CITY OF BLOOMINGTON

PLAN COMMISSION

July 10, 2017 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL

CITY OF BLOOMINGTON
PLAN COMMISSION
July 10, 2017 @ 5:30 p.m. ❖ **City Council Chambers - Room #115**

ROLL CALL

MINUTES TO BE APPROVED:

April 24, 2017 – PC Special Hearing Comprehensive Plan
April 25, 2017 – PC Special Hearing Comprehensive Plan
May 8, 2017

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITIONS CONTINUED TO: August 14, 2017

SP-06-17 **Mara Jade Holdings, LLC**
****Plan Commission vote required to continue**
318 E. 3rd St.
Site plan approval for a 4-story mixed-use building.
Case Manager: Eric Greulich

SP-07-17 **Annex Student Living (Kyle Bach)**
313, 317, 325, 403 & 409 E 3rd St., and 213 S. Grant St.
Site plan approval for a 4-story mixed-use building and a 5-story mixed-use building.
Case Manager: Amelia Lewis

PETITIONS:

PUD-19-17 **Sentinel Indiana LLC**
3809 S. Sare Rd.
PUD Final Plan for one multi-family building.
Case Manager: Jackie Scanlan

BLOOMINGTON PLAN COMMISSION **CASE #: PUD-19-17**
STAFF REPORT **DATE: July 10, 2017**
Location: 3809 S. Sare Road

PETITIONER: Sentinel Indiana LLC
3321 S. Cheekwood Lane, Bloomington

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

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

REQUEST: The petitioner is requesting a PUD Final Plan approval for a multi-family building.

BACKGROUND:

Area:	4.7 acres
Current Zoning:	Planned Unit Development
GPP Designation:	Urban Residential / Parks/Open Space
Existing Land Use:	Vacant
Proposed Land Use:	Dwelling, Multi-Family ; Park
Surrounding Uses:	North – Business/Professional Office
	West – Assisted Living / Dwelling, Single-Family
	East – Vacant
	South – Vacant

REPORT: The property is located at the south of the corner of Sare Road and Canada Drive and is zoned Planned Unit Development (PUD). The property is located on Parcel H in the Canada Farm Planned Unit Development, which was approved in 1996. The east fork of Jackson Creek runs along a portion of the southeastern side of the property. Surrounding land uses include office buildings to the northeast on the opposite side of Canada Drive, and an assisted living facility as well as single-family residential on the west side of Sare Road. The property immediately to the south/southeast of the petition site is part of the same PUD, vacant, and is more heavily constrained by Jackson Creek. The petition site is vacant.

The petitioner proposes to develop this property by building one L-shaped building at the northwest corner of the site, containing three stories of multi-family residential units. The proposed building contains 31 one-bedroom units and 26 two-bedroom units, for a total of 83 bedrooms. The site would also be developed with 36 surface parking spaces to the southeast of the building, and 15 garage parking spaces. The roof of the garage area will be used as an outdoor amenity space for tenants, including more than 50% of the space being covered by a planter system to incorporate native plant species.

There are some environmentally sensitive areas on the site, including areas with mature trees and floodplain. The development will take place on approximately 1.85 acres of the 4.7 acre parcel. A new portion of the Jackson Creek Trail will be provided by the developer at the southern end of the property. The existing side path on Sare Road has an area that

frequently washes out which will be corrected with this petition. The new portion of the Trail on the south side of the site will be connected to the existing side path on Sare Road. This will be the only disturbance in the floodplain and a majority of the trees on the site will be preserved. A permit from the Indiana Department of Natural Resources will be required. The location of the trail in the floodplain was established with the PUD and reaffirmed with subsequent City plans.

GROWTH POLICIES PLAN: This property is designated as *Urban Residential* and *Parks/Open Space*. The GPP notes the following about redevelopment in the *Urban Residential* area:

- *when development occurs in new urban growth areas, the goal should be to encourage higher densities, ensure street connectivity, and protect existing residential fabric;*
- *Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as to commercial activity centers;*
- *Provide for marginally higher development densities while ensuring the preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between the new development and adjacent existing neighborhoods.*

The GPP notes the following about redevelopment in the *Parks/Open Space* area:

- *Link existing and future City Parks with greenway trail facilities through the implementation of the Alternative Transportation & Greenways System Plan;*
- *During the development review process, floodways and other environmentally constrained areas should be placed in conservancy easements in order to protect these environmentally sensitive features*
- *Parks planning should coordinate closely with existing and future transit routes so that people without access to cars can reach community-scale parks.*

FINAL PLAN ISSUES:

Residential Density: The maximum residential density allowed on Parcel H of the Canada Farm PUD is 28 units for the entirety of the 4.7 acres, totaling 5.95 DUEs per acre. The petitioner is proposing a density of 25.91 DUEs, meeting the density requirements. The building will include 31 one-bedroom flats and 26 two-bedroom flats, for a total of 57 units.

Height: A height maximum for Parcel H was not discussed in the original PUD. As a result, staff matched the allowable density to the zoning district with the closest density in the Unified Development Ordinance and determined that the height maximum of 40 feet in the Residential Multi-Family (RM) zoning district is the most appropriate. The development meets height requirements.

Parking and Surrounding Roads: 36 surface parking spaces are provided on-site, as well as 15 individual garage spaces, for a total of 51 on-site spaces for the proposed 83 bedrooms. A portion of the parking area will be paved with permeable pavers. 9 parallel parking spaces are proposed to be added to the right-of-way along Canada Drive

immediately adjacent to the site. Canada Drive is a dead end road. At the time of the PUD approval, future expansion of Canada Drive to the east was planned, however a bridge would be required to cross Jackson Creek and the current platted right-of-way location does not appear to be adequate to accommodate a sensitive crossing required. The road will not be extended to the end of the parcel with this petition.

Access: There are two vehicular accesses to the parking spaces behind the building, one from Sare Road and one from Canada Drive. The Sare Road entrance is planned to roughly align with an existing vehicular entrance on the west side of the road.

Bicycle Parking: 14 bicycle parking spaces are required. 7 of these spaces are required as covered Class II spaces, and 4 are required as long term Class I spaces. The petitioner lists multiple locations for bicycle parking and a condition is included that the locations will meet the bicycle parking requirements.

Architecture/Materials: While the original PUD did not include detailed architectural standards like those we see in the current UDO, the proposal does meet the architectural standards found for developments in the multi-family residential zones. The building is designed to visually read as roughly 11 separate buildings. The 'buildings' will be comprised of different material colors, window design, and roof pitches and heights. Inset doorways, awnings, and functional and Juliet balconies are also incorporated to increase interest. A number of the first floor facades are designed with smooth limestone blocks, while others incorporate colored EIFS to the ground floor. All facades incorporate EIFS on the upper floors.

At the PC work session, Plan Commissioners requested to know if the developer has experience with EIFS. The developer used EIFS on recently completed buildings at the southeast corner of Sare and Rogers Roads.

Streetscape: The building will be oriented toward Sare Road and Canada Drive with pedestrian entrances on both frontages. Street trees will be installed no more than 40' apart on both frontages if healthy trees do not already exist. Sare Road right-of-way grade drops roughly 8 feet from the corner of Canada Drive to the south end of the proposed development. As a result, the southern end of the building will be above Sare Road grade. Stairs are included from the existing side path to the building. The entrances along Canada Drive are at grade. Bicycle parking is planned at the pedestrian entrances.

Pedestrian Facilities/Alternative Transportation: An existing side path on Sare Road will remain. The petitioner will upgrade a portion of the path near a culvert that consistently washes out with heavy rain.

A portion of the East Fork of the Jackson Creek Trail will be built on the southeast part of the site, which will also connect to the existing side path. This trail connection was committed to with the original PUD and was also shown in the Bicycle and Pedestrian Safety and Greenways Plan (BPSGP) and the Jackson Creek Master Trail Plan. The petitioner is showing the trail stubbing to the southern end of the parcel, which is not a necessary connection. Only the connection to the existing side path is required. While the portion of the Trail on the petition site will not immediately connect to the Trail to the north, the Parks and Recreation Department prefers that the trail be built near the Creek, as

shown in the BPSGP, as opposed to a side path along Canada Drive that may be able to connect sooner. The petitioner will work with Linda Thompson, the City's Environmental Planner, as well as with the Parks and Recreation Department to identify the location that protects the maximum number of trees while serving the purposes of Parks. The petitioner will work with Parks and Recreation Department staff on an agreement of ownership and maintenance of the Trail.

There are Bloomington Transit bus stops at the southeast and northwest corners of Sare Road and Canada Drive. Two bus routes utilize the existing stops. No additional Bloomington Transit facilities are required with the development.

A sidewalk and street tree plot will be installed along Canada Drive with adjacent parallel parking. Existing utilities in the future tree plot will require some trees to be planted on the petition site and/or replaced with smaller trees and shrubs.

Environmental Considerations: The petition site has a number of environmentally sensitive areas. While the majority of the development will take place on an existing clear portion of the parcel, some of the wooded area on the parcel will be removed for the development. The parcel is 4.7 acres and the approximate existing canopy cover is 1.85 acres or 39% of the site. The UDO requires that 80% of the existing canopy cover be maintained. This amounts to 1.48 acres required.

Some steep slope areas at the southern end of the proposed development area will be disturbed, but will stay within the 50% range permitted by the UDO.

Floodplain is present on the site, as can be seen in the aerial and location exhibits. The development site will not encroach into the floodplain. However, the required Trail connection will be constructed in the floodplain and will meet the UDO floodplain development standards. A DNR construction in a floodplain permit is required prior to any disturbance.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made 3 recommendations concerning this development:

1.) The Petitioner should increase the number of native plant species which are beneficial to pollinating animals and insects.

    Response: The PUD Final Plan must meet the landscaping requirements of the UDO. This includes mostly native plans, but is not exclusively native plants.

2.) The Petitioner should provide a solar-energy system, and electric-vehicle charging stations.

    Response: This is not a requirement of the UDO or the Canada Farm PUD.

3.) The Petitioner shall include all areas set aside as environmental features into Conservancy Easements, place required signage, and provide a Facilities Plan, as required in the UDO.

Response: This is included as condition of approval #4.

CRITERIA AND FINDINGS FOR FINAL PLAN: The UDO does not list specific findings criteria for PUD Final Plans, but does list what items shall be considered by the Plan Commission in a review:

(A) The written statement and supportive material submitted by the petitioner;

Recommended Finding: The petitioner has provided all required materials.

(B) The PUD District Ordinance;

Recommended Finding: The proposed petition meets the original PUD District Ordinance guidance, including the planned multi-family density and trail connection.

(C) The Preliminary Plan;

Recommended Finding: The proposed petition meets the preliminary plan guidance, including the planned multi-family density and trail connection.

(D) The Final Plan;

Recommended Finding: The petition is the Final Plan for the site.

(E) Any commitments or conditions of approval attendant to prior approvals;

Recommended Findings:

- The petitioner will construct the portion of the East Fork of the Jackson Creek Trail that is on the site, as committed to in the original approval.
- The petitioner will improve the culvert area of the existing side path, as discussed and proposed in previous Final Plan approvals.

(F) Any applicable section of the Unified Development Ordinance;

Recommended Finding: The petition meets architectural, height, and environmental standards in the UDO that were lacking in the original PUD.

(G) Additional information as may be required by the Plan Commission to evaluate the application;

Recommended Finding: The Plan Commission will have opportunity to request additional information at the hearing if necessary.

CONCLUSION: This petition meets all density, use, and design requirements of the original Canada Farm PUD and is consistent with the multi-family development originally identified for this area. The development is designed to be sensitive to the environmental constraints of the parcel, while providing a community benefit with the trail extension, side

path upgrade, and tree preservation area. The petition provides a multi-family development on an existing transit line that incorporates architectural variability and open space for the tenants with incorporation of a native species installation.

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

1. Petitioner must work with the Environmental Planner and the Parks and Recreation Department to identify the best location for the Jackson Creek Trail extension and connection. The location should disturb the least number of trees while meeting the Parks and Recreation Department design and ownership goals for the path.
2. Prior to issuance of a grading permit, the final plan must be updated to
    a. Identify locations for all of the required covered bicycle parking,
    b. Comply with all landscaping requirements, and
    c. Preserve the required percentage of tree canopy, equals 1.48 acres.
3. Prior to any disturbance in the regulated floodplain, the petitioner shall acquire and submit a copy of a Construction in a Floodway permit from the Indiana Department of Natural Resources before disturbance in the floodplain.
4. Prior to final occupancy, the petitioner shall submit a facilities plan and record a conservancy easement that encompasses all required preservation areas.

MEMORANDUM

Date: July 3, 2017

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: PUD-19-17: Canada Farms Parcel H, Sentinel Indiana, Inc.
3809 S. Sare Rd.

The purpose of this memo is to convey the recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environmental integrity of this already rather-green plan. The Petitioner's request is to construct a multi-family apartment building.

The EC applauds the Petitioner for the environment-enhancing features built into the site design and the building. Some of the promised features include the following.

- use of local limestone
- recycling space provided
- part of the garage rooftop deck will be covered with a planter system
- LED lighting package
- white roof membrane
- use of some native vegetation
- detention basin planted as a rain garden
- use of permeable pavement in the parking lot

ISSUES OF SOUND ENVIRONMENTAL DESIGN

1.) LANDSCAPING
The EC believes that the proposed site represents an opportunity to enhance that special sense of environmental character that Bloomington is known for, by demonstrating through example that development and environmental protection can coexist. Fortunately, the Petitioner committed to using some native plants, but should consider increasing the number of species beneficial to pollinating animals and insects.

2.) GREEN BUILDING
The EC recommends that the Petitioner take their green building practices further by including a solar-energy system, and providing electric-vehicle charging stations.

3.) The Unified Development Ordinance (UDO), 07.07; Design Standards states that all areas determined not to be developable per Chapter 20.05; Environmental Standards, shall be placed

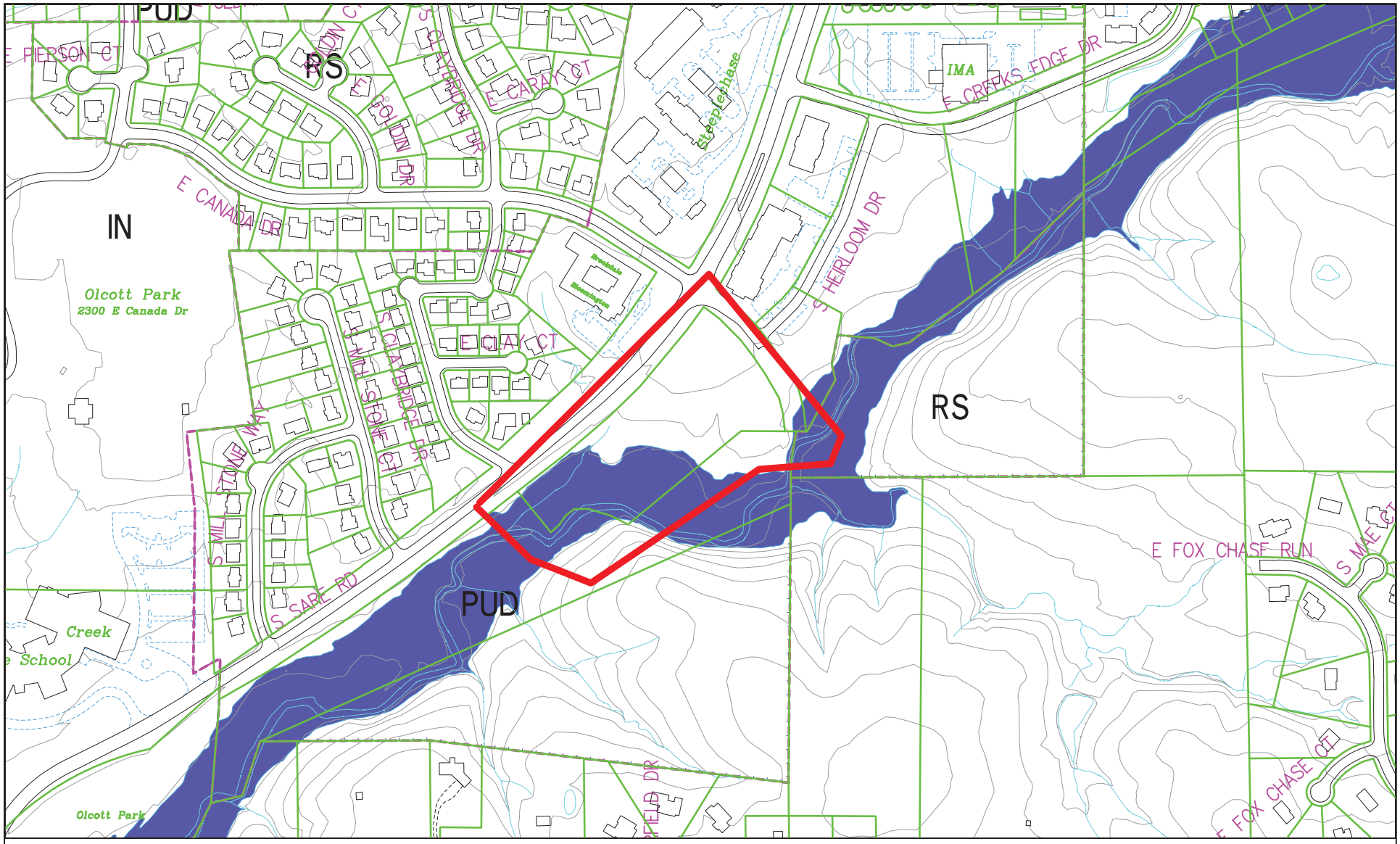
within preservation/conservation easements on the plat. All proposed plats submitted for approval under the provisions of Chapter 20.06; Subdivision Regulations shall preserve environmental features per the requirements of Chapter 20.05; Environmental Standards. Facilities Plans shall also be provided in accordance with Section 20.07.090; Facilities Plan Standards.

EC RECOMENDATIONS

1.) The Petitioner should increase the number of native plant species which are beneficial to animals and insects that pollinate plants.

2.) The Petitioner should provide a solar-energy system, and electric-vehicle charging stations.

3.) The Petitioner shall include all areas set aside as environmental features into Conservancy Easements, place required signage, and provide a Facilities Plan, as required in the UDO.



By: scanlanj
26 May 17

400 0 400 800 1200 1600

For reference only; map information NOT warranted.

N

City of Bloomington
Planning & Transportation

Scale: 1" = 400'

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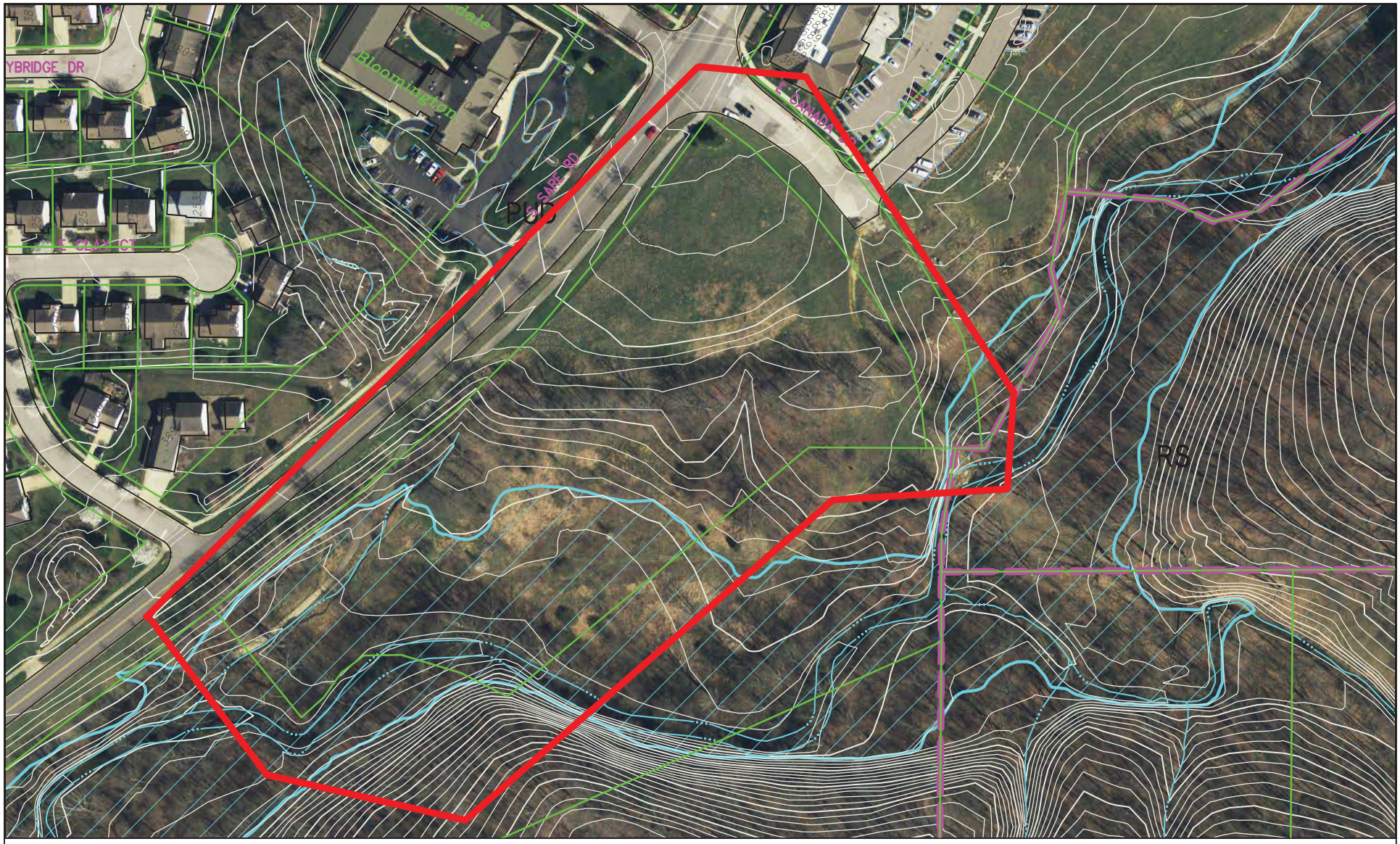

By: scanlanj
26 May 17

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For reference only; map information NOT warranted.

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City of Bloomington
Planning & Transportation

Scale: 1" = 150'

(12)

STUDIO THREE DESIGN

June 26th, 2017

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

Attn: Mrs. Jackie Scanlan

RE: Canada Farm

PETITIONERS STATEMENT

Dear Mrs. Scanlan,

Studio 3 Design is pleased to submit the attached Sentinel Building development located on the Canada Farm PUD, for Plan Commission consideration. 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 questions that you may have.

Project Location

The project is located at the SE corner of Sare Road and Canada Park Drive and is located on Parcel H of the Canada Farm Planned Unit Development approved by the City of Bloomington in 1996. Parcel "H" of the development was designated for multifamily development at a density of 6 units per acre. The site is 4.7 acres in size and the maximum density approved by the PUD was 28 units.

Project scope:

The site development utilizes 1.85 acres of the total 4.70 acre site. These represents a preservation value of 60% of the site in its present condition. The building in turn takes advantage of this great site amenity by being shaped in an "L" configuration with the public amenity space in the corner of the "L" facing out to the preserved wooded landscape. Additionally the apartments around the rear of the building and the outdoor seating and gathering zones are tucked away from the noise of the street with views out toward the woods.

The project consist of a single building three stories tall with a maximum allowable height of 40'.
The building will be 100% residential with amenity space for the residents. There is no requirement for commercial at this development.

The building will be slab on grade with the site built up to provide a level pad for the structure.

To the rear of the building. Two forms of parking will be provided. On grade open air parking and individual garages that will serve as a retaining wall for the site as well as create an opportunity for outdoor living space on top of the garages facing the wooded landscape to the SE.

The development will be comprised of all one and two bedroom units with a one to one unit to parking space plus 8 additional spaces for visitor and or use with some of the two bedroom units. This mix will focus on a tenant mix that prefers a quieter more peaceful setting away from the high traffic zones of the downtown.

Apartment Types (Total Project)	Count	Beds
1 Bedroom Flat	31 Units	31 Beds
2 Bedroom Flat	26 Unit	52 Beds
	57 Units	**83 Beds**

Property density:

Site: = **4.7 acres**

5.73 DUE per acre x 4.7 =		**26.9 DUE allowed**
1 Bedroom Flat	.25 DUE x 31 =	7.75 DUE's
2 Bedroom Flat	.66 DUE x 26 =	17.16 DUE's
		24.91 DUEs used

Parking Counts

Parking is provided on site off of Canada Drive	9 spaces
On site – open air parking	36 spaces
Individual garages	15 spaces
Total Space	**60 parking spaces**

Build to Line

Based on the existing PUD. The building setback line is a minimum of 25' feet off the property line on both Sare Road and Canada Drive.

Building Height

The PUD is silent on the allowable height. The only reference under General Architectural Character for residential areas is that "Condominiums and apartments will most likely be used in the highest density parcels (12-15 units per acre). These can be three story buildings.

Since the PUD does not provide a specific height the site is compared to other sites with similar zoning. In the case of this project, the height limit has been set at **40'-0"** for the building to match the RM Development Standards of the UDO.

Building Character

The building is being developed to have the look and feel of multiple buildings with the inspiration being that of an Italian streetscape in Venice. The two primary facades of the building with be broken down into multiple modules with each representing a unique building, articulated in a variety of materials, colors, textures and fenestration. Along Sare Road there will be 7 building modules or facades and on Canada Park Drive there will be 5 building facades with the corner articulated as a single structure. In addition to the use of material and color, the building modules will be defined by changes in height and in many cases a change in horizontal plain. Points of entry and or private patio areas will be highlighted with doorways- both recessed (which will denote a building entrance and patio style for a private unit.

Building Entrances

The apartments are ganged together in pods of 4 units per floor on the wings and 2 units per floor at the corner. As such there are multiple entrances to the building serving the various pods. Three (3) along Sare and (2) on Canada Park Drive. Each of these entrances is associated with a building module and is recessed slightly from the building façade. At the modules where a building entrance does not exist, a secondary private patio entrance is provided to continue the feel of each module having an entrance along the street front. At the back side of the building the five (5) building entrances carry thru the building and provide a point of entry from the rear courtyards and parking.

Streetscape

Building entries along Sare Road will extend to the existing 8' asphalt side path already in place. On-street parking and a 5' concrete sidewalk will be developed along the Canada Park Drive frontage. Street trees will be installed along both frontages at 40' spacing if not already in existence and of good health.

Window detailing

A variety of window styles and sizes will be provided, each with a rectangular proportion. Window units will be ganged in groupings of 2 or 3 windows with others being simple punched openings. Window grills will create the feel of divide light units and in some instances, shutters will flank the windows.

Building Materials

A variety of building materials will be incorporated into the various building facade modules. The base of the building will be in a mix of rough and smooth faced limestone blocks. In some cases this will be used to create a water table 2' to 3' up on the façade, in other cases it will rise to the height of the second floor. Exterior insulation and finish system (EIFS) in various colors, thickness and finish will create the detailing for the body of the building with a mix of EIFS and aluminum copings forming a variety of cornice applications to cap the building. Window fenestration will be a mix of sizes, in single, double and triple ganged configurations. Shutters, awnings and canopies will articulate windows and openings and a mix of metal balconies – both functional and Juliet will extend the interior living space to the outside.

Building Façade modules

The façade will be broken into several building modules articulated by color, material, texture, height and offsets in the main plain of the facade ranging in depth to create an interest and a variety of shadow lines along the street front.

Bike Storage/ Parking

A total of 14 bike parking spaces are required for the development as a whole. This includes 14 spaces provided for the **83** total bedrooms on site. ¼ of the required spaces will be provided as long term, class 1 spaces and ½ of the spaces will be provided as covered, short term class 2 spaces.

Bike parking will be provided along Sare Road at each building entry (6 spaces), along Canada Drive (3) spaces. A minimum of 7 secured bike parking spaces will be provided within the building. The remainder will be provided along building entrances along Sare Rd. & Canada Dr.

Environmental Considerations

The developer is interested in providing a building that is sensitive to the concerns of today's built environment. As such, we are incorporating the following into the project:

- Recycling provided on site.
- Coverage of upward of 20% of garage rooftops with planter systems & deck area to create outdoor living space for the residents. Planters will hold 12" of soil allowing for a variety of native species of grasses, perennials, sedums and small bushes to be planted.
- "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. Primary building materials include, CMU blocks, cast concrete, limestone and wood.
  Interior building materials include carpeting, low VOC paints
- LED lighting package
- Energy efficient "Energy Star" appliances.
- High efficiency furnaces – 14.5 SEER
- 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.
- Covered and secured bike parking
- Creation of walkable sidewalks- plantings and trees.

Benefits to the Community

- Use of local labor for construction
- Tax dollars for the city
- Converting under-utilized land into active street frontage.

Outdoor space:

- This project will create outdoor living space on the south side of the building with a hardscaped patio zone that extends the buildings family room to the exterior and outward to decked and landscaped retreats over the top of private garage spaces that are nestled into the hillside. This treatment over the top of the garages not only hides the garages and the lower level parking from view but creates a vista from the units to the tree line that defines the southern boundary of the site.

Encroachments:

The project will require the following encroachments with the city:

- Street trees along Sare and Canada Drive
- Bicycle parking along Sare Road
- Fire suppression system appurtenances along Sare Road

Trash Removal

A trash room is provided at the lower level adjacent to the private garage bays, Recycling will be located in this area as well.

Water Service & Meter Pit

The project will connect an existing 8” water main stub along Sare Road previously installed for development of this site. A riser room is provided in the middle of the building adjacent to family room with access provided from the exterior on the South side of the building.

Sewer Service

Sanitary will stub out of the Southwest end of the building and connect to the existing 24” Jackson Creek Interceptor Sewer which crosses through the lower floodplain area of the site.

Storm Water Management

An above ground storm water detention basin will be constructed below the surface parking lot and above the floodway to collect runoff from the parking lot and roof areas. The basin will be planted as a rain garden. Permeable pavers will be included in the parking lot area as well. The combination of pavers and rain garden detention basin will address storm water quality requirements.

Private Utilities

Duke Energy and a cable/phone/internet provider to be determined will provide for the service needs of the development. We anticipate 1 electrical transformer for the project, located on the SE side of the property near the entrance drive off of Canada Park Drive.

Anticipated Variances

No Variances are needed for this project

Respectfully submitted,

STUDIO 3 DESIGN, INC

Timothy W. Cover

SITE LEGEND

DRAINAGE EASEMENT	10'DE
UTILITY EASEMENT	10'UE
DR. & UT. EASEMENT	10'D&UE
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 15 30 60

SCALE: 1"=30'

DEVELOPMENT DATA

ZONING = CANDA FARM PUD
SITE AREA = 4.70 ACRES

WOODED AREA = 1.85 ACRES
- TREE CANOPY PERCENTAGE = 39%
- PRESERVATION REQUIRED = 80%
- TREE CANOPY PRESERVATION REQUIRED = 1.37 ACRES
- TREE CANOPY PRESERVATION SHOWN = 1.46 ACRES

STEEP SLOPES 12% - 15% SLOPE AREA = 0.96 ACRES
- DISTURBANCE PERMITTED = 50%
- STEEP SLOPES PRESERVATION REQUIRED = 0.48 ACRES
- STEEP SLOPES PRESERVATION SHOWN = 0.60 ACRES

FLOODPLAIN PRESENT ON SITE

SETBACKS
- FRONT YARD BUILDING = 25'
- PARKING = 20' BEHIND BUILDING FACE

DENSITY
- APPROVED MULTIFAMILY - 6 UNITS PER ACRE - 28 UNITS
- PROPOSED MULTIFAMILY - 31 1 BED UNITS @ 0.25 DUE = 7.75 UNITS
- PROPOSED MULTIFAMILY - 26 2 BED UNITS @ 0.66 DUE = 17.16 UNITS
- TOTAL PROPOSED UNITS = 24.91 UNITS
- TOTAL BEDS = 83

PARKING
- PARKING PROVIDED = 63 SPACES
- PARKING RATIO = 0.76 SPACES PER BED

Smith Brebob & Associates, Inc.
409 S. Clarion Boulevard
Bloomington, Indiana, 47401
Phone: (812) 336-6536
Fax: (812) 336-6513
Web: www.smithbrebob.com

CONSTRUCTION DATE
/ /

JOB TITLE
SENTINEL BUILDING
CANADA FARM PARCEL H
PUD DEVELOPMENT PLAN

REVISIONS	BY	DATE

SAB SAB SAB SAB

JOB NUMBER 5000

SHEET C100

DATE 06/30/17

OVERALL SITE PLAN

Copyright Smith Brebob & Associates, Inc. 01/01/10 All Rights Reserved

C100_Overall Site Plan.dwg 6/30/2017 12:08:12 PM

MATERIALS LEGEND

1. 1.5" HMA SURFACE ON 3" HMA BASE ON 7" COMPACTED AGGREGATE BASE #53, TYPE "D"
2. CONCRETE DRIVE APPROACH 6" CONCRETE, 4000 PSI ON 6"COMPACTED AGGREGATE BASE #53, TYPE "D"
3. 1.5" HMA SURFACE ON 2" HMA INTERMEDIATE ON 6" COMPACTED AGGREGATE BASE #53, TYPE "D"
4. HYDRABRICK PERMEABLE PAVER SYSTEM
5. 6" STANDING CURB
6. 2' CONCRETE CURB AND GUTTER
7. 2' WIDE CONCRETE GUTTER
8. CONCRETE SIDEWALK - WIDTH VARIES 4" THICK CONCRETE 4" COMPACTED AGGREGATE BASE #53, TYPE "D"
9. CONCRETE STAIRS, 12" TREAD, RISER VARIES 6" TO 7"
10. CONCRETE GUTTER THROUGH CURB
11. CONCRETE EDGE RESTRAINT, 6" WIDE
12. LINE, PAINT, SOLID, WHITE, 4"
13. LINE, PAINT, SOLID, BLUE, 6"
14. SYMBOL, PAINT, BLUE, INTERNATIONAL SYMBOL OF ACCESSIBILITY
15. LINE, PAINT, SOLID, WHITE, 24" STOP BAR
16. TRAFFIC CONTROL SIGN, R1-1 "STOP" 30" X 30"
17. NURSERY SOD
18. CURB RAMP - PARALLEL
19. CURB RAMP - PERPENDICULAR
20. ACCESSIBLE RAMP WITH HANDRAILS
21. BICYCLE PARKING
22. SCRAP MILL BLOCK RETAINING WALL
23. PRECAST CONCRETE MODULAR BLOCK WALL

SITE LEGEND

DRAINAGE EASEMENT	10'DE
UTILITY EASEMENT	10'UE
DR. & UT. EASEMENT	10'D&UE
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)	

SCALE: 1"=20'

Smith Brebob & Associates, Inc.
403 S. Clinton Boulevard
Bloomington, Indiana 47401
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Fax: (812) 336-6613
Web: www.smithbrebob.com

CONSTRUCTION DATE
/ /

JOB TITLE
SENTINEL BUILDING
CANADA FARM PARCEL H
PUD DEVELOPMENT PLAN

REVISIONS	BY	DATE

SAB
SAB
SAB
DRAWN
CHECKED
DATE

JOB NUMBER
5000
SHEET
C101
DATE
06/30/17

SITE PLAN

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1

CORNER OF CANADA DR. & SARE RD.

CORNER OF CANADA DR. & SARE RD.

06-26-17

CANADA FARM

STUDIO THREE DESIGN
Architecture • Interior Design
8604 Allisonville Road
Suite 330
Indianapolis, IN 46250
Phone: (317) 595.1000
Fax: (317) 572.1236

2

SITE

06-26-17

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8604 Allisonville Road
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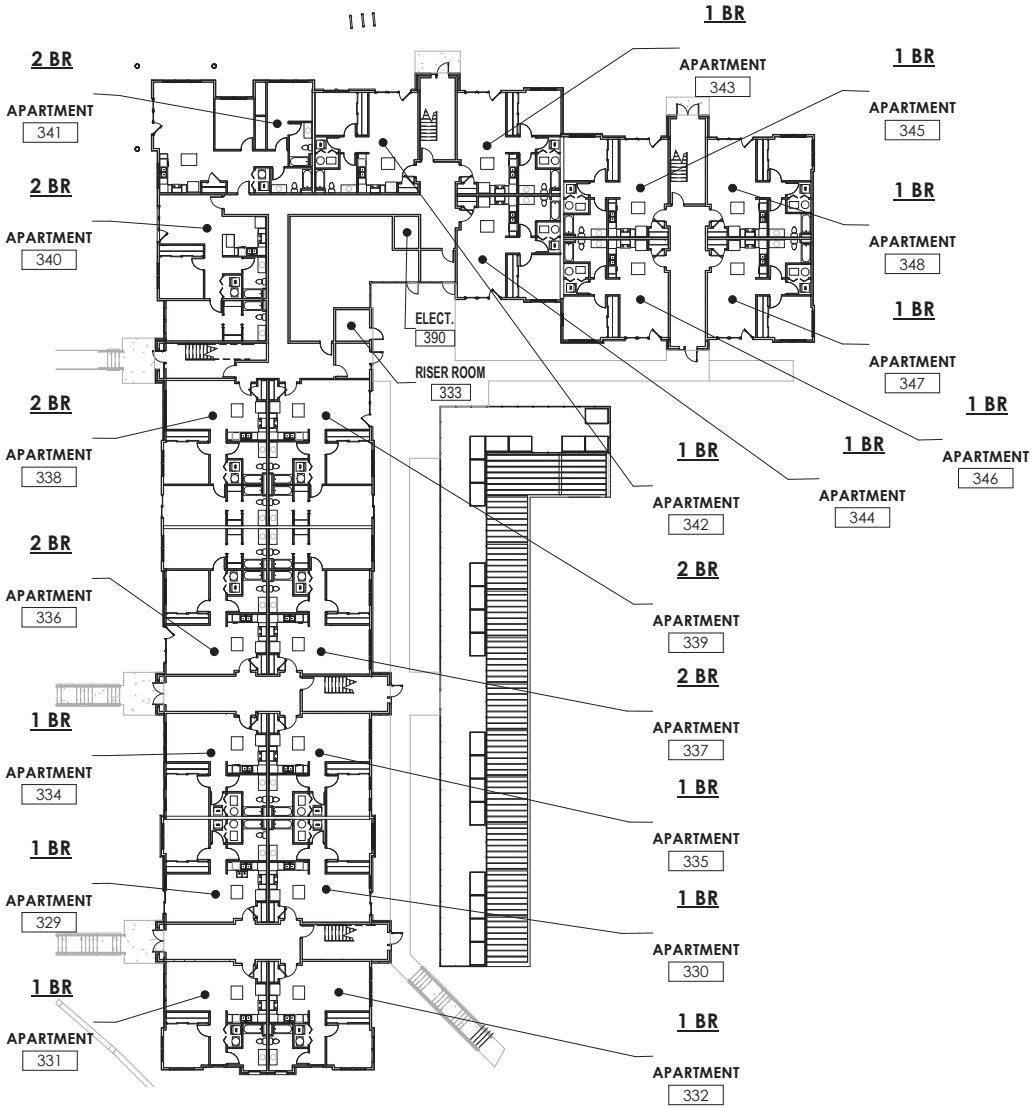
3



FLOOR PLAN - LEVEL 1

1/32" = 1'-0"

06-26-17

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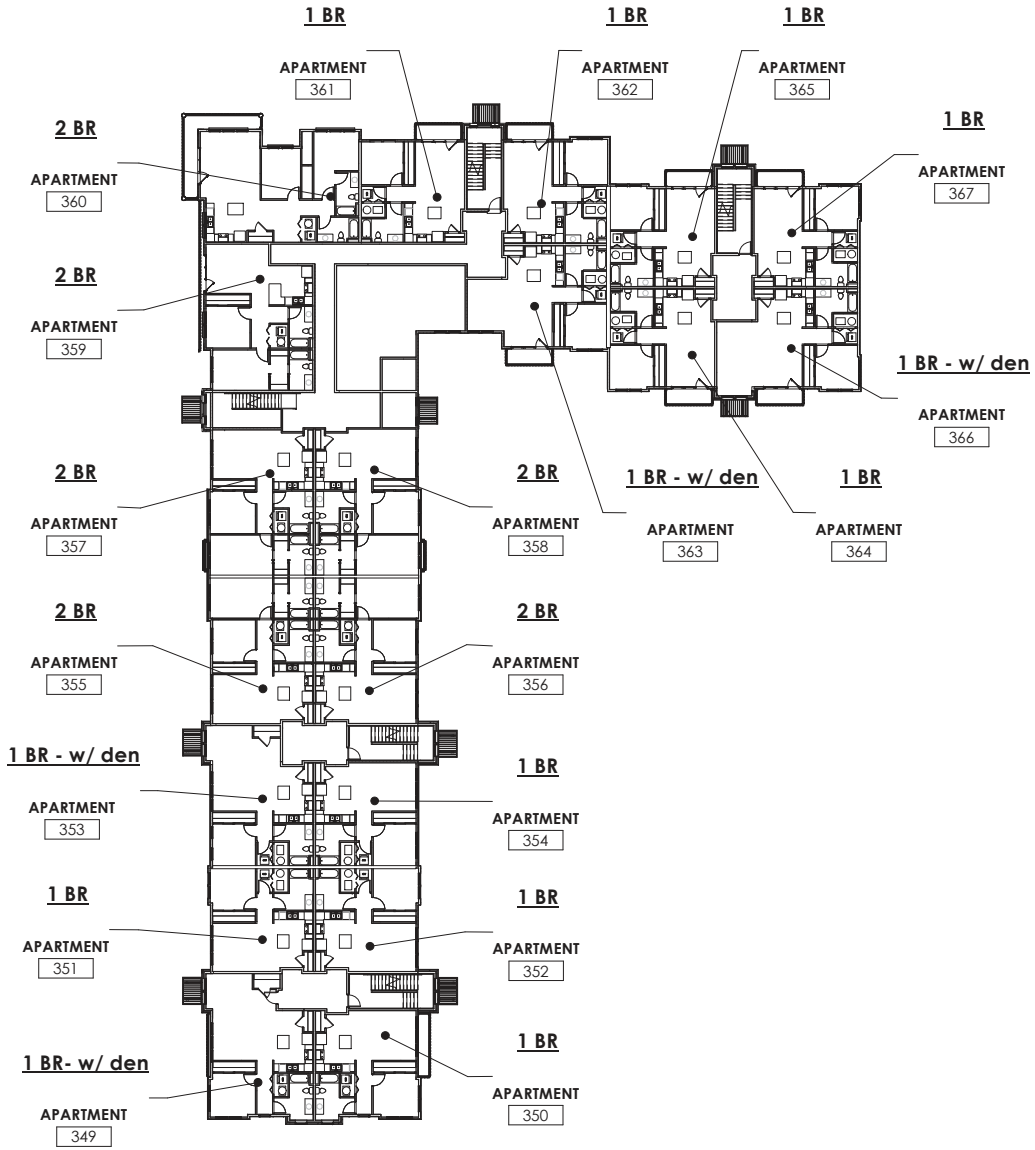

FLOOR PLAN - LEVEL 2

1/32" = 1'-0"

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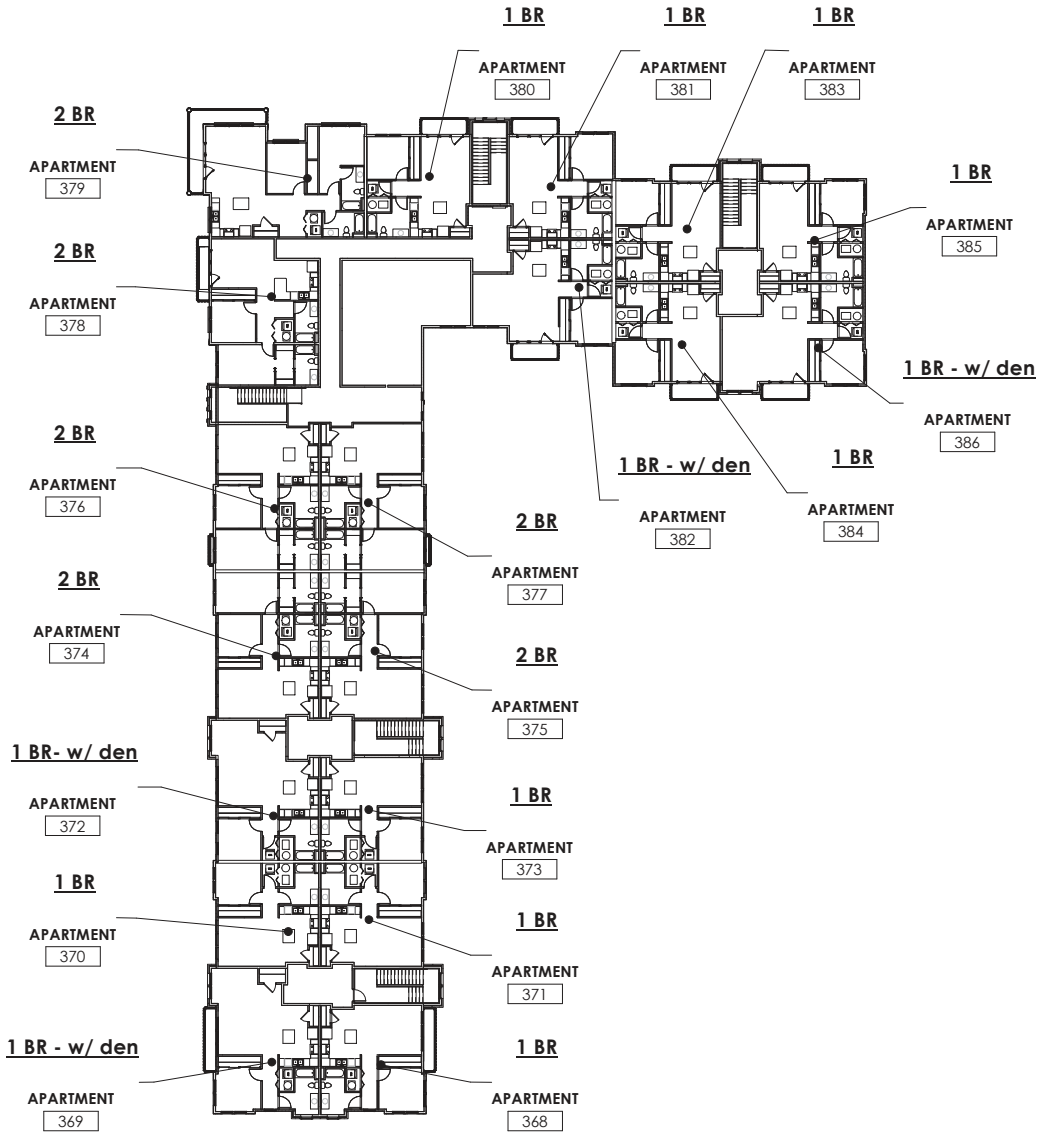

FLOOR PLAN - LEVEL 3 1/32" = 1'-0"

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1 / A6 SOUTH ELEVATION
1" = 20'-0"

SOUTH ELEVATION

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7

1
A7
WEST ELEV.
1" = 20'-0"

WEST ELEVATION

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2
A8
NORTH ELEV.
3/64" = 1'-0"

NORTH ELEVATION

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1 / A9 EAST ELEV.
1/16" = 1'-0"

2 / A9 EAST ELEV. - 2
1/16" = 1'-0"

EAST ELEVATION

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SARE RD. LOOKING NORTH

PERSPECTIVE FROM STREET LEVEL

06-26-17

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1
A11
WEST ENTRY - GARAGE / ROOF TOP DECK

VIEW OF CLUBHOUSE / DECKS

06-26-17

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SITE LEGEND

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UTILITY EASEMENT	10' UE
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GUARD RAIL	
PROPOSED STREET TREE	
BOLLARD	
DUMPSTER (WOOD)	
DUMPSTER (MASONRY)	

0 15 30 60
SCALE: 1"=30'

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CANADA FARM PARCEL H
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REVISIONS	BY	DATE

SAB
SAB
SAB
SAB

JOB NUMBER
5000
SHEET
C100
DATE
06/26/17
OVERALL SITE PLAN

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