and Connectivity / Traffic along Pete Ellis Drive. Several members of the Planning Commission responded to the parking along Pete Ellis as well as wanting

to make certain the bicycle and pedestrian paths remain safe amid the ingress/egress to the proposed building (Kopper, Kinzie, Wisler, Hoffman).

Petitioner Response: From the onset, Petitioner has worked to promote a bicycle-friendly community, where this development provides connectivity. The multi-modal functionality of the location and design of the project is not by accident. Petitioner, though its third-party professionals, has worked with Bloomington Transportation to address these concerns. The result is the back-in angled parking, expanded bicycle paths and expanded bicycle parking to be located near the entrance of the garage and proximate to the proposed, expanded B-line along Longview Avenue. Further, Petitioner will analyze best solutions and install safety/warning controls at parking garage ingress/egress. Finally, should the project be approved by City Council, Petitioner will commission a traffic study for Pete Ellis Drive and the angled parking, as well as the surrounding traffic patterns, or will work with the city as it conducts its own traffic studies of the area in conjunction with the changing patterns the Hospital is sure to bring about.

- Density- although not called out specifically as an issue the comments as to massing are consistent with density in this regard. In fact, many members of the Planning Commission expressed that they welcome increased density or are in favor of increased density rather than sprawl.

  Petitioner Response: Petitioner has revised the density to be no more than 30 D.U.E per acre versus the prior 33 D.U.E, a 10% reduction. The resulting 30 D.U.E is consistent with the density of nearly all other multi-family properties in the surrounding area (zoned RH). To simply achieve the density of what competing properties already have pursuant their zoning classification, moving to a 5-story or taller building alone would not result in a feasible economic model. Building to this level would change the construction class/type, a much more expensive proposition. Thus, achieving even 30 D.U.E, and parking it adequately would be very difficult without at least a 4-story structure covering 60% or more of the site. Subterranean parking would also be cost prohibitive. Separate structures as well as a podium structure along with stand-alone office building was studied but would not achieve an economic model that was feasible, nor would it significantly improve the open space. Moreover, higher structures in this location would likely be viewed as imposing if five or more stories, considering the concern over the proposed 4-story structure.

DEVELOPMENT STANDARDS SUMMARY / OUTLINE PLAN DETAILS:

Commercial space:

Estimated at 20,000 square feet; no less than 12,000 square feet would be programmed for the development

Multi-family residential:

Studios, 1-bedroom and 2-bedroom mix. D.U.E not to exceed 30 per acre

Parking:

306 garage spaces; 15 potential on-street parking spaces (angled parking along Pete Ellis
76 garage spaces to serve commercial use

Residential parking: 230 garage spaces (.86/unit; .66/bed). Development not to exceed .90/unit and .70/bed

Architectural Standards:

CL Zone

Modifications: first floor, commercial use space; no modulation requirement. Modulations to be incorporated in final development plan

Exterior Materials: varying brick and block masonry; metal/steel; storefront glass and framing (commercial and potentially portions of residential building areas); fiber-cement composite (Hardie) siding/board and batten; stone

Site plan details:

Setbacks: varying by side and building façade (see site plan diagram)

North side: 14 feet at NE Corner, 15 feet or more elsewhere (modified from 7')
East side: 24 feet (modified from 20')
South side: 4.5 feet (southwest corner) to 22 feet (modified from 9')
West side: 4.5 feet at point of 7th street curve; varying distance 7 feet minimum for remainder

Garage entrance:

Longview Ave.

Uses:

CL zone permitted uses
Modification: add first floor multifamily residential use
No Maximum floor space for a single tenant

Basic PUD development:

1. Dedicated commercial space, expected to be 19,000 square feet on the east side, fronting on S. Pete Ellis Drive. This space will be flexible in total area

   This space is anticipated to be medical office space and will be marketed as such

2. Multi-Family residential use (mix of studio, one-bedroom and two-bedroom apartments); generally, the units are oriented to those seeking a more personal, single-living environment

   Targeted market: staff and employees associated with the IU Health complex; single professionals and staff and employees associated with the offices and accessory businesses expected to develop adjacent to the IU Health complex

3. Building height to be 4 floors. Throughout the building, numerous portions of the building's 4th floor are set back from the lower floors. Along the eastern portion of the building, the length of the building along Pete Ellis Drive steps back 5 feet at the 2nd floor and another 5 feet at numerous areas along the 4th floor. There remains a lower level at the southwest corner of the building and across Longview Drive, east up to the Parking Garage
4. Residential buildings will allow first floor residential use (CL Zone requires 2nd floor and above residential use) with commercial along Pete Ellis Drive
5. Open space (to be calculated) estimated at 34% of the lot. This open space is below the current CL zoning standards, the site shape, topography, the city's build-forward design preference and the economic feasibility of the project necessitate this open space design; however, Petitioner is proposing to: a.) exceed landscaping and plantings requirements, b.) include plantings vertically with green elements in the garage screening, c.) exceed rain water quality issues with multi-function water harvesting, flow through planters and rain gardens, d.) include numerous sustainable practices including community gardens as well as delivering the first FITWEL Building in Bloomington, and e.) bring numerous public benefit to the project including re-locating and improving current sidewalk paths, as necessary, at Pete Ellis, Longview and 7th street (all three sides) with multi-use paths
6. Parking – The building will include a four-story structure that is central to the building design. This portion of the building will also serve the project with mixed uses, housing three stories of parking garage with a 4th floor residential component. Parking garage will be interior to the development with the commercial and residential use building(s) wrapping around the courtyard with parking lot/parking garage interior to the courtyard. Parking garage to extend to the development line along the north property line
7. Exterior finish materials: multiple types of masonry; steel; glass and composite

Development Standards:

Development standards applicable to the CL Zone will be used for roofs, exterior materials, modulations, and entrances. Development plan will specify building setbacks at each property line frontage

Building Height:

The building will not exceed four stories, excepting the lower-level units at the southwest corner and along Longview Drive. Building height, as measured from proposed finished grade, varies along the length of each side:

North side: ranges from 48 to 53' in center of building to 52' (NE corner) and 53' (NW corner)
East side: ranges from 49' to 54' in center of building to 53' 2" (SE corner) and 52' (NE corner)
South side: ranges from 51' to 57' in center of building to 53' 2" (SE corner) and approximately 53' at outside SW corner
West side: ranges from 49' to 54' in center of building to 53' (NW corner) and approximately 53' at outside SW corner

a. Architectural roof top or roof line elements to provide both form and function at no more than one point at the peak of any section of building that exceeds 60 feet in height (as measured from adjacent, proposed finished grade at that point of the building).
b. The site has significant topography slope, particularly along the western border of the parcel. Approximately 20 feet of grade change occurs from the point of the parcel that is furthest to the northwest as compared to the point furthest to the southwest of the parcel. It is anticipated that the building plane at the first-floor level will be set at an elevation which causes the southwest corner of the building (at 7th Street and Longview) to be elevated + 8 feet above the parcel's grade at this location. Thus, the Petitioner has planned functional space within this "sub-level" of the building that will include 6 "garden" units which address the Longview street frontage and will be accessible internally as well as via the described "pocket park." This adds a "story" to the building at the southwest elevation of the development, albeit below the average grade along 7th Street.
c. Petitioner has worked extensively with Architect and Civil Engineer to reduce heights around building, and modulate the fourth floor with 5-foot step backs in numerous portions of the building while maintaining dynamic roof lines around the building.

Unit Mix and DUE:

1. The building will include a mix of Studio, One- and Two-Bedroom Units. Projected D.U.E is 29 per acre. Actual development not to exceed 30 per acre. The site is 3.2 acres.
2. The project will house 264 units. As roughly 30% of those units are expected to be Two-bedroom units, the total bedroom count would calculate to 344 bedrooms, although the project is not a student housing community.

Parking:

1. Up to 15 angled parking spaces will be improved along the western-most lane of Pete Ellis Drive, to serve the commercial spaces at that location.
2. The internal parking garage is expected to have no more than 102 spaces per floor and no more than a total of 306 spaces.
3. A portion of the first floor of the parking garage will serve the commercial spaces (Pete Ellis Drive portion of the building) and meet municipal parking code and count requirements as well as the number of spaces required by the ultimate user/tenant.
4. Assuming 4 spaces per 1,000 square feet (assumed user requirement), and a 19,000 square foot user, the commercial spaces will require 76 of the total 321 spaces (15 angled, street spaces and 306 garage spaces). This would leave 245 spaces for 264 units (or 344 beds). Excluding the street parking, this parking ratio is 229 spaces in the garage for residents or 0.87:1 per unit or 0.67:1 per bedroom.

Bicycle parking:

Bike racks and bike storage will exceed requirements for CL and RH zones and will also serve FITWEL certification requirements, whichever is greater. Covered, secure bicycle parking and storage will be housed within the garage of the building. The petitioner is proposing additional public bicycle racks at various areas surrounding the building (along the multi-use paths) and will work with Bloomington's share bicycle program to install a kiosk along the perimeter of the property.

Housing:

Oriented to single-living environment around the IU Health Medical Center, University, Service Industry, Young professional, medical/grad students, nursing students, researchers, interns, staff and employees of professional offices and staff and employees at the IU Health complex.

Green Building Elements Planned:

- Petitioner will be delivering Bloomington's first FITWEL building, a new and emergent building certification that positively impacts occupant health and productivity through workplace design and operations as led by the U.S. Centers for Disease Control and Prevention and the General Services Administration.
- Energy Star appliances / Energy efficient building materials / LEED compliant
- Downspout Cisterns for on-site rain water harvesting to be used for watering landscaping and other exterior uses
- Downspout flow through planters and rain gardens along perimeter and interior courtyards
- green or live wall elements incorporated into building / garage screening

- Comprehensively, the property will exceed landscape and planting requirements per the current zoning
- Storm water control and quality - series of cisterns, flow-through planters and storm planters (in sidewalk) and rain gardens are proposed along Pete Ellis drive
- Electric car charging stations within parking garage
- Sustainability – community vegetable and herb gardens
- Multi-modal transportation

Public Benefits:

- Workforce housing to comprise 15% of unit bedroom count – Petitioner has proposed workforce housing commitments in a separate letter to HAND, attached and included with this resubmittal
- Multi-modal transportation – proposed project is pedestrian to Bloomington's largest work centers (IU Health upon completion, College Mall, Indiana University)
    - Several bus-line stops in proximity to the subject location
    - Petitioner promoting the use of bicycles and non-vehicular transportation through widening of paths around perimeter to multi-use paths, placement of bicycle parking, and public bicycle racks
- Public Art - exterior murals / interior art displayed for public viewing (not just residents); viewings to be programmed
    - Petitioner proposes to commit to a 5-year program to rotate art periodically (6-month to 1-year rotation) for public display. Works to be commissioned with City of Bloomington
    - Petitioner proposes to conduct receptions and "gallery" style viewings, free to public (donations will be accepted for local not-for profit, art related groups)
- Scholarship - public art to be commissioned with IU art department and will be offered to city art programs - works to be displayed within building (can be sold by artists) in return for annual scholarships or grants from Petitioner
- Sustainability: In addition to meeting FITWEL standards, approximately 1/3 of the interior courtyard space within the western courtyard will be improved with herb, flower and vegetable gardens - improvements will include gardening areas/plots for residents
    - Petitioner proposes to program monthly events or demonstrations using the planted foods and flowers; such as making floral arrangements; cooking with the harvested vegetables and herbs with local chefs, etc.
    - Gardens will be irrigated with harvested rainwater from the cistern system Petitioner is proposing
- "Jam Session" Room - public music room/studio will be included for use by area musicians, music scholars, etc. for "plug-in and play" sessions to create, share and explore musical interests of those within the community looking to "pick up" instruments and create with others

  - Amphitheater – directly adjacent to the Jam Session, an amphitheater is planned for live music or other performances, free to the public

- Bike Depot – Petitioner will work with City of Bloomington to include a public bike depot at the property
- Streetscaping – Petitioner is re-locating and improving the current sidewalk along including a pedestrian, public forecourt (pocket park) along Longview Drive, complete with permeable pavers, landscaping, trees and benches. Proposed improvements along Pete Ellis Drive will include a multi-use path, green and hard scaping, cisterns for water harvesting, rain water flow-thru planters, storm planters, and rain gardens among other elements.
  - Public benches will be included
  - Vegetative, floral and landscaping improvements would exceed minimum requirements
    - It is anticipated that "large" tree planting will not be possible along Pete Ellis Drive proposed improvements due to numerous utility lines and easement which traverses the eastern property border
  - Back-in, angled parking along Pete Ellis Drive is proposed
  - Public bicycle racks/parking will be included in the improved areas
  - Rain gardens (to be built on city ROW) along Pete Ellis are proposed
  - Permeable pavers will be incorporated into the hardscape finishes
  - Petitioner is proposing multi-function rainwater quality controls in series of steps commencing with harvesting, to overflow within flow-through planters and storm planters, then into rain gardens before flowing to city storm
- Connectivity and Safety - Petitioner has been asked by City of Bloomington to widen current bicycle paths along Longview and 7th Street, and improve them as 8' to 12' multi-use paths
  - Petitioner will be working cooperatively with the City of Bloomington to accommodate this requested safety and functionality improvement

AERIAL SITE PLAN
NOT TO SCALE

2019.08.23

CURRY URBAN PROPERTIES

EAST LONGVIEW AVENUE
BLOOMINGTON, INDIANA 47408

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Bloomington, Indiana, 47401
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ARCHITECTURE + INTERIOR DESIGN

PETE ELLIS DRIVE
RENDERING

2019.08.23

CURRY URBAN PROPERTIES

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LUPTON RAUSCH
ARCHITECTURE & INTERIOR DESIGN

SEVENTH STREET
RENDERING

2019.08.23

CURRY URBAN PROPERTIES

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LUPTON RAUSCH
ARCHITECTURE & INTERIOR DESIGN

SCALE 0 4' 8' 16' 24' 32' FEET

RENDERED LANDSCAPE PLAN

2019.08.23

CURRY URBAN PROPERTIES

EAST LONGVIEW AVENUE
BLOOMINGTON, INDIANA 47408

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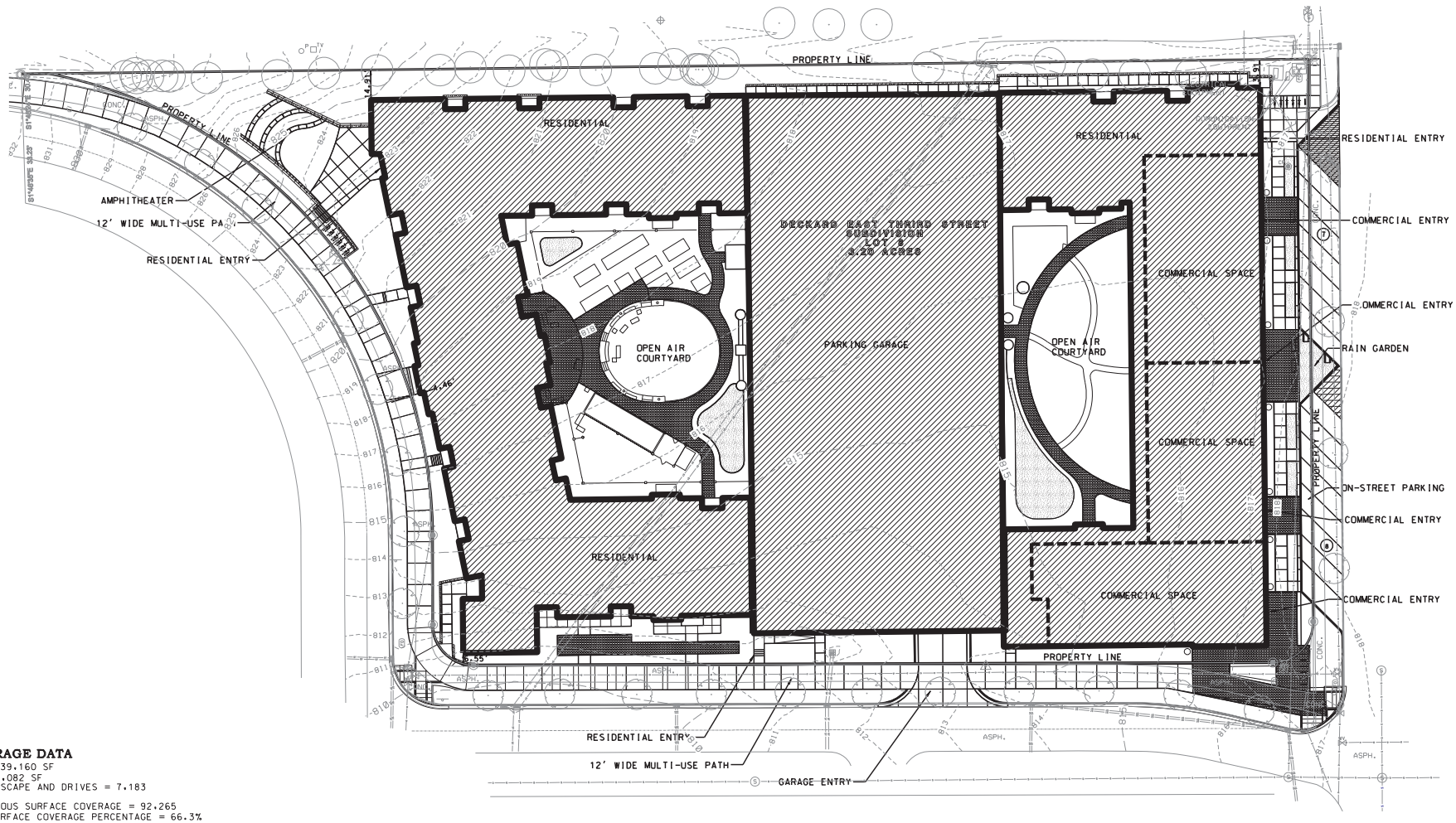

SITE COVERAGE DATA

SITE AREA = 139,160 SF
BUILDING = 85,082 SF
EXTERIOR HARDSCAPE AND DRIVES = 7,183

TOTAL IMPERVIOUS SURFACE COVERAGE = 92,265
IMPERVIOUS SURFACE COVERAGE PERCENTAGE = 66.3%

N

0 10 20 40

SITE PLAN

2019.08.23

CURRY URBAN PROPERTIES

EAST LONGVIEW AVENUE
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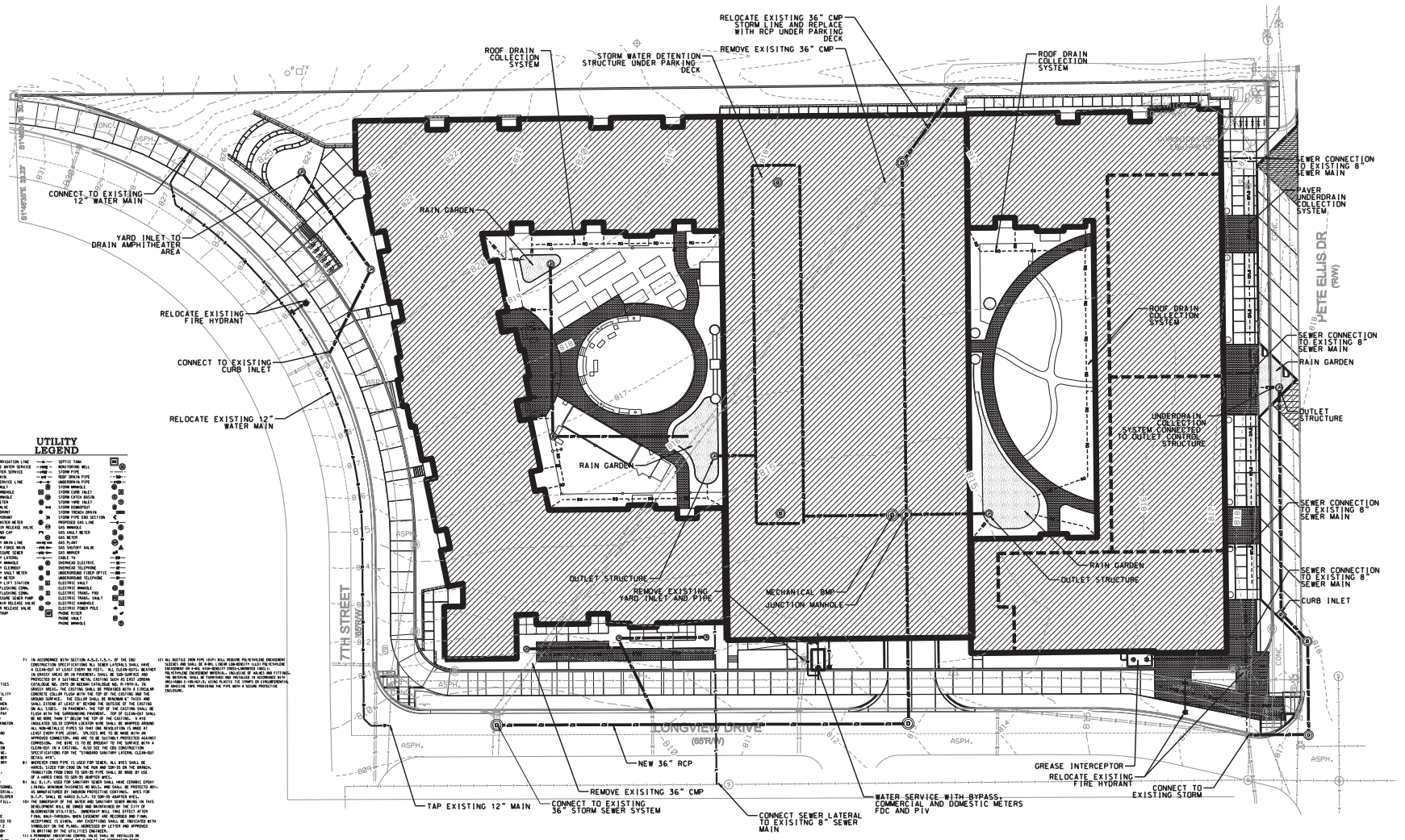
LUPTON RAUSCH
ARCHITECTURE & INTERIOR DESIGN



UTILITIES

AT&T (Phone)
Brent McCabe - (812) 334-4521
4517 E. Indiana Bell Ct.
P.O. Box 56
Bloomington, Indiana 47408
(812) 334-4594 Fax

DUKE ENERGY (Electric)
Kerry Dunker (812) 337-3055
1100 W. 2nd St.
Bloomington, IN 47403
(812) 331-5000 Fax

CITY OF BLOOMINGTON UTILITIES (Water/Sewer)
Nancy Hasan (812) 349-3689
600 E. Miller Dr.
Bloomington, IN 47402
(812) 349-3683 Fax

VECTREN (Gas)
Gary Hopkins (812) 330-4051
205 S. Madison
Bloomington, IN 47404
(812) 330-4057 Fax

COMCAST (Cable)
Scott Cripe (812) 355-7822
2450 S. Henderson St.
Bloomington, IN 47401
(812) 352-0129 Fax

UTILITY LEGEND

WATER IRRIGATION LINE
DOMESTIC WATER SERVICE
FIRE WATER SERVICE
WATER MAIN
WATER SERVICE LINE
WATER TEE
WATER HYDRANT
WATER MANHOLE
WATER METER
WATER VALVE
FIRE HYDRANT
FLUSH HYDRANT
WATER METER PIT
WATER AIR RELEASE VALVE
WATER END CAP
WATER TEE
SANITARY MAIN LINE
SANITARY FORCE MAIN
LOW PRESSURE SEWER
SANITARY LATERAL
SANITARY MANHOLE
SANITARY CLEANOUT
SANITARY VAULT METER
SANITARY METER
SANITARY LIFT STATION
SANITARY END CAP
DOUBLE PLUMBING CONN.
LOW PRESSURE SEWER PUMP
L.P.S. AIR RELEASE VALVE
P.D. AIR RELEASE VALVE
GREASE TRAP

SEPTIC TANK
MONITORING WELL
STORM PIPE
ROOF DRAIN PIPE
UNDERDRAIN PIPE
STORM INLET
STORM CURB INLET
STORM CATCH BASIN
STORM YARD INLET
STORM DOWNSPOUT
STORM TRENCH DRAIN
STORM PIPE END SECTION
PROPOSED GAS LINE
GAS MANHOLE
GAS METER
GAS VALVE
GAS PLANT
GAS SHUTOFF VALVE
GAS MARKER
CABLE TV
OVERHEAD ELECTRIC
OVERHEAD TELEPHONE
UNDERGROUND FIBER OPTIC
UNDERGROUND TELEPHONE
ELECTRIC VAULT
ELECTRIC MANHOLE
ELECTRIC TRANS. PAD
ELECTRIC TRANS. VAULT
ELECTRIC HANDHOLE
ELECTRIC POWER POLE
PHONE RISER
PHONE VAULT
PHONE MANHOLE

UTILITY NOTES

1) ALL PROJECTS WILL REQUIRE A PRE-CONSTRUCTION MEETING WITH THE CITY OF BLOOMINGTON UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR AND/OR DEVELOPER MUST CONTACT UTILITIES ENGINEERING DEPARTMENT AT (812) 349-3683 TO SCHEDULE THIS MEETING.
2) CONTRACTOR SHALL NOTIFY THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT ONE (1) WORKING DAY PRIOR TO CONSTRUCTION OF ANY WATER, STORM OR SANITARY SEWER UTILITY WORK. A CBU INSPECTOR MUST HAVE NOTICE SO WORK CAN BE INSPECTED, DOCUMENTED, AND A PROPER AS-BUILT MADE. WHEN A CONTRACTOR WORKS ON WEEKENDS, A CBU DESIGNATED HOLIDAY, OR BEYOND NORMAL WORK HOURS, THE CONTRACTOR WILL PAY FOR OVERTIME COSTS INCURRED BY THE CBU WORK CREW. FOR MORE INFORMATION, PLEASE CONTACT THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (812) 349-3683.
3) SEE SPECIFICATIONS FOR SIZES OF WATER SERVICE LINES AND SEWER LATERALS NOT SPECIFICALLY NOTED ON THE PLANS.
4) NO. 4 IF SHOWN ON THE PLANS: • MINIMUM SEWER ELEVATION. IT INDICATES THE LOWEST FLOOR ELEVATION THAT WILL ALLOW GRAVITY SEWER SERVICE WITHOUT A SPECIAL BACKWATER VALVE. ALL BASEMENT FLOOR DRAINS, TOILETS, AND OTHER FIXTURES MUST BE ABOVE THE RIM ELEVATION OF THE UPSTREAM SANITARY MANHOLE. IF NOT A BACKWATER VALVE MUST BE INSTALLED ACCORDING TO SEC. 4091-1 OF THE UNIFORM PLUMBING CODE. SEE SPECIFICATIONS PACKET FOR MORE DETAIL.
5) ON ALL EXISTING SANITARY MAINS, WYES SHALL BE CUT AND SLEEVED IN PLACE BY CITY OF BLOOMINGTON UTILITIES PERSONNEL. THE CONTRACTOR SHALL PROVIDE ALL MATERIALS AND CONSTRUCTION EQUIPMENT, AND LABOR NECESSARY FOR INSTALLATION. DEVELOPER SHALL PROVIDE ALL NECESSARY EXCAVATION, SHORING, BACKFILL, AND SURFACE REPAIR. PLEASE CONTACT NANCY HASAN AT (812) 349-3683 FOR MORE INFORMATION.
6) WHEN CONNECTING A NEW PIPE TO AN EXISTING MANHOLE, THE MANHOLE SHALL BE CORE-DRILLED. PIPE SHALL BE CONNECTED TO THE MANHOLE WITH A FLEXIBLE WATERTIGHT POSITIVE SEAL COUPLING CONNECTOR OR APPROVED EQUAL. BENCH AND INVERT SHALL BE MODIFIED AS NECESSARY TO DIRECT THE FLOW FROM THE NEW PIPE. INVERT OF CONNECTION SHALL BE NO MORE THAN ONE FOOT HIGHER THAN THE INVERT OUT FOR THIS STRUCTURE.
7) IN ACCORDANCE WITH SECTION 4.5.2.1.5.1. OF THE CBU CONSTRUCTION SPECIFICATIONS ALL SEWER LATERALS SHALL HAVE A CLEAN-OUT AT LEAST EVERY 90 FEET. ALL CLEAN-OUTS, AGAINST IN GRASSY AREAS OR IN PAVEMENT, SHALL BE SUB-SURFACE AND SHALL BE CONSTRUCTED USING A CBU APPROVED CLEAN-OUT CASTING CATALOGUE NO. 2503 SCREW-IN CASTING AND NO. 2504 BOLT-DOWN GRASSY AREAS. THE EXISTING SHALL BE PROVIDED WITH A CIRCULAR CONCRETE COLLAR FLUSH WITH THE TOP OF THE EXISTING AND THE GROUND SURFACE. THE COLLAR SHALL BE MINIMUM 6" THICK AND SHALL EXTEND AT LEAST 6" BEYOND THE OUTSIDE OF THE CASTING ON ALL SIDES. IN PAVEMENT, THE TOP OF THE CASTING SHALL BE FLUSH WITH THE SURROUNDING PAVEMENT. CLEAN-OUT SHALL BE PROVIDED AT BOTH ENDS OF THE SEWER LATERAL. USE ONLY NON-PERFORATED SOLID EXPANSION JOINTS WHEN CONNECTING TO ALL NON-METALLIC PIPES SO THAT ONE REMOVAL IS MADE AT LEAST EVERY PIPE JOINT. SPLICES ARE TO BE MADE WITH AN APPROVED CONNECTOR, AND ARE TO BE SOLIDLY PROTECTED AGAINST CORROSION. THE WYE IS TO BE BROUGHT TO THE SURFACE WITH A CLEAN-OUT IN A GRASSY AREA. ALSO SEE THE CBU CONSTRUCTION SPECIFICATIONS FOR THE "STANDARD SANITARY LATERAL CLEAN-OUT DETAIL".
8) INCREASER C900 PIPE IS USED FOR SIZES ALL WYES SHALL BE MARKED. SIZES FOR C900 ON THE RUN AND SDR-35 ON THE BRANCH. TRANSITION FROM C900 TO SDR-35 PIPE SHALL BE MADE BY USE OF A MARCO C900 TO SDR-35 ADAPTER WYE).
9) ALL D.I.P. USED FOR SANITARY SEWER SHALL HAVE CERAMIC EPOXY LINING. MINIMUM THICKNESS 40 MILS. AND SHALL BE PROTECTED WITH POLYWRAP. ALL FITTINGS SHALL BE CEMENT LINED AND SEAL COATED. D.I.P. SHALL BE MARCO D.I.P. TO SDR-35 ADAPTER WYES.
10) THE OWNERSHIP OF THE WATER AND SANITARY SEWER MAINS IN THIS DEVELOPMENT WILL BE OWNED AND MAINTAINED BY THE CITY OF BLOOMINGTON UTILITIES. OWNERSHIP WILL TAKE EFFECT AFTER FINAL WALK-THROUGH. WHEN EASEMENT ARE RECORDED AND FINAL ACCEPTANCE IS GIVEN. ANY EXCEPTIONS SHALL BE INDICATED WITH WRITTEN NOTICE GIVEN TO THE DEVELOPER'S ENGINEER AND APPROVED IN WRITING BY THE UTILITIES ENGINEER.
11) A PERMANENT INDICATING CONTROL VALVE SHALL BE INSTALLED ON THE FIRE LINE 10' ABOVE THE FLOOR AT THE TERMINATION POINT. THIS VALVE WILL BE USED TO HYDROSTATIC PRESSURE TEST AGAINST THE CLOSED VALVE AT THE CURB STOP AFTER THE INSTALLATION IS COMPLETE. THE V.I.V. WILL NOT BE REQUIRED FOR CONNECTION TO THE FIRE SUPPRESSION SYSTEM. PLEASE CONTACT NANCY HASAN (812-349-3689) FOR ADDITIONAL INFORMATION.
12) ALL DUCTILE IRON PIPE (DIP) WILL REQUIRE POLYETHYLENE ENCASEMENT SLEEVES AND SHALL BE 8-MIL LINEAR LOW-DENSITY (LLD) POLYETHYLENE TUBE OR SHEET. ALL BOLTS, NUTS, GASKETS AND APPURTENANCES TO BE POLYWRAP ENCASED. INSTALLATION OF SLEEVES AND FITTINGS ON THE MATERIAL SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH ANSI/AWWA C-105/A21.5, USING PLASTIC TIE STRIPS OR CIRCUMFERENTIAL OR ADHESIVE TAPE PROVIDING THE PIPE WITH A SECURE PROTECTIVE ENCLOSURE.

SITE UTILITY PLAN

2019.08.23

CURRY URBAN PROPERTIES

EAST LONGVIEW AVENUE
BLOOMINGTON, INDIANA 47408

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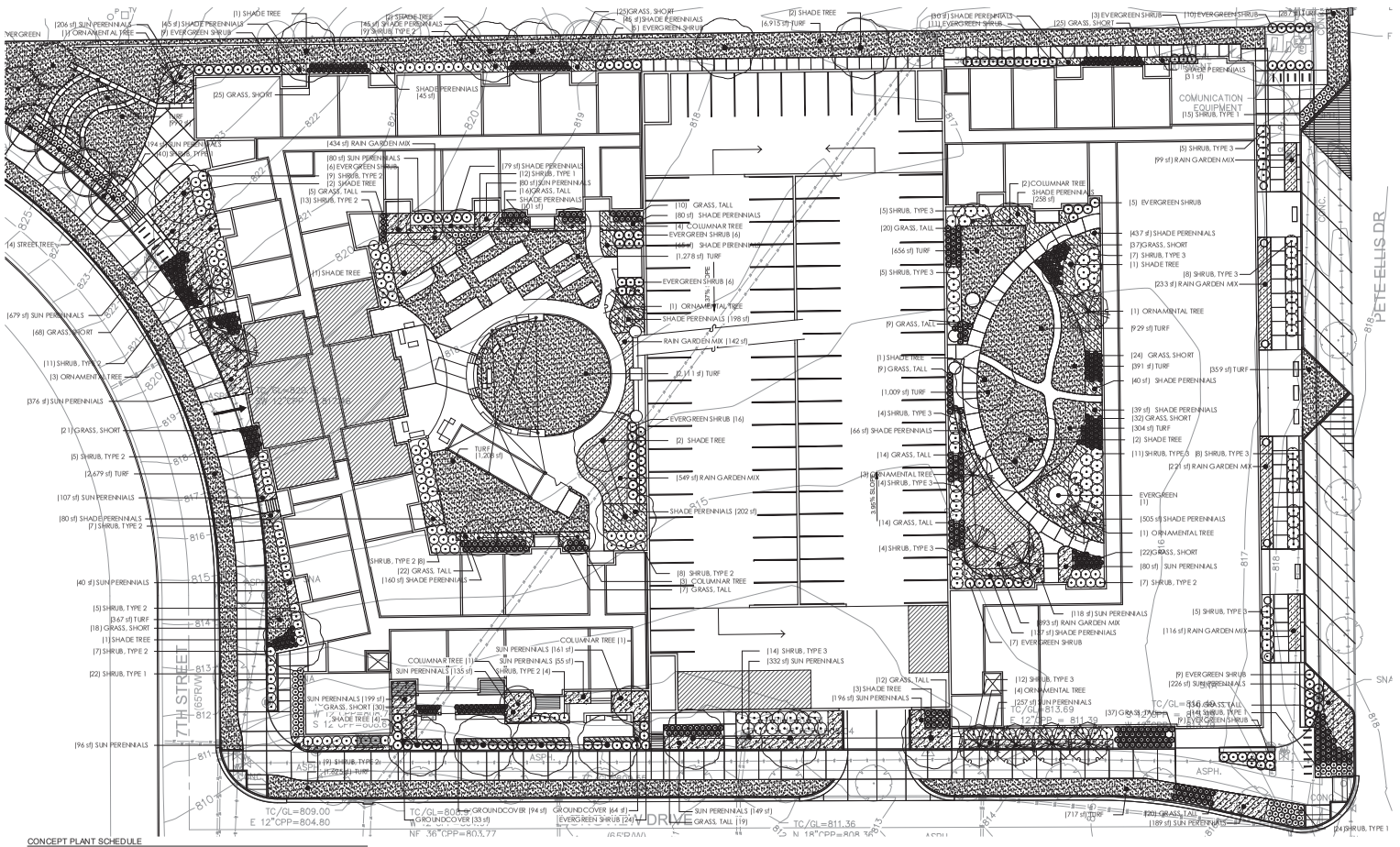

CONCEPT PLANT SCHEDULE

STREET TREE		4	
	Acer x freemanii 'Sienna' / Sienna Glen Maple		B & B
	Ginkgo biloba 'Presidential Gold' / Presidential Gold Maidenhair		B & B
	Gymnocladus dioica 'Espresso' / Kentucky Coffeetree		B & B
	Nyssa sylvatica 'Green Gable' / Black Tupelo		B & B
SHADE TREE		22	
	Aesculus x carnea 'Briotii' / Ruby Red Horsechestnut		B & B
	Liriodendron tulipifera 'Emerald City' / Emerald City Tulip Tree		B & B
	Quercus lyrata 'Highbeam' / Highbeam Overcup Oak		B & B
	Quercus shumardii / Shumard Red Oak		B & B
	Ulmus x 'Morton Stalwart' / Commendation Elm		B & B
COLUMNAR TREE		11	
	Acer x freemanii 'Armstrong' / Armstrong Freeman Maple		B & B
	Carpinus betulus 'Franz Fontaine' / Franz Fontaine Hornbeam		B & B
	Quercus macrocarpa 'Urban Pinnacle' / Urban Pinnacle Oak		B & B
	Quercus robur x bicolor 'Long' / Regal Prince Oak		B & B
	Tilia americana 'Boulevard' / Boulevard Linden		B & B
ORNAMENTAL TREE		14	
	Amelanchier x grandiflora 'Autumn Brilliance' / 'Autumn Brilliance' Serviceberry		B & B
	Cercidiphyllum japonicum / Katsura Tree		B & B
	Cercis canadensis / Multi-Stem Eastern Redbud		B & B
	Cornus x 'Rutban' / Aurora Flowering Dogwood		B & B

EVERGREEN SHRUB		126	
	Ilex glabra 'Compacta' / Compact Inkberry	#3	
	Ilex verticillata 'Red Sprite' / Red Sprite Winterberry	#3	
	Juniperus x pfitzeriana 'Kallay's Compact' / Pfitzer Juniper	#3	
SHRUB, TYPE 1		127	
	Ceanothus americanus / New Jersey Tea	#3	
	Cephalanthus occidentalis 'Sugar Shack' / Buttonbush	#3	
	Spiraea betulifolia 'Tor' / Birchleaf Spirea	#3	
	Spiraea japonica 'Little Princess' / Little Princess Japanese Spirea	#3	
SHRUB, TYPE 2		114	
	Fothergilla gardenii 'Mt. Airy' / Dwarf Witchalder	#3	
	Hydrangea quercifolia 'Alice' / Alice Oakleaf Hydrangea	#3	
	Hydrangea quercifolia 'Ruby Slippers' / Ruby Slippers Hydrangea	#3	
	Itea virginica 'Morton' / Scarlet Beauty Virginia Sweetspire	#3	
	Viburnum dentatum 'Christom' / Blue Muffin Arrowwood	3 gal	
SHRUB, TYPE 3		92	
	Aesculus parviflora / Bottlebrush Buckeye	5 gal	
	Callicarpa americana / American Beautyberry	#5	
	Physocarpus opulifolius 'Seward' / Summer Wine Ninebark	#5	
	Viburnum nudum 'Winterthur' / Smooth Witherod	#5	

GRASS, SHORT		327	
	Carex eburnea / Bristle-leaf Sedge		#1
	Sesleria autumnalis / Autumn Moor Grass		#1
	Sporobolus heterolepis / Prairie Dropseed		#1
GRASS, TALL		248	
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass		#1
	Koeleria macrantha / Prairie Junegrass		#1
	Panicum virgatum 'Shenandoah' / Switch Grass		#1
GROUNDCOVER		191 sf	
SUN PERENNIALS		3,937 sf	
	Amsonia tabernifolia / Arkansas Blue-star	2,632	#1 15" oc
	Aster oblongifolius 'Raydon's Favorite' / Aromatic Aster	1,828	#1 18" oc
	Baptisia x 'Midnight Prairieblues' / Midnight Prairieblues Wild Indigo	1,029	#1 24" oc
	Echinacea purpurea 'Powwow Wild Berry' / Purple Coneflower	2,632	#1 15" oc
	Heleium autumnale 'Mariachi Salsa' TM / Sneezeweed		flat
	Iris sibirica 'Caesar's Brother' / 'Caesar's Brother' Siberian Iris	1,828	#1 18" oc
	Liatris spicata 'Kobold' / Spike Gayfeather	2,632	#1 15" oc
	Phlox paniculata 'David' / White Summer Phlox		flat
	Rudbeckia fulgida var. sullivantii 'Goldsturm' / Black-eyed Susan	1,828	#1 18" oc

SHADE PERENNIALS		2,687 sf	
	Adiantum pedatum / Northern Maidenhair Fern	699	#1 24" oc
	Anemone x hybrida 'Honorine Jobert' / Japanese Anemone	1,242	#1 18" oc
	Aquilegia canadensis / Eastern Columbine	1,788	#1 15" oc
	Astilbe chinensis 'Visions in Pink' / Chinese Astilbe	1,242	#1 18" oc
	Astilbe chinensis 'Visions in White' / Chinese Astilbe	1,242	#1 18" oc
	Blumenmacrophylla 'Jack Frost' / Siberian Bugloss	1,242	#1 18" oc
	Hosta x 'Brother Stefan' / Plantain Lily	699	#1 24" oc
	Hosta x 'Sum and Substance' / Plantain Lily	699	#1 24" oc
	Itea bilanca 'White Swirl' / White Swirl Sweetspire Iris	1,242	#1 18" oc
	Osmunda cinnamomea / Cinnaman Fern	699	#1 24" oc
	Pachysandra terminalis 'Green Carpet' / Japanese Spurge	1,788	4"pot 15" oc
	Polygonatum odoratum 'Variegatum' / Variegated Solomon's Seal	1,788	#1 15" oc
	Tiarella cordifolia 'Pink Skyrocket' / Foamflower	1,242	#1 18" oc
RAIN GARDEN MIX		2,688 sf	
	Carex annectans var. xanthocarpa / Yellow Fox Sedge	2,794	4"pot 12" oc
	Carex frankii / Frank's Sedge	2,794	4"pot 12" oc
	Carex vulpinoidea / Brown Fox Sedge	2,794	4"pot 12" oc
	Chelone glabra / White Turtle-head	2,794	4"pot 12" oc
	Iris virginica var. shrevei / Shreve's Blue Flag Iris	2,794	4"pot 12" oc
	Juncus effusus / Soft Rush	2,794	4"pot 12" oc
	Juncus tonrey / Torrey's Rush	2,794	4"pot 12" oc
	Lobelia cardinalis / Cardinal Flower	2,794	4"pot 12" oc
	Mimulus ringens / Monkeyflower	2,794	4"pot 12" oc
TURF		21,827 sf	
	Turf Sod / Drought Tolerant Fescue Blend	sod	

LANDSCAPING PLAN
NOT TO SCALE

2019.08.23

CURRY URBAN PROPERTIES

EAST LONGVIEW AVENUE
BLOOMINGTON, INDIANA 47408

Smith Brehob & Associates, Inc.
453 S. Clarizz Boulevard
Bloomington, Indiana, 47401
Telephone: (812) 336-6536
Web : www.smithbrehob.com
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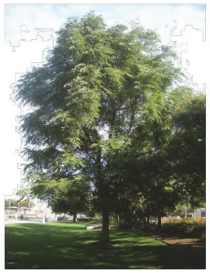
RUNDELL ERNSTBERGER ASSOCIATES
LANDSCAPE ARCHITECTURE + PLANNING + URBAN DESIGN + CIVIL ENGINEERING
Indianapolis | Louisville | www.reaolin.com

LUPTON RAUSCH
ARCHITECTURE + INTERIOR DESIGN

STREET TREES


Sienna Glen Maple


Presidential Gold Ginkgo


Espresso Kentucky Coffeetree


Green Gable Black Tupelo

SHADE TREES


Ruby Red Horsechestnut


Emerald City Tulip Poplar


Highbeam Overcup Oak


Shumard Oak


Commendation Elm

COLUMNAR TREES


Armstrong Freeman Maple


Franz Fontaine European Hornbeam


Regal Prince Oak


Urban Pinnacle Bur Oak


Boulevard American Linden

EVERGREEN TREE


Eastern White Pine

STREET TREES


Sneezeweed


Blue Star


Black-eyed Susan


Cinnamon Fern


Jack Frost Brunnera


Foamflower


False Indigo


Variegated Solomon's Seal


Brother Stefan Hosta


White Swirl Iris


Eastern Columbine


Kobold Blazingstar


Sum & Substance Hosta


Japanese Spurge


White Phlox


Caesar's Brother Iris


Northern Maidenhair Fern


White Astilbe


Purple Coneflower


Honorine Jobert Anemone


Raydon's Favorite Aromatic Aster


Pink Astilbe

ORNAMENTAL TREES


Autumn Brilliance Serviceberry


Katsura Tree


Multi-stem Eastern Redbud


Aurora Flowering Dogwood

GRASSES & RAIN GARDEN PLANTS

SHRUBS


Compact Inkberry


Red Sprite Winterberry


Kalley's Compact Juniper


Sugar Shack Buttonbush


Tor Birchleaf Spirea


Little Princess Spirea


Scarlet Beauty Sweetspire


Winterthur Smooth Witherod


Alice Oakleaf Hydrangea


Ruby Slippers Oakleaf Hydreangea


American Beautyberry

PLANTING PALETTE

2019.08.23

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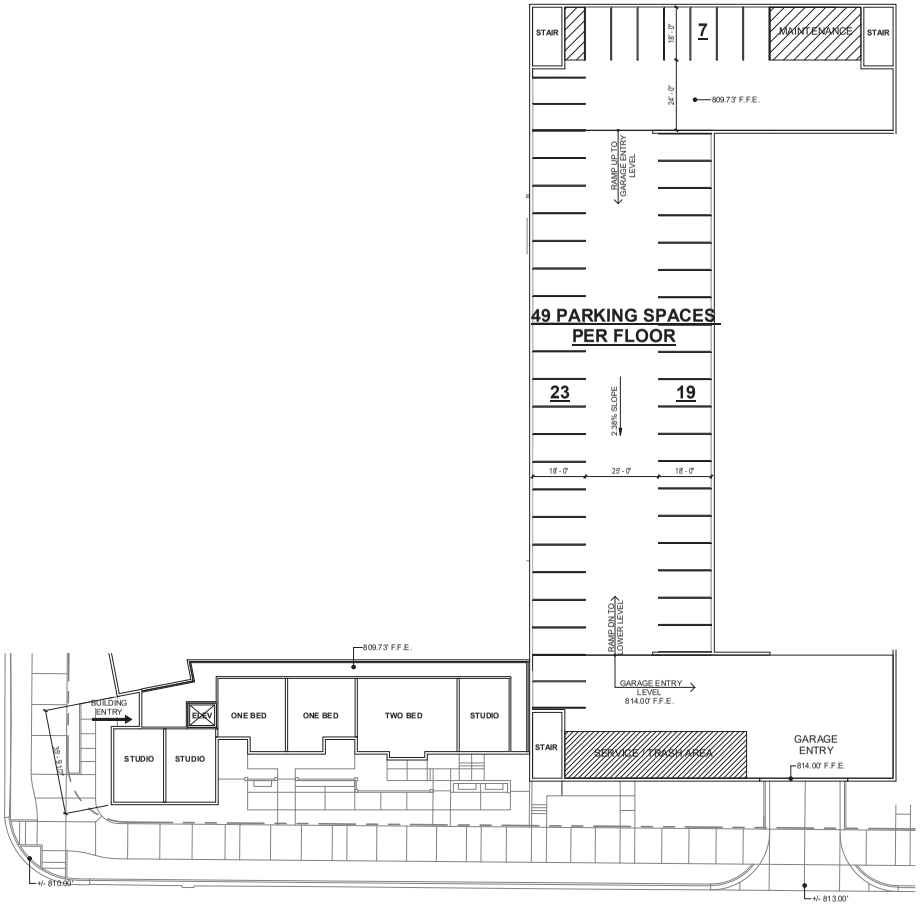

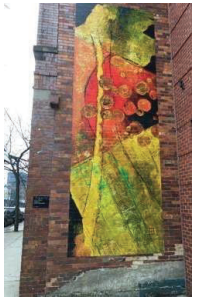

EXTERIOR PRECEDENT IMAGERY

0 4' 8' 16' 24' 32' FEET
SCALE

LOWER LEVEL PLAN

2019.08.23

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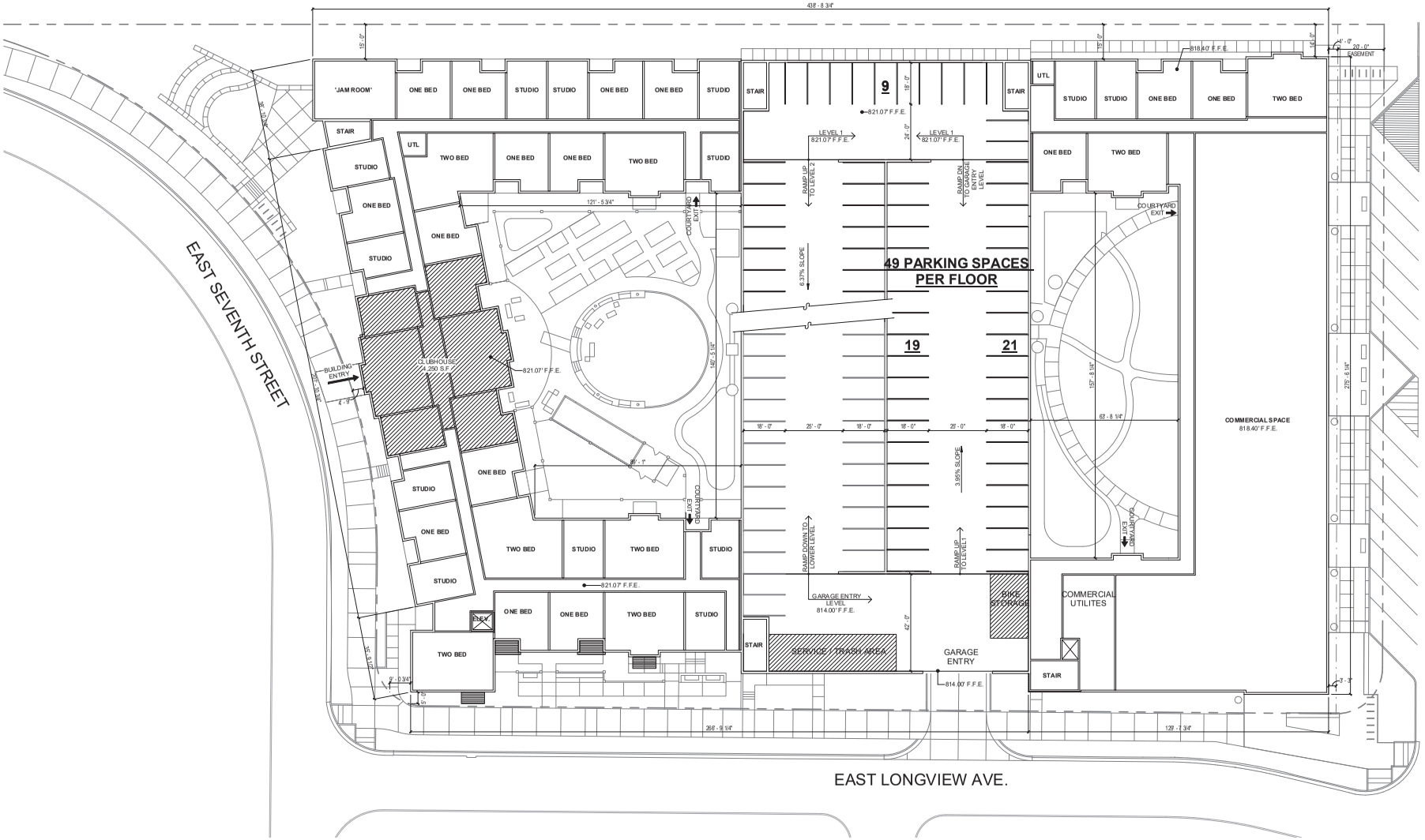

SCALE

FIRST FLOOR PLAN

2019.08.23

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SCALE

SECOND FLOOR PLAN

2019.08.23

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THIRD FLOOR PLAN

2019.08.23

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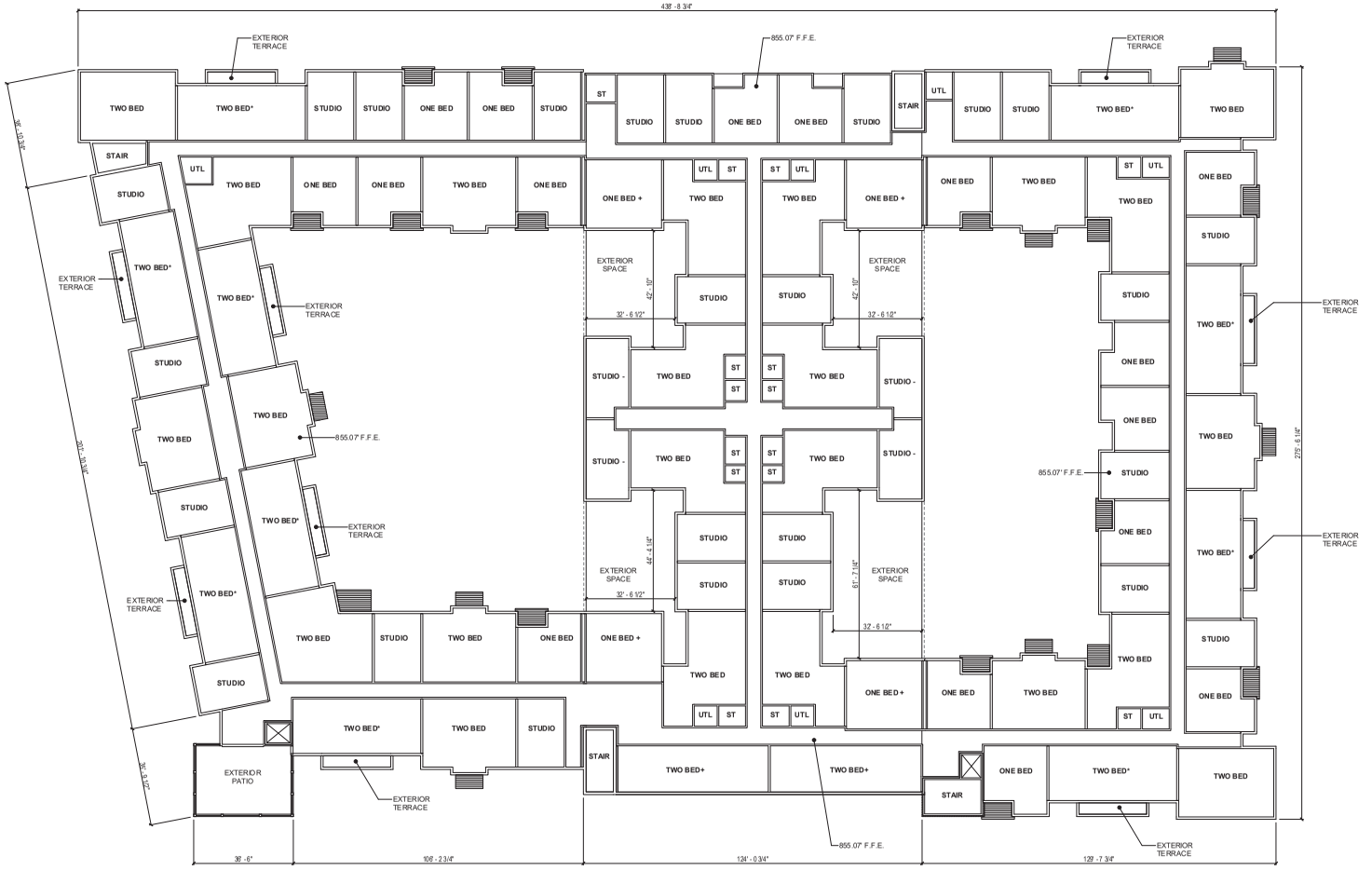

0 4' 8' 16' 24' 32' FEET
SCALE

FOURTH FLOOR PLAN

2019.08.23

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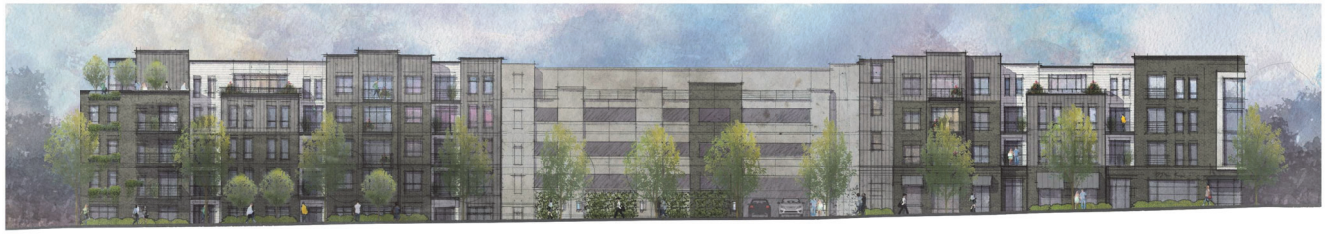
EAST ELEVATION - PETE ELLIS DRIVE



SOUTH ELEVATION - LONGVIEW AVENUE

WEST ELEVATION - SEVENTH STREET

NORTH ELEVATION

0 4' 8' 16' 24' 32' FEET
SCALE

COLORED ELEVATIONS

2019.08.26

CURRY URBAN PROPERTIES

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LUPTON RAUSCH
ARCHITECTURE + INTERIOR DESIGN

September 23, 2019

Doris Sims, Director
Housing & Neighborhood Development
City of Bloomington
401 N Morton Street
Bloomington, IN 47404

RE: REVISION 2.0 Curry Urban Properties – Planned Unit Development
Longview & Pete Ellis Drive

Dear Doris:

Curry Urban Properties (Petitioner), is pleased to bring its proposed, mixed-use development to the city of Bloomington. Pursuant to our recent conversations and meetings related to the subject matter, Petitioner offers the below workforce housing commitments in fulfilling a public benefit for Bloomington:

- Petitioner will commit to offering 10% of the total bedrooms within its project to income earners whose annual income is not more than 100% of HUD's Area Median Income (for Monroe County – Bloomington*) or AMI at the time of the lease. The base rental rate shall not exceed an amount equal to 25% of the adjusted AMI at the time of the lease.
- Petitioner will commit to offering 5% of the total bedrooms within its project to income earners whose annual income is not more than 120% of HUD's Area Median Income (for Monroe County – Bloomington*) or AMI at the time of the lease. The base rental rate shall not exceed an amount equal to 25% of the adjusted AMI at the time of the lease.
- Said commitment will remain in place for a period of ninety-nine (99) years.
- The base rental rate shall be inclusive of utilities with the exception of cable/internet, and electricity. As to Petitioner including water/sewer in the base rental rate: In the event the individual units within the property are separately metered or sub-metered for water/sewer utility, to discourage waste and encourage preservation, Petitioner (or property landlord) shall have the right to pass through to tenant the amount of monthly billing/usage that exceeds the average monthly billing (based upon usage) for same/similar sized units at the property. This is true for ALL units in the building.
- Location and unit finish premiums, furniture, washer/dryer are not considered base rental rate amounts throughout the property and will therefore not be included in base rental rates, rather these will be additions to base rent rates. This is true for ALL units in the building.

**AMI for 2019 for Bloomington is mutually agreed by Petitioner and The City of Bloomington to be $51,700*

As Petitioner is proposing a development whose unit mix will approximate 70% studio and one-bedroom units, those units being committed be limited to studio and one-bedroom units. Petitioner will market to income earners in the provided AMI ranges and will maintain a list of such prospective, qualified tenants who will be offered units which become available (vacant units) on a first-come, first-serve basis.

We are excited to progress this project through the final entitlement process and look forward to working closely with the city of Bloomington to its successful completion and operation.

Kind Regards,

Curry Urban Properties, LLC
Tyler E. Curry