

# CITY OF BLOOMINGTON



## PLAN COMMISSION

July 13, 2020 @ 5:30 p.m.

Zoom Meeting:

<https://bloomington.zoom.us/j/98656108101>

**CITY OF BLOOMINGTON  
PLAN COMMISSION  
July 13, 2020 at 5:30 p.m.**

**❖ Zoom Virtual Web Conference**

**ROLL CALL**

**MINUTES TO BE APPROVED:** June 2020

**REPORTS, RESOLUTIONS AND COMMUNICATIONS:**

**PETITIONS:**

- SP-11-20      **Johnson Creamery**  
400 W. 7<sup>th</sup> Street  
Request: Site plan approval to allow the construction of a mixed-use building with 58 dwelling units.  
*Case manager: Eric Greulich*
- SP-15-20      **Annex Student Living**  
325 E. 3<sup>rd</sup> Street  
Request: Site plan review of two, 5-story mixed-use buildings in the (MD) DCO-UV zoning district.  
*Case manager: Ryan Robling*
- ZO-16-20      **Duncan Campbell**  
2300 W. Tapp Rd.  
Request: Rezone of 19.73 acres from Employment (EM) to Residential Estate (RE).  
*Case manager: Ryan Robling*

**Petitions Map:**

<https://arcg.is/OnWP40>

**\*\*Next Meeting August 10, 2020**

**Last Updated: 7/9/2020**

**Auxiliary aids for people with disabilities are available upon request with adequate notice.  
Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).**



**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: 335 W. 8<sup>th</sup> Street**

**CASE #: SP-11-20  
DATE: July 13, 2020**

**PETITIONER:** Michael Cordaro (Johnson Creamery)  
400 W. 7<sup>th</sup> Street, Bloomington

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

Smith Brehob & Associates, Inc  
2755 E Canada Drive, Bloomington

**REQUEST:** The petitioner is requesting site plan approval to allow for the construction of a mixed-use building with 60 dwelling units.

**BACKGROUND:**

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

**REPORT:** The property is located on the north side of 7<sup>th</sup> Street and extends north to 8<sup>th</sup> Street and is zoned Mixed-Use Downtown (MD), in the Downtown Core Downtown Character Overlay. Surrounding land uses include offices to the north, west, and east with the Showers office building and B-Line Trail to the east. The property currently contains a surface parking area that is used by tenants of the Johnson Creamery office building that fronts on 7<sup>th</sup> Street. There is a 12' wide platted alley along the west side of this property that runs north/south and connects 7<sup>th</sup> Street to 8<sup>th</sup> Street.

This petition is being reviewed under the newly adopted UDO. The petitioner is requesting site plan approval to allow for the construction of a new mixed-use building with 2,600 square feet of retail space along the B-Line trail, an interior parking area with 38 spaces, and 60 multi-family dwelling units. There will be 27 studio units, 22 one-bedroom units, 5 two-bedroom units, and 6 3-bedroom units for a total of 77 bedrooms. The interior parking garage would be accessed from drive cuts on the alley on the west side and by an entrance on the south side of the building. The building features a retail component on the ground floor with a plaza entryway that ties into the B-Line Trail.

This petition is proposing to utilize two new sections of the UDO. The first is Section 20.04.110 (d)(2)(A) Sustainable Development Incentives that allows for an additional floor of building height, not to exceed 12'. The second is to utilize Section 20.04.060(g) Adjustments to Minimum

Parking Requirements to allow for a reduced on-site parking requirement. More information is discussed on those two aspects later in the report.

This petition is considered a Major Site Plan since it contains more than 30 dwelling units and is required to be reviewed by the Plan Commission.

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## **SITE PLAN ISSUES:**

**Non-Residential Uses on the First Floor:** This site is not required to have ground floor non-residential uses. They have proposed a 2,600 square foot retail space on the east side of the building that faces the B-Line Trail and have shown a public plaza gathering space adjacent to that façade to promote interaction with users of the trail.

**Dimensional Standards:** The build-to-range is 0 to 5 feet and a minimum of 75% of the building must be at the build-to-range. The building is constructed almost on the north property line and therefore meets both of those requirements. There is a 10' minimum building setback required along the B-Line Trail and the building meets that requirement with the approximately 15' setback shown.

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

**Parking:** No minimum number of spaces are required for the commercial space, however the residential units are required to have 56 on-site parking spaces. The site plan shows 36 parking spaces. The petitioner is proposing to utilize Section 20.04.060(g) of the UDO that allows for adjustments to the minimum number of parking spaces required based on five different factors. The petitioner is proposing to utilize Section #2 (Proximity to Transit) and Section #5 (Modification of Minimum Parking Requirement Based on Parking Study) of that provision to allow for a reduction of required on-site parking spaces.

Section #2 allows for a 15% reduction if there is a fixed transit station within ¼ mile. There is a fixed transit stop at 7<sup>th</sup> and Morton which is within a ¼ mile of this site. This 15% reduction allows for a reduction of 8 parking spaces from the 56 required spaces, which would reduce the number of required spaces to 48.

Section #5 allows for a further modification to the minimum number of spaces based on the submittal of a parking demand study. The petitioner has prepared a parking demand study and that is included in the packet. The study discusses the use of shared cars within units as well as an expected decrease in cars for residents of the studio and one-bedroom units, and the use of

specific car sharing programs. It should also be noted that the City is currently constructing a new public parking garage immediately adjacent to this project at the Trades District Garage. Given the information presented in the Parking Demand Study and the location and availability of parking spaces within a public parking garage immediately adjacent to this property, the Department finds a further reduction of 12 parking spaces appropriate and that the proposed 36 parking spaces should be approved at this location for this project.

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

**Access:** There are three proposed vehicular accesses to the parking garage, two off of the alley on the west and one on the south side of the garage. There will not be any drive cuts on 8<sup>th</sup> Street for this project. There are no setback standards for driveways along an alley and each driveway width does not exceed the maximum 25' in width that is allowed.

The property is required to have one pedestrian entrance for any primary building façade along a public street and one pedestrian entrance per 100 feet of building frontage along the B-Line Trail. There will be pedestrian access to the building from an entrance on the north side of the building from 8<sup>th</sup> Street and two from the east side of the building along the B-Line trail. The site has approximately 150' of frontage along the Trail and is required 2 pedestrian entrances. There are two pedestrian entrances shown along the B-Line Trail façade and this requirement has been met. The UDO outlines specific design features for the pedestrian entrances and compliance with this section will be required prior to issuance of the building permit. A condition of approval has been proposed to that effect.

**Bicycle Parking:** The UDO requires bicycle parking be provided at a minimum of 20% per number of vehicular spaces provided or one space per 5 bedrooms, whichever is more. Based on the 77 bedrooms, there would be 16 bicycle parking spaces required for the residential use and 4 for the commercial use. Since there are more than 25 dwelling units, a minimum of one-half of the bicycle parking spaces must be covered and one-quarter of the spaces must be long-term Class I facilities. The petitioner has shown several areas for bicycle parking around the north side of the building. Bicycle parking should also be provided along the B-Line trail façade as well. Compliance with this section will be reviewed prior to issuance of a grading permit. A condition of approval has been proposed to that effect.

**Architecture/Materials:** The building will be finished in primarily brick with masonry accents and cast stone or stone elements. These are all permitted materials in the DCO. The overall building features a base element that is separated from the upper floors by a masonry accent band. There is also a masonry cap along the top of the building to define that area as well. Additional architectural review comments are provided in a memo from Schmidt & Associates that is included in the packet. This petition meets the Architectural standards outlined in the UDO.

**Façade Articulation:** The UDO requires that building facades shall incorporate exterior horizontal belt course design elements for the building base, middle, and cap. In addition,

exterior vertical banding is required to visually define walls and modules. The proposed building meets these requirements with varied design elements and differences in building materials to define the base, middle, and cap of the building. Vertical modules have been shown along the building and include the use of different materials for the recessed modules. The maximum allowed length of the façade modules is 65' and a minimum 20'. The 8<sup>th</sup> Street side shows 3 modules that are 26'8" long and meets the façade modulation length standards. Each module is required to offset by a minimum of 5% of the total façade length, at a minimum of 5', and the offset shall extend the length and height of the module. The building is 100' long and therefore requires the modules to be offset 5'. A 2'8" offset is currently shown and must be modified prior to issuance of a building permit. A condition of approval has been added to that effect.

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

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

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

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

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

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

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

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

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

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**RECOMMENDATION:** The Department recommends approval of SP-11-20 with the following conditions of approval:

1. A total of 21 bicycle parking spaces are required and will need to be shown on the site plan before issuance of a grading permit.
2. One street light and street trees not more than 40' from center are required along the 8<sup>th</sup> Street frontage and will need to be shown on the site plan before issuance of a grading permit.
3. Per the petitioner statement, the petitioner shall contract with a ridesharing program for the tenants of this building and a minimum of 3 parking spaces are required to be set aside in the parking garage for vehicles in the ride-sharing program. The Planning and Transportation Director may approve a reduction in this amount after the building has been occupied for more than 5 years.
4. Pedestrian entrance design features must be met before issuance of a building permit.
5. The petitioner must demonstrate that façade articulation will be met before issuance of a grading permit for the site.



City of Bloomington  
Bloomington Environmental Commission

## MEMORANDUM

Date: July 13, 2020

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: SP-11-20: Johnson Creamery mixed use structure  
400 W. 7<sup>th</sup> Street

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

### COMMENTS

#### 1.) LANDSCAPE PLAN

The Landscape Plan is not compliant at this time. The Petitioners will need to submit the acreage of impervious surface coverage so that interior planting quantities can be calculated.

#### 2.) LIMESTONE

The Petitioner should use locally quarried and cut limestone instead of cast concrete. Concrete has a large environmental footprint, while the limestone is local and provides local jobs.

#### 3.) MAINTENANCE

The Petitioner should provide a design plan and a maintenance plan for the vegetated part of the roof including plant species, irrigation, and stormwater capture.

#### 4.) METHODS OF VERIFICATION

The Petitioner should provide the products and methods for testing used to receive the sustainable development incentives to verify that they will achieve the stated goals.

#### 5.) ELECTRIC VEHICLE CHARGING

The EC recommends the Petitioner install electric vehicle charging stations. According to Climate Central, in 2018, more than 360,000 electric vehicles were sold in the United States. That represents an increase of 81% over 2017. The EC does not expect a one year increase in EV sales of 81% in

Bloomington, but new developments should prepare for some gain.

If only 5% of the spaces contained EV chargers, it would be a small start. However, the EC believes that may be a reasonable amount to begin with. Thus, the EC recommends that at least 5% of the parking spaces be equipped with fast-charging EV charging stations.

### **RECOMMENDED CONDITIONS OF APPROVAL**

The EC recommends that the following list be included as conditions of approval.

- 1.) Provide a compliant Landscape Plan before the issuance of a grading permit.
- 2.) The Petitioner should use locally quarried and cut limestone instead of cast concrete.
- 3.) Submit to the P & T department for approval a maintenance plan for the vegetated roof before the issuance of a building permit.
- 4.) The Petitioner shall provide the products and methods for testing used to receive the sustainable development incentives to verify that they will achieve the stated goals.
- 5.) Provide at least 5% of the parking spaces with fast-charging EV charging stations.





## City of Bloomington Project Review

Project: **Johnson Creamery**

Schmidt Associates Project No: Bloomington City Architect – 2017-040.JCP

Date of Project Review: May 21, 2020

Reviewer(s): Steve Alspaugh and Craig Flandermeyer

Project Location: 305 West 8<sup>th</sup> Street (Petitioner's Letter references 400 West 7<sup>th</sup> Street)

Original Plan Commission Submittal Date: May 4, 2020

Resubmittal Date: Not Applicable

### Purpose

The comments included in this review are intended to provide project design feedback, which is beneficial and helpful to the Project Developer and Design Team, Planning & Transportation Staff, Plan Commission Members and City Council Members.

### Project Context Review

Staff comments received for the submittal/resubmittal of this project are as follows:

- The submittal is identified as being for Site Plan Approval.
- This petition is for the parking lot to the north of Johnson Creamery building.
- This property fronts on 8th Street to the north and the B-Line trail runs along the east side of the site.
- They are proposing a five story, mixed-use building with approximately 2,600 sq. ft of ground floor commercial along the B-Line and 58 multi-family units (81 bedrooms) on the upper floors.
- On-site parking is being proposed in an interior parking garage for 35 vehicles. The UDO requires 57 parking spaces; however, the new UDO has 5 provisions that allow for staff level reductions and they are requesting to utilize two of those. *A conversation with Eric Greulich on 5/15 confirmed that the parking count is no longer an issue. The proper count was achieved when it was determined that allowable on-street parking was not included in the Design Team's original calculation.*
- The DCO allows for a 4-story building with a maximum 50' height and this petition is proposing to utilize the new sustainable development incentives to gain an additional story.
- Staff requests commentary on architectural design of building, and specific feedback on the sustainable design features. The Design Team is seeking an additional floor level and an increased building height (beyond allowable) for the incorporation of sustainable development incentives.

Our observations regarding the project site context and Staff comments are as follows:

- The project site is located on the west edge of the B-Line Trail just to the southwest of the Bloomington City Hall in the existing parking lot to the north of the Johnson Creamery building.
- Johnson's Creamery is a historic brick building with massing elements of one, two, and three stories. It is identified by street signage as a business center and appears to have been restored.



- The building has primarily low-slope roofs with some shed roof shapes at exterior entries on the south side of the building which are clad in galvanized metal.
- A tall brick smokestack is a prominent feature located on the north side of the existing building and at the southwest corner of the project site.
- The site itself is relatively flat, with the 7<sup>th</sup> Street grade beginning to rise just west of the building.
- The surrounding building context is primarily commercial buildings and City Hall with some residential structures. All buildings are one to two stories in height with primarily gabled or hipped roof forms.
- The churches, commercial buildings, and City Hall are a mixture of smooth and rusticated limestone, brick and metal exterior materials. The residential structures are horizontal lap siding.
- Two churches which appear to be historic and Fairview Elementary School are located just west and southwest of the project site.

### Reference Information with UDO District Site and Building Design Standards

- Site Overlay District: Downtown Core Overlay
- Site Zoning District: Mixed Use Downtown
  - Meets Zoning District Development and Design Standards
  - Does Not Meet Zoning District Development and Design Standards

#### Review of Planning and Transportation Staff Comments:

- *Do we agree with Staff assessment?* We agree with the Staff Comments provided to us as listed above. No additional assessments/comments were provided.
- *Is the Staff Assessment missing any items or did they not look at a given item?*
  - Parking Setback - Consider whether the parking adjacent to 8<sup>th</sup> Street meets the intent of the Minimum Front Parking Setback Requirement of 20 feet behind the primary façade.
  - Height Limitation - As indicated earlier in Staff Comments, the building is proposed as a 5-story structure, 60' in height. This exceeds the Primary Structure height limitation of 4 stories and 50' in height. It is unclear how much additional height is added by the roof monitors. It appears that they are located along the east façade where they would primarily be viewed with the tall smokestack. The petitioner requests the deployment of several sustainable development incentives to gain approval for the additional story and height.
  - The project design appears to meet all other MC-DC Dimensional Standards.

### Design Review Comments

Relative to the Design Standards established in UDO Section 20.04.070(d), our project design review comments are as follows:

1. Specific Architectural Review of the Project Design
  - a. *Are there alternative compliant options/opportunities to make the project better in that the option:*
    - i. *Significantly enhances the visual appeal of the building;*
    - ii. *Significantly enhances the perceived quality of the building facades visible from public streets;*

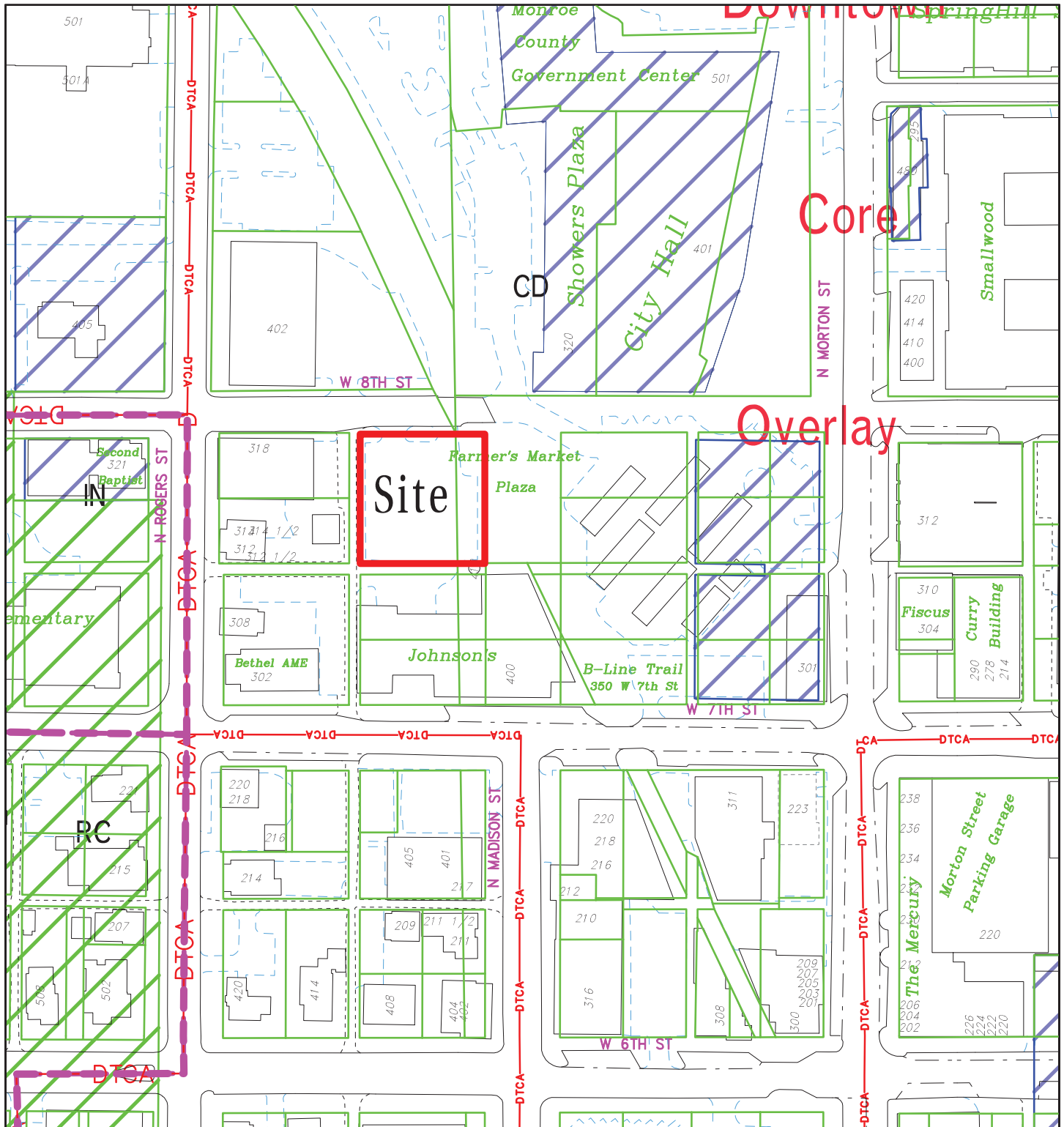
- iii. *Creates no adverse impacts on surrounding properties beyond those that would be permitted if the standards in 20.04.070(d) were applied; and*
- iv. *Strengthen the public-private interactions at the street level.*
  - 1. The building's plan organization at all floor levels is good. The variation of unit sizes and their arrangement with vertical circulation and the 3-bedroom unit's living area offset create a good modulation to the overall façades. This adds depth and shadow to enhance the building's visual interest.
  - 2. Unlike its neighbors, this building's primary frontage and public space is not on a public street, but rather that B-Line, which is a good strategic choice in this case to better engage the street level with its primary source of pedestrian traffic.
  - 3. 8<sup>th</sup> Street is the only public street that the new building fronts. Since this is a prominent façade with no building entries, consider utilizing a full stone surround for the garage entry opening to enhance this elevation, like that shown on the west elevation (alley side).
  - 4. If a greater activation of the 8<sup>th</sup> Street façade is desired, consideration could be given to moving the residential entry from the east side of the northeast building corner around to the north side of the same corner with an internal rearrangement of the interior components of that corner of the building at the street level.
  - 5. The brick color shown in the provided renderings does not appear to be quite as reddish orange in color as the existing brick color visible in the Google Earth views. We anticipate that the Design Team's intent is that the new brick would generally match the existing building's original brick blend.
  - 6. One of the vertical glazing ribbons near the center of the East Elevation does not have the stone header that the three adjacent similar openings do. We anticipate that this is not intentional, and this opening would in fact match the others.
  - 7. It is unclear as to the intent for the balcony railing material. Consider the opportunity to introduce the gray metal color with a wire fabric that draws upon the subtle accent material and color shown elsewhere on the new building and at entry points on the south façade of the existing building. Consider that the use of glass guardrails may feel somewhat "slick" for this application.

## 2. General Review – Site and Building Design (Purpose)

- a. *Review for context/compatibility with surrounding area, including a recommendation on whether the design supports the character of the surrounding area without necessarily looking the same.*
  - i. The design of the proposed project is notably taller than its immediate surrounding context. However, the UDO-allowed height of 4 stories and the opportunity to create a better density and building proforma with an additional story through the application of sustainable development incentives appears to be within the new guidelines.

- ii. The materiality of the proposed building is consistent with the quality of the immediate context and more importantly, the adjacent Johnson Creamery Building. Its character respects the understated nature of the historic building while adding subtle material accents to provide more visual interest.
  - iii. The existing tall smokestack gives the new project a significant iconic element and helps to bridge the scale of the proposed building, even with the additional story, to its site context.
- b. *Identify key features and improvements that benefit community*
- i. The proposed project's new public plaza bridges the new building to the B-Line Trail, increasing the significance of the plaza as the front porch of the development. Access to the retail space and the residential entry are both off the plaza, but sufficiently separated.
  - ii. The delivery, service and refuse spaces serving both the retail space and the apartments are discretely located at the southeast corner of the building and accessed off the alley.
- c. Incorporation of best practice green elements
- i. *Review sustainable design initiatives included in the site and building design and identify any other opportunities to further sustainability within the design*
  - ii. *Design and construction practices that are sustainable and adaptable to multiple uses for extended building lifecycles*
  - iii. *Protect and enhance the long-term market value of property within Bloomington*
    - 1. The proposed project is seeking an additional floor through the application of sustainable design incentives, Option 1. This incentive requires that four of six listed initiatives be met.
    - 2. The project proposes to achieve:
      - a. Light colored hardscape with an SRI of greater than 29 for more than 80% of the project hardscape.
        - i. Calculations for the overall area and individual surface types have not been provided with their SRI values to determine if this initiative is satisfied.
      - b. Covered parking
        - i. The parking is located under the building, however data on the roof of the structure is not available.
      - c. Cool or vegetated roof with a combination of photovoltaic, vegetation and low slope membrane with a SRI value greater than 82 for over 70% of the roof area.
        - i. Specifics of the roof areas and SRI values of the different proposed materials have not been provided.
      - d. Solar energy covering a minimum 35% of the roof area
        - i. Specifics of the renewable energy system and the area to be covered have not been provided.

3. The project narrative indicates the above initiatives are to be included in the project. Through renderings it appears there is space to achieve the desired outcomes. However, the specifics to determine compliance are not outlined in the submitted documents.
  - d. Review of Site Design (Not Requested as part of this Design Review)
    - i. Potential safety issues/concerns with the site design*
    - ii. Features that promote human and pedestrian-scale designs*
    - iii. Logical vehicular access and flow around the site to ensure practicality, safety and whether it makes sense*
    - iv. Minimize negative impacts of on-site activities to adjacent uses*
3. Connectivity to surrounding community context and infrastructure (Not Requested as part of this Design Review)
  - a. Review for connectivity with transportation to nearby services and amenities*



Core

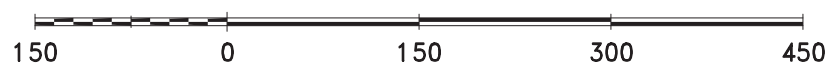
Overlay

Site

Johnson Creamery

City of Bloomington  
Planning & Transportation

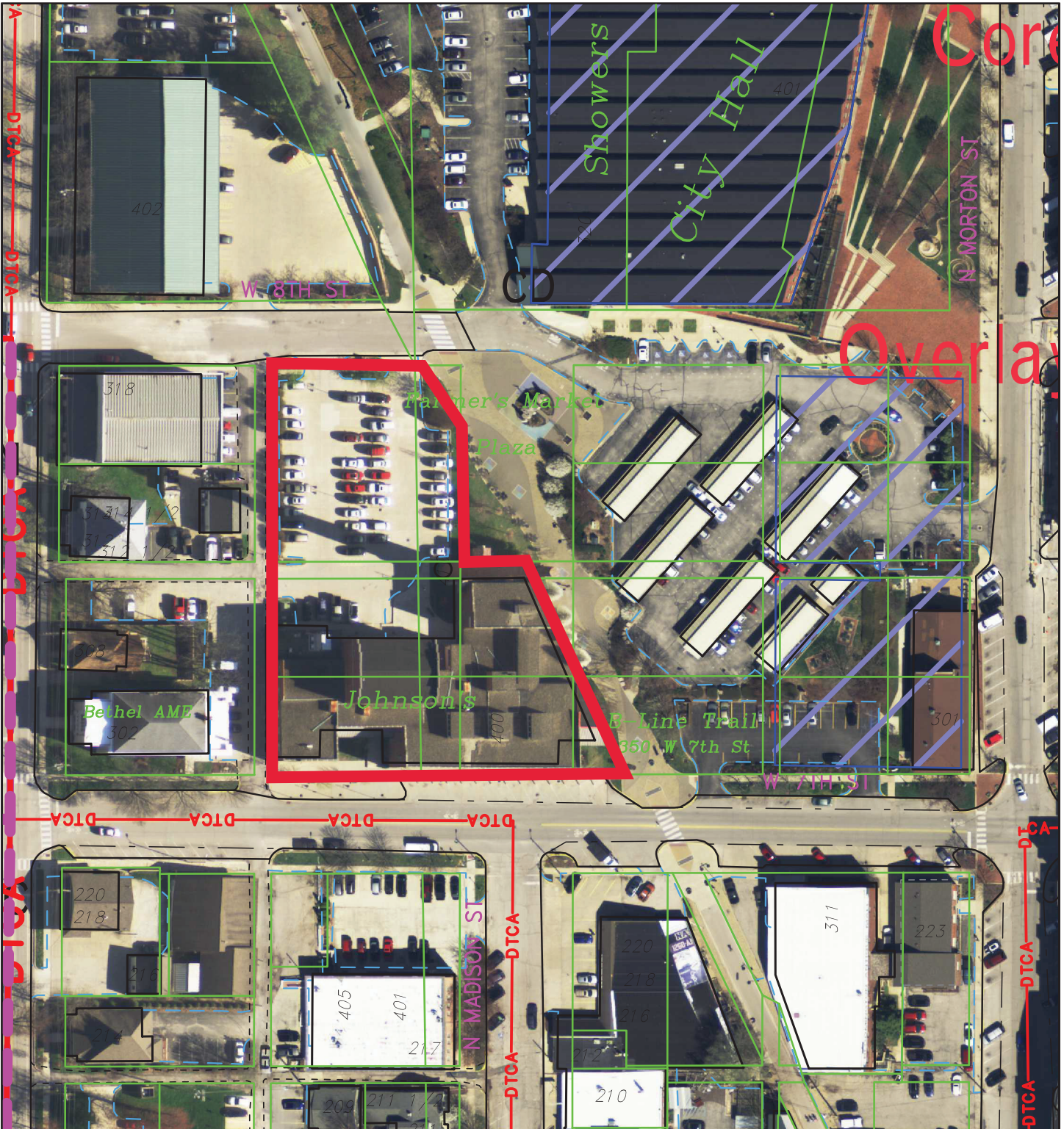
By: greulice  
27 Mar 20



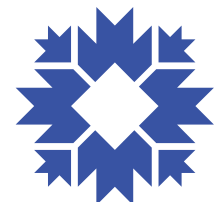
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For reference only; map information NOT warranted.





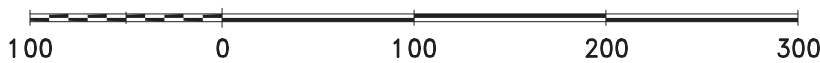
City of Bloomington  
Planning & Transportation



Scale: 1" = 100'



By: greulice  
27 Mar 20



For reference only; map information NOT warranted.



June 29, 2020

Michael Cordaro  
Peerless Development  
Principal + Founder  
E Michael.Cordaro@gmail.com  
T 630.712.2400

Petitioner's Statement – 400 West 7<sup>th</sup> Street, Bloomington, Indiana

The proposed development at 400 W Seventh Street is a 64,500 square foot, five story mixed use building consisting of housing and retail components. The site is part of the larger Johnson Creamery property area and will be located on the north end of the site where a parking lot currently exists. It is bound by 8<sup>th</sup> street to the north, the B-Line to the east and an alley to the west. The existing Johnson Creamery building and associated smokestack will not be altered as part of this project. The first level of the building will consist of covered parking for residents, 2600 square feet of retail space fronting the B-Line, an entrance lobby for residents and service / mechanical area. Floors 2-5 will be residential units and limited amenity indoor and second level outdoor rooftop spaces for residents. The total unit count is 60 units – 27 studios, 22 one bedroom units, 5 two bedroom units, and 6 three bedroom units. The architecture of the building is meant reference the character of the surrounding area, specifically the adjacent Johnson Creamery building and the Showers Building. To that, it is a primarily brick exterior with masonry accents and cast stone or stone elements incorporated into the design. The building steps back 15 feet along 8<sup>th</sup> street at the 4<sup>th</sup> level. This creates a datum line that scales down the mass of the building, creating the impression of a three story building along the street. The fourth, fifth levels change exterior materials to wide 2'x12' plank fiber cement panels to further reduce the building scale. Roof monitors similar to the ones on the Showers building are utilized to capture elevator overrun equipment, bring daylight into the top level of the building and provide angled roof surfaces for photovoltaic panels. Windows at the residential level are in a regular punched pattern and recall the industrial sash type found in building around the site while a larger storefront opening on the first level opens the interior retail space toward the B-Line.

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

1. Light Colored Hardscaping – through the use of concrete work and pavers, more than 80% of the horizontal hardscaping will have an SRI of greater than 29.
2. Covered Parking – On site parking will be completely under a roof with a combination of photovoltaic solar panels, vegetation and membrane surfaces with an SRI higher than 32.



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

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

The garage program is designed as such that it will eliminate spaces that are backing out onto the public right of way. To understand the parking needs for the building, we contracted the firm Desman to perform a shared parking analysis. In their study, they have provided evidence on ways to reduce the required parking amount by implementing a car sharing program. The program requires a partnership with a car sharing company like Zip Car, and by implementing such program, the evidence suggests that we can eliminate between 16 to 20 spaces. The development team plans to implement the program and the parking amount provided will satisfy the parking needs for the building. We have attached the study for your reference.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Cordaro".

Michael Cordaro

Founder + Principal



## MEMORANDUM

**DATE:** June 22, 2020

**TO:** Ryan Cohen  
Peerless Development

**FROM:** Gerald Salzman  
Kalyani Agnihotri

**RE:** Johnson Creamery Development - Shared Parking Study - Bloomington, IN

---

The purpose of this memorandum is to summarize the findings of a shared parking study conducted by DESMAN for the mixed-use development known as the Johnson Creamery at 400 W. 7<sup>th</sup> Street in downtown Bloomington. The project site is adjacent to the City Hall and less than 1000 feet from the County Courthouse Square. The project will consist of approximately, 62 apartment units, and 2,550 square feet of retail space.

A shared parking analysis was conducted to determine the potential parking demand for the development. The Urban Land Institute (ULI) 3<sup>rd</sup> edition (2020) of *Shared Parking* adjusted to downtown Bloomington auto ownership patterns was utilized in performing the shared parking analysis. The ULI 3<sup>rd</sup> Edition of *Shared Parking* uses a significant amount of national information for estimating parking demand. ULI defines shared parking as parking spaces that can be used to serve two or more individual land uses without conflict or encroachment. They define that in order to share parking two conditions must exist:

“Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and”

- “Relationships among the land uses that result in visiting multiple land uses on the same auto trip”.

In addition to the ULI data, this analysis relied in part on data obtained from Parking Generation, 4<sup>th</sup> Edition, and American Community Survey 2018 data on census tract level.

**Methodology**

The Shared Parking analysis consisted of four steps:

1. Identification of the development assumptions
2. Development of a shared parking model based on local conditions
3. Applying the land use assumptions to the model
4. Identifying the peak month, day and hour of parking demand

**Assumptions**

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

**Table 1 – Land Use**

Land Use	Number	Units
Studio	27	DU
1 Bedroom	22	DU
2 Bedrooms	5	DU
3 Bedrooms	6	DU
Reserved Spaces	0	Spaces
Retail (<400 ksf)	2,550	SF GLA

*Source: Peerless*

Some key assumptions were made as part of the shared parking study which deal with modal split, non-captive ratios, categorization of land uses, and possible reserved spaces in the garage. The non-captive ratio is an estimate of the percentage of parkers at a land use in a mixed-use development or district who are not already counted as being parked at another of the land uses. An example of this would be if an employee of a retail store went to eat at a restaurant on-site, no additional parking demand is generated. Modal split is the percentage of persons arriving at a destination in different modes of transportation other than by car. Among the modes that may be available are public transportation, bicycles, carpools and vanpools, walking, and other means.

Modal split and non-captive ratios were applied to the ULI shared parking analysis. The modal split and auto ownership percentages are based on American Community Survey 2018 data. The U.S. Census Data has been collected at a census tract level, focusing on census tracts of and around the site. **Table 2** shows the auto ownership for rental residents in the five Census tracts surrounding the site in Bloomington, IN. The average auto ownership in the downtown area for rental units was 1.35 spaces per unit.

**Table 2 –Auto Ownership for Bloomington, IN**

Description	No. of Units
Total Renter occupied Units	7701
Dwelling Units with 0 vehicles	1271
Dwelling Units with 1 vehicle	3593
Dwelling Units with 2 vehicles	1819
Dwelling Units with 3 or more vehicles	1018
Weighted Average of Vehicle Ownership	1.35/unit

Source: American Community Survey, 2010-14  
Census Tracts: 1, 6.01, 6.02, 16 and 4.01 Monroe County, IN.

The minimum parking requirements for the given land uses shown in **Table 1** were derived from the City of Bloomington’s Unified Zoning Ordinance, Chapter 20.10, Table 04-9 which specifies the minimum number of permitted parking spaces by land use. The summary of minimum parking requirements for the uses listed in **Table 1** can be found in **Table 3**.

**Table 3 – Minimum Number of Permitted Parking Spaces by Land Use According to Local Ordinance**

Land Use	Number	Units	Ratio	Parking Spaces	Transit Reduction 15%
Studio	27	DU	0.5	14	11
1 Bedroom	22	DU	1	22	19
2 Bedroom	5	DU	1.5	8	6
3 Bedroom	6	DU	2	12	10
Reserved spaces	0	spaces	0	0	0
Retail	2,550	Sq. Ft.	0	0	0
Total				55	47

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

**Shared Parking Analysis**

A shared parking analysis was performed for the development based on the shared parking model. The land use assumptions were based on the program described in **Table 1** and auto ownership based on the US Census Bureau data in **Table 2**. Other assumptions are listed below.

The key assumption in the shared parking analysis is derived from the projected auto ownership for the rental units. While the Census data suggests that an average ownership of 1.35 per DU can be expected, we believe that to be appropriate only for 2- and 3-bedroom units. We believe that the ratios presented in the UDO for efficiencies and 1-bedroom units of 0.50 and 0.90 are more appropriate.

Based on these ratios, the peak demand would be 52 spaces. The analysis assumes that retail demand will share vacant residential spaces when not in use and that visitors will park on street or in adjacent public spaces. The detailed, original shared parking summary is provided in the *Appendix*.

However, based on discussions with the development team, we believe that the location of the site in downtown and the specific orientation of the project within the market can permit a further reduction. Recent research by Professor Robert Mack as published in *Urban Land* provided evidence that the provision of each car share space (CarGo, Zip Car etc.) in residential settings eliminates the need for 20 parking spaces. The development team is providing car share space and is targeting low car ownership tenants. We added a reserved car share space and reduced the parking ratios in the final shared parking analysis to reflect a reduction in demand of 18 tenant spaces. The analysis shows that the projected parking demand is 33 spaces on a weekday and 34 spaces on a weekend.

**Table 4** presents the results of a shared parking analysis for a weekday and weekend for all the land uses proposed in the development.

**Table 4 – Shared Parking Analysis Summary**

Shared Parking Demand Summary																		
Land Use	Project Data		Weekday				Weekend				12 AM			10 PM				
	Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
Retail																		
Retail (<400 ksft)	2,550	sf GLA	2.90	0%	85%	0.00	sf GLA	3.20	0%	62%	0.00	sf GLA	0%	59%	-	59%	59%	-
Employee			0.70	75%	94%	0.50		0.80	75%	96%	0.58		0%	69%	-	0%	69%	1
Residential																		
Residential, Urban																		
Studio Efficiency	27	units	0.35	100%	100%	0.35	units	0.35	100%	100%	0.35	units	100%	100%	10	0%	100%	10
1 Bedroom	22	units	0.50	100%	100%	0.50	units	0.50	100%	100%	0.50	units	100%	100%	11	100%	100%	11
2 Bedrooms	5	units	1.00	100%	100%	1.00	units	1.00	100%	100%	1.00	units	100%	100%	5	100%	100%	5
3+ Bedrooms	6	units	1.00	100%	100%	1.00	units	1.00	100%	100%	1.00	units	100%	100%	6	100%	100%	6
Car Sharing	1	Space	0.01	100%	100%	0.01	sp/unit	0.01	100%	100%	0.01	sp/unit	100%	100%	1	100%	100%	1
Visitor	60	units	0.10	0%	100%	0.00	units	0.15	0%	100%	0.00	units	100%	100%	-	100%	100%	-
													Customer/Visitor	Customer				
													Employee/Resident	Employee/Resident	32	Employee/Resident	33	33
													Car Sharing	Car Sharing	1	Car Sharing	1	1
													Total	Total	33	Total	34	34

Shared Parking Reduction 33%

Shared Parking Reduction 38%

Source: DESMAN, ULI

## Conclusion

Based on the above analysis and the City's Zoning Ordinance, there is a strong case to be made that the number of parking spaces required to be provided for the Johnson Creamery development should be reduced, to 34 spaces provided that no spaces are reserved for tenants and that at least one car share space is provided.

## Appendix

### Original Shared parking with 52 spaces

Shared Parking Demand Summary																
Peak Month: JANUARY -- Peak Period: 10 PM, WEEKEND																
Land Use	Project Data		Weekday			Weekend			Weekday		Weekend		Estimated Parking Demand	Estimated Parking Demand		
	Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit			Peak Hr Adj 12 AM	Peak Mo Adj January
Retail (<400 ksf)	2,550	sf GLA	2.90	0%	78%	0.00	sf GLA	3.20	0%	42%	0.00	sf GLA	0%	59%	59%	-
Employee			0.70	75%	92%	0.48		0.80	75%	94%	0.56		0%	69%	0%	1
Residential, Urban																
Studio Efficiency	27	units	0.50	100%	100%	0.50	units	0.50	100%	100%	0.50	units	100%	100%	0%	14
1 Bedroom	22	units	0.90	100%	100%	0.90	units	0.90	100%	100%	0.90	units	100%	100%	100%	20
2 Bedrooms	5	units	1.35	100%	100%	1.35	units	1.35	100%	100%	1.35	units	100%	100%	100%	7
3+ Bedrooms	6	units	1.35	100%	100%	1.35	units	1.35	100%	100%	1.35	units	100%	100%	100%	9
Car Sharing	1	Space	0.01	100%	100%	0.01	sp/unit	0.01	100%	100%	0.01	sp/unit	100%	100%	100%	1
Visitor	60	units	0.10	0%	100%	0.00	units	0.10	0%	100%	0.00	units	100%	100%	100%	-
													Customer/Visitor			
													Employee/Resident	50	Employee/Resident	51
													Car Sharing	1	Car Sharing	1
													Total	51	Total	52

Shared Parking Reduction 24%

25%

Source: DESMAN, ULI

**Article from Urban Land (<https://urbanland.uli.org/development-business/developers-reduce-parking-via-car-sharing/>)**

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

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

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



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

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

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



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



**Table 04-10: Maximum Vehicle Parking Allowance**

DU = dwelling unit sq. ft. = square feet

Use	Maximum Vehicle Parking Allowance
Farm produce sales	No limit
Real estate sales or model home	No limit
Seasonal sales	No limit
Special event	No limit

**(f) Accessible Parking**

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

**(g) Adjustments to Minimum Parking Requirements**

The amount of vehicle parking required pursuant to Table 04-9: Minimum Vehicle Parking Requirements, may be adjusted by the factors listed in this Section 20.04.060(g). These adjustments may be applied as part of the calculation of parking requirements and do not require discretionary approval by the City.

**(1) Shared Parking Facilities****(A) Generally**

- i. When reviewing a shared parking proposal, the City Planning and Transportation Department shall consider any additional reductions in minimum parking requirements that might otherwise apply pursuant to subsections (2) through (5) below, but such additional reductions shall not apply to further reduce the shared parking requirements approved by the City Planning and Transportation Department.
- ii. Where a minimum number of parking spaces are required by Table 04-9: Minimum Vehicle Parking Requirements, the owners of two or more properties may join together to provide the required parking spaces for their respective uses. Upon request by the owners and after review of the request, the City Planning and Transportation Department may authorize the shared use of parking facilities subject to the following:
  - iii. In a shared parking arrangement, each property shall provide a minimum of 60 percent of the individual parking requirements provided in Table 04-9: Minimum Vehicle Parking Requirements. In no case shall the total combined parking spaces be less than 120 percent of the greater individual parking requirement.
  - iv. Any property using shared parking facilities shall be located within 600 feet of such parking facility, using established sidewalks and crosswalks where available.

**(B) Shared Parking Agreement**

The property owner seeking leased spaces shall provide a recordable zoning commitment to the Planning and Transportation Department stating that in the case where leased spaces are no longer available, that an adequate parking alternative will be provided.

**(2) Proximity to Transit**

Except for single-family, duplex, triplex, fourplex, mobile home, and manufactured home residential uses, the minimum parking required for development within one-quarter mile, measured radially in a straight line, of a fixed transit station shall be reduced from those shown in Table 04-9: *Minimum Vehicle Parking Requirements* by 15 percent.

**(3) Affordable and Senior Housing**

The minimum number of required vehicle parking spaces for multifamily residential structures shall be reduced by 35 percent if:

- (A) The multifamily residential structure qualifies for the affordable housing incentives pursuant to Section 20.04.110 (Incentives)
- (B) A minimum of 75 percent of the dwelling units are restricted for lease or sale by persons 65 years of age or older.

**(4) On-Street Parking**

Any on-street parking space in which more than one-half of the area of the parking space abuts the subject property, may be counted toward the minimum number of required vehicle parking spaces on a one-to-one basis, subject to the following:

- (A) On-street parking may not be used to meet the minimum off-street parking requirements for single-family, duplex, triplex, fourplex, mobile home, and manufactured home residential uses;
- (B) On-street parking that is subject to residential parking permit restrictions or other time restrictions shall not be used to meet any minimum vehicle parking requirements for any use;
- (C) Each on-street parking space may only be counted once toward the parking requirements of the abutting lot, regardless of the number of individual buildings or tenants on the lot.
- (D) On-street parking spaces shall be available for general public use at all times. No signage or actions limiting general public use of on-street spaces shall be permitted.
- (E) No development or use approved with an on-street parking credit shall be considered nonconforming if the on-street parking is later removed by City action and the remaining off-street vehicle parking does not meet the minimum off-street parking requirements of this chapter.

**(5) Modification of Minimum Parking Requirement Based on Parking Study**

If a petitioner submits a parking demand study demonstrating that anticipated off-street vehicle parking demand for the proposed development, use, or combination of uses will be less than that calculated from Table 04-9: *Minimum Vehicle Parking Requirements*, and the City Planning and Transportation Department determines that the information and assumptions used in the study are reasonable and that the study accurately reflects anticipated off-street vehicle parking demand for the proposed development, use, or combination of uses, the City Planning and Transportation Department may authorize a reduction in required off-street parking spaces based on that study.

- vi. Payment contribution rates.

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## (d) Sustainable Development

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### (1) Purpose

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

### (2) Eligibility

Projects seeking the sustainable development incentives established in Section 20.04.110(d)(3) shall meet the qualifying criteria established in 20.04.110(a), shall be located on a previously developed lot(s) served by water and sewer utilities for at least five years prior to construction of petitioner's project, and shall satisfy one of the following two options below:

#### (A) Option 1

Projects seeking the sustainable development incentives established in Section 20.04.110(d)(3) shall demonstrate compliance with at least four of the following six qualifying criteria:

##### i. Storm Water

The development site shall provide low impact development stormwater management by installing permanent infiltration or collection features (e.g., swale, culvert outfall, rainwater cistern) that can retain 100 percent of the runoff from at minimum, the 95th percentile (80th percentile for development in the MD zoning district) of regional rainfall events, based on the daily rainfall data and the methodology in the U.S. Environmental Protection Agency (EPA) Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act or a successor or replacement document issued by the EPA.

##### ii. Light Colored Hardscaping

At least 80 percent of horizontal hardscaping materials shall be installed with a solar reflectance index (SRI) of 29 or greater. The SRI shall be calculated in accordance with ASTM E1980. A default SRI value of 35 for new concrete without added color pigment may be used instead of measurements.

##### iii. Covered Parking

1. A minimum of 75 percent of parking spaces shall be provided under cover. Any roof used to shade, or cover parking shall:
  - [a] Have a three-year aged SRI of at least 32 (if three-year aged value information is not available, use materials with an initial SRI of at least 39 at installation); or
  - [b] Be covered by energy generation systems, such as solar thermal collectors or photovoltaics.
2. Parking calculations shall include all existing and new off-street parking spaces that are leased or owned by the project, including parking that is outside the project boundary but is used by the project. On-street parking in public rights-of-way is excluded from these calculations.
3. Parking spaces within a parking structure shall count toward meeting this standard.

**iv. Cool or Vegetated Roof**

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

**1. Cool Roof**

Install a cool roof on at least 70 percent of the total roof surface using roofing materials that have an aged SRI equal to or greater than the values in Table 4-21. If aged SRI is not available, the roofing material shall have an initial SRI equal to or greater than the values in Table 4-21.

**Table 04-21: Minimum Solar Reflectance Index (SRI)**

	Slope	Initial SRI	Aged SRI
Low-sloped roof	≤ 2:12	82	64
Steep-sloped roof	> 2:12	39	32

**2. Vegetated Roof**

Install a vegetated roof on at least 70 percent of the total roof surface using native or adapted plant species. Vegetated roofing shall comply with ASTM E2400-06: Standard Guide for Selection, Installation, and Maintenance of Plants for Green Roof Systems.

**3. Combination Roof**

Install a combination cool roof and vegetated roof, with each portion meeting the applicable standards in subsections 1 and 2 above, and together covering at least 70 percent of the roof surface.

**v. Solar Energy**

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

**vi. Building Efficiency**

Design the project to achieve improved building energy performance beyond the minimum required building code standards by:

1. Demonstrating that the project qualifies for a minimum of 15 points from the LEED v4.1 BD+C Optimize Energy Performance credit; or
2. Demonstrating that the project qualifies for a minimum of 100 points from the Assessing Energy Performance standards, as provided in Section 3.3.1.1 of the Green Globes for New Construction v1.5 Technical Reference Manual.

**(B) Option 2**

Projects seeking the sustainable development incentives established in Section 20.04.110(d)(3) shall submit proof that the project is being reviewed and expects to receive certification by the following verified third-party sustainability programs:

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

**(3) Sustainable Development Incentives**

**(A) Single-Family, Duplex, Triplex, and Fourplex Uses**

- i. Single-family, duplex, triplex, and fourplex residential projects in the R1, R2, and R3 zoning districts that satisfy the sustainable development criteria in Option 1 or Option 2 above shall be eligible for the reduced bulk requirements established in Section 20.04.110(c)(5)(A) (Reduced Bulk Requirements).
- ii. Single-family, duplex, triplex, and fourplex residential uses that satisfy the sustainable development criteria in Option 1 or Option 2 above shall not be eligible for additional primary structure height.

**(B) All Other Uses**

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

- i. One floor of building height, not to exceed 12 feet, beyond the maximum primary structure height established for the zoning district where the project is located, as identified in Section 20.04.020 (Dimensional Standards).
- ii. Projects that qualify for the affordable housing incentives in Section 20.04.110(c) (Affordable Housing ) in addition to the sustainable development incentive in 20.04.110(d)(2) shall be eligible for the additional incentive height described in Section 20.04.110(c)(5)(B)iv.

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## **20.04.120 Operation and Maintenance**

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**(a) Siltation and Erosion**

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- (1) Sedimentation basins and other control measures necessary to meet the requirements of Section 20.04.030(d) (Siltation and Erosion Prevention) shall be maintained by the property owner during construction.
- (2) Any site stabilization measures shall be maintained by the property owner in perpetuity.
- (3) Sediment shall be removed to maintain a depth of three feet.

# JOHNSON CREAMERY FILING PACKET



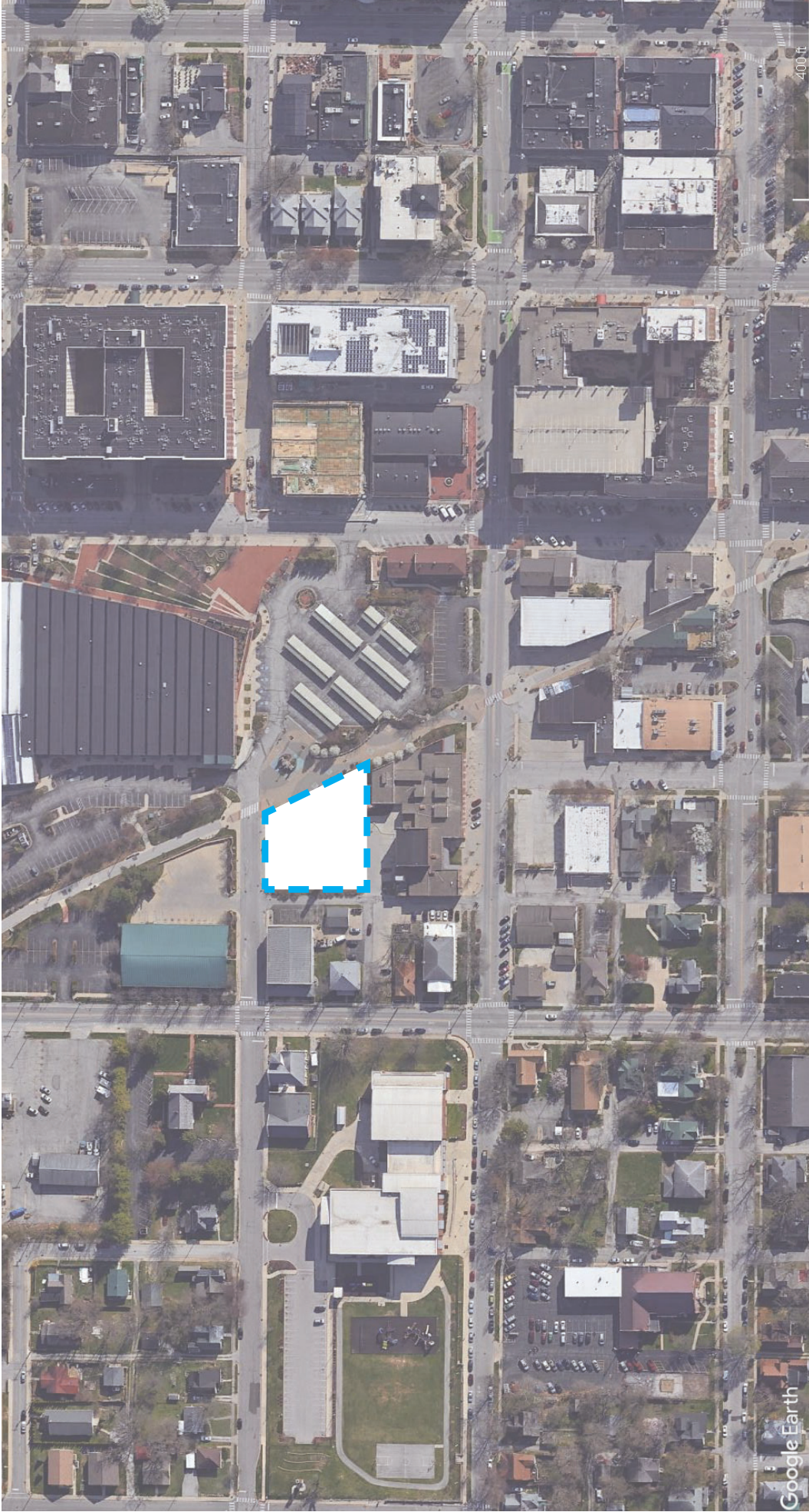






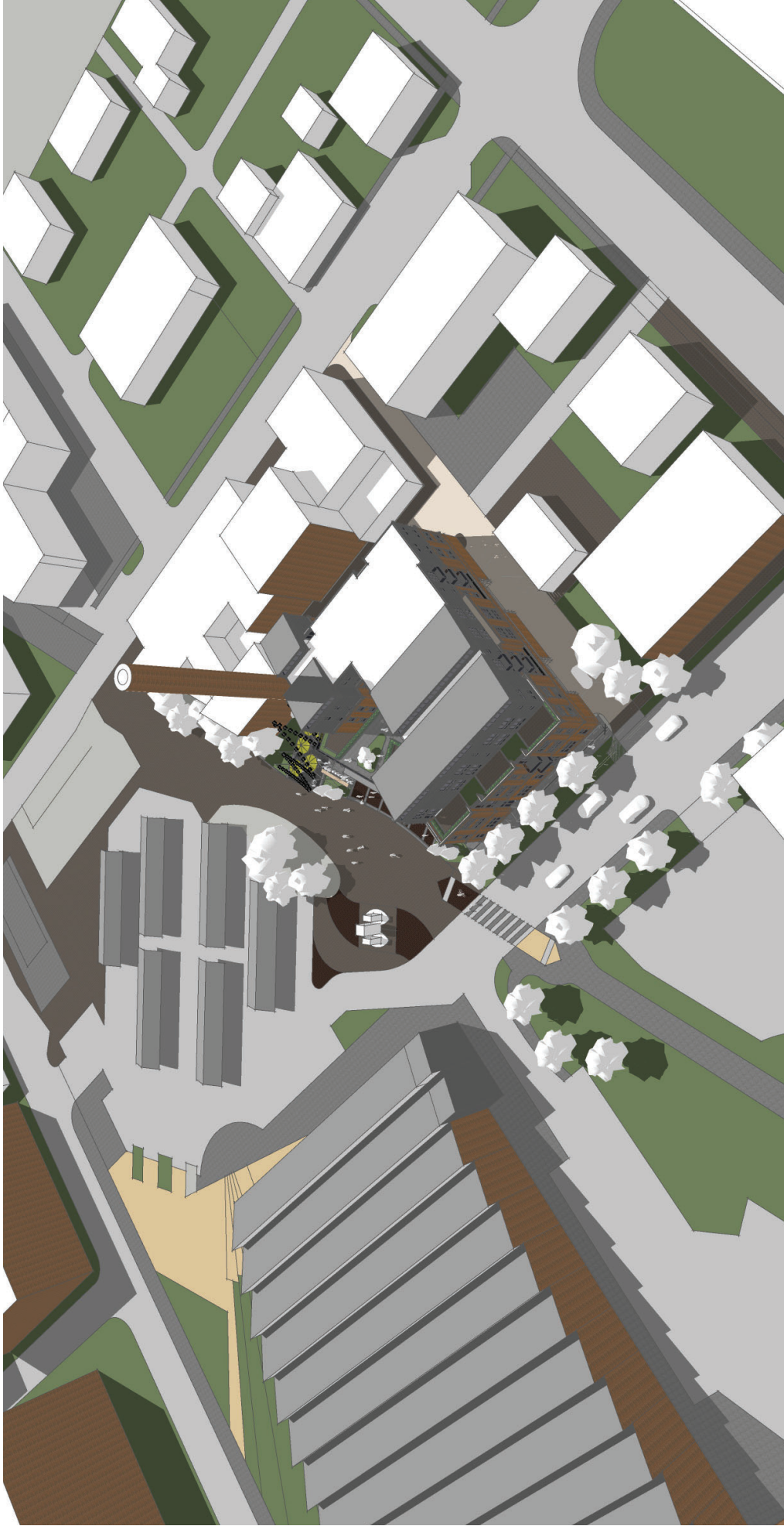






Google Earth















19114 | JOHNSON CREAMERY FILING PACKET | JUNE 29, 2020



| SOUTH ELEVATION





















Johnson Creamery  
400 W Seventh Street  
Bloomington, IN 47404

Owner:  
Pivates Development, LLC  
Chicago, IL 60604

Architect:  
121 South Pennsylvania Street  
Bloomington, IN 47404  
317-333-4300

Engineer:  
2755 E Canada Drive, Suite 101  
Bloomington, IN 47403



**UTILITY LEGEND**

Symbol	Description
Circle with cross	WATER MAIN
Circle with dot	WATER SERVICE LINE
Circle with horizontal lines	SEWER MAIN
Circle with vertical lines	SEWER SERVICE LINE
Circle with diagonal lines	GAS MAIN
Circle with diagonal lines (other)	GAS SERVICE LINE
Circle with horizontal lines (other)	TELEPHONE
Circle with vertical lines (other)	COAXIAL CABLE
Circle with diagonal lines (other)	OPTIC FIBER
Circle with diagonal lines (other)	STORM DRAIN
Circle with diagonal lines (other)	CONCRETE BOX CULVERT
Circle with diagonal lines (other)	BRICK CHIMNEY
Circle with diagonal lines (other)	RELOCATE EXISTING
Circle with diagonal lines (other)	INSTALL NEW

**UTILITY NOTES**

- ALL PROJECTS WILL REQUIRE A PERMITS CONNECTION TO ALL UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CITY OF BLOOMINGTON UTILITIES DEPARTMENT SHALL BE CONTACTED FOR THE LOCATION AND DEPTH OF ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CONNECTIONS TO ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CONNECTIONS TO ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CONNECTIONS TO ALL UTILITIES.
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**UTILITIES**  
AT&T (Phone) 4811 324-621  
4511 E. Indiana Blvd. Ct.  
Bloomington, Indiana 47408  
817391@att.net

DUKE ENERGY (Electric) 317-331-5038  
1100 W. 7th St., 331-5038  
Bloomington, Indiana 47403  
Printed for: bloomingtonenergy.com

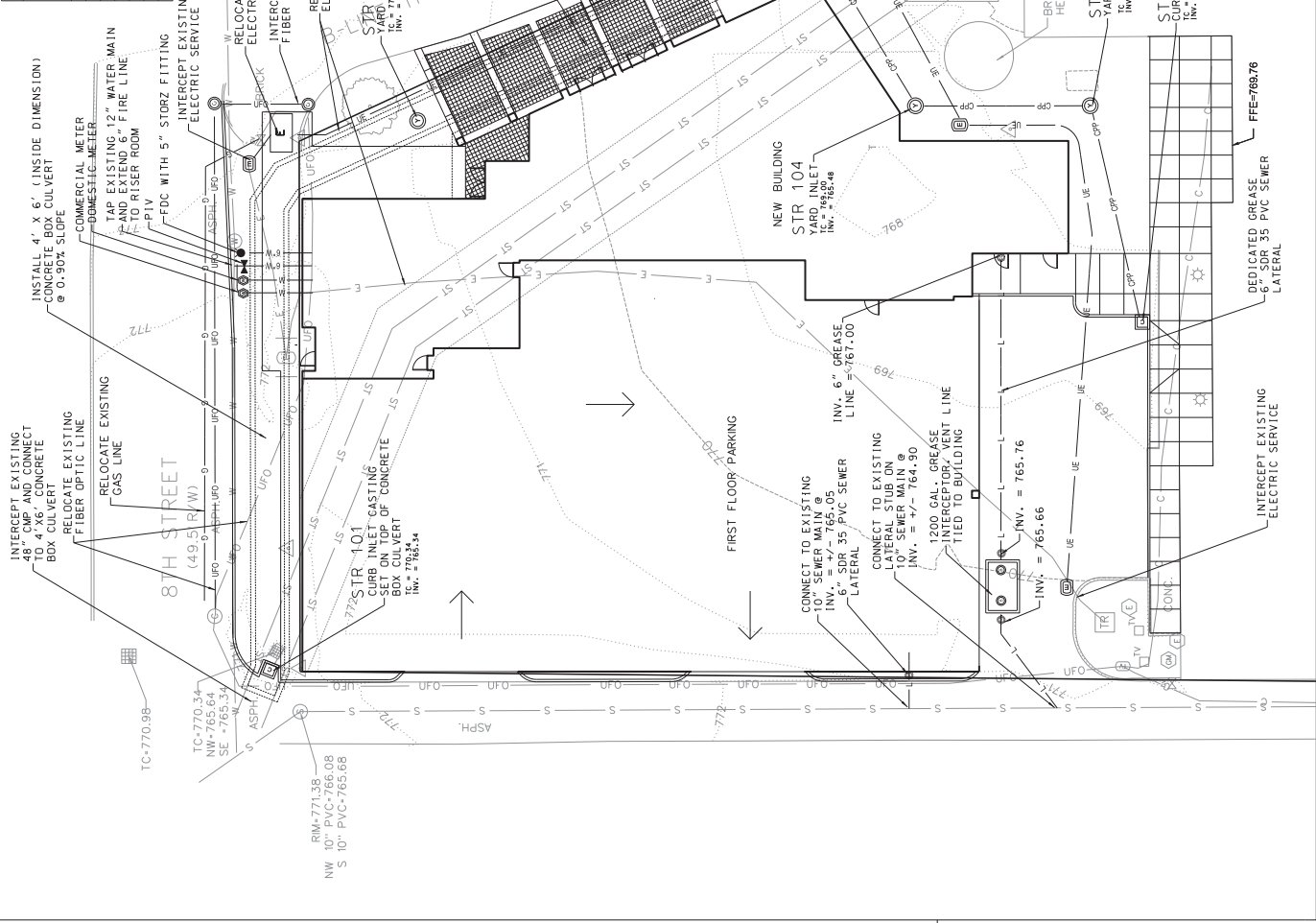
CITY OF BLOOMINGTON  
UTILITIES (Water) 317-331-5038  
400 E. Michigan St., 331-5038  
Bloomington, Indiana 47403  
Printed for: bloomingtonenergy.com

VERIZON (Cable)  
800-438-2243 330-4031  
8100 W. 7th St., 331-5038  
Bloomington, IN 47404  
cablecom.verizon.com

COX (Cable)  
800-438-2243 332-2632  
2605 W. Henderson St.  
Bloomington, Indiana 47403  
Printed for: bloomingtonenergy.com

**STRUCTURE DATA TABLE**

EXISTING	DESCRIPTION	DEPTH	DIAMETER	REMARKS
101	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 105
102	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 104
103	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 106
104	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 107
105	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 108
106	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 109
107	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 110
108	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 111
109	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 112
110	CONCRETE BOX CULVERT	15'	48"	CONNECT TO 113



8TH STREET  
(49.5' R/W)

BLUFF TRAIL

NEW BUILDING

FIRST FLOOR PARKING

BRICK CHIMNEY  
HEIGHT=138 FT

DEDICATED GREASE LATERAL  
FOR 35 SEWER

INTERCEPT EXISTING ELECTRIC SERVICE

INTERCEPT EXISTING GAS LINE

INTERCEPT EXISTING FIBER OPTIC LINE

INTERCEPT EXISTING WATER MAIN

INTERCEPT EXISTING FIRE LINE

INTERCEPT EXISTING STORM DRAIN

INTERCEPT EXISTING SEWER MAIN

INTERCEPT EXISTING PIV

INTERCEPT EXISTING FDC WITH 5\"/>

INSTALL 4' x 6' CONCRETE BOX CULVERT

CONNECT 4' x 6' CONCRETE BOX CULVERT TO EXISTING BOX CULVERT

CONNECT STORM DRAIN BOX CULVERT TO 4' x 6' CONCRETE BOX CULVERT

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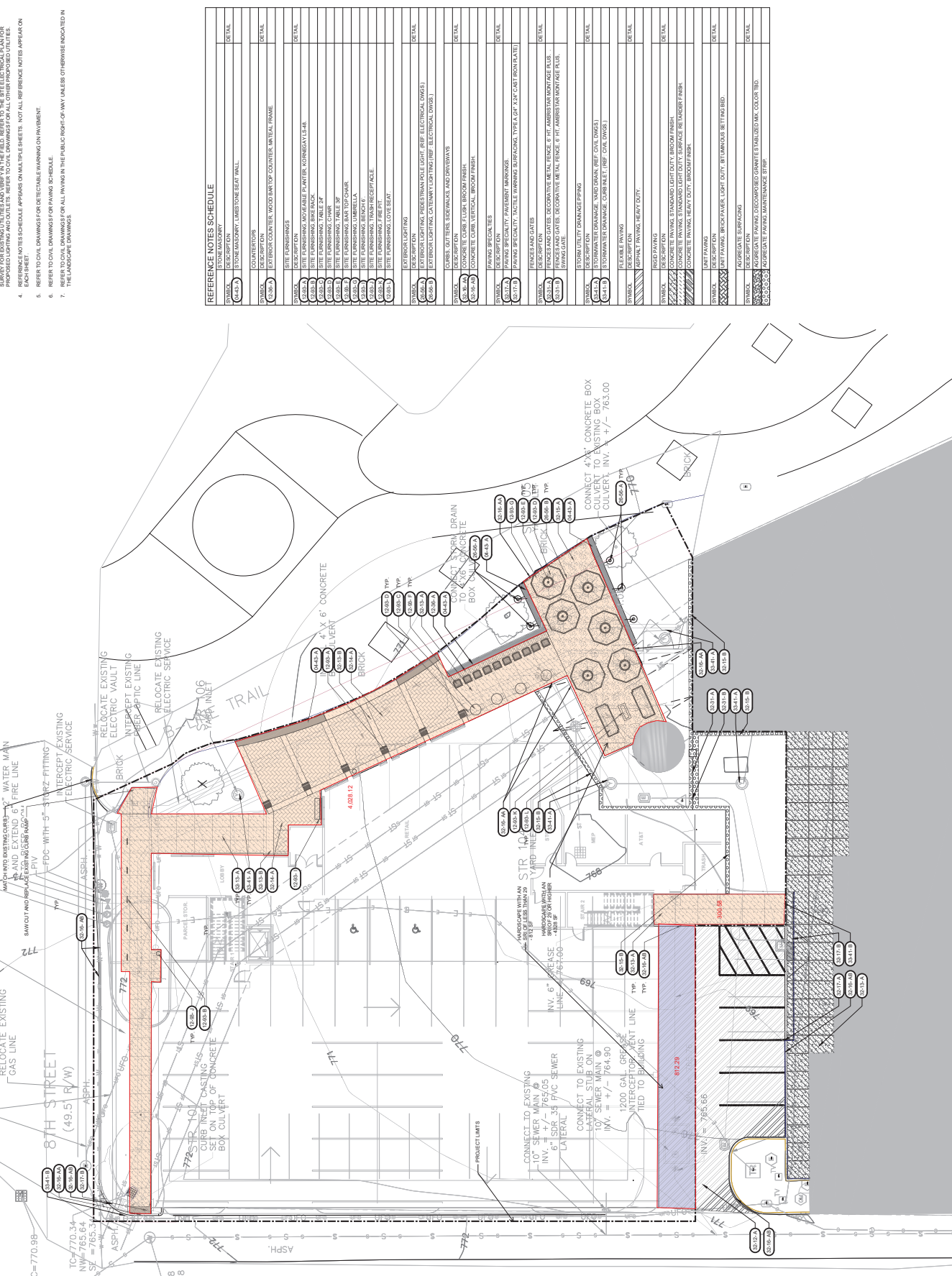
- SITE FEATURES PLAN GENERAL NOTES:**
1. DO NOT SCALE DRAWINGS FOR FIELD LAYOUT. REFER TO FIELD LAYOUT (PLANS) FOR DIMENSIONS.
  2. WORK SHOWN ON THE DRAWINGS SHALL BE BASED UNLESS SPECIFICALLY NOTED TO BE BY ALTERNATE BID.
  3. COORDINATE ALL WORK WITH OTHER DESIGN DISCIPLINES.
  4. EXISTING AND PROPOSED UTILITIES THAT ARE SHOWN ARE FOR REFERENCE ONLY. REFER TO THE SITE SURVEY DRAWING AND ALL UTILITIES SHALL BE REFERRED TO THE FIELD LAYOUT (PLANS) FOR DIMENSIONS AND DEPTHS. REFER TO THE FIELD LAYOUT (PLANS) FOR DIMENSIONS AND DEPTHS. REFER TO THE FIELD LAYOUT (PLANS) FOR DIMENSIONS AND DEPTHS.
  5. REFERENCE NOTES SCHEDULE APPEARS ON MULTIPLE SHEETS. NOT ALL REFERENCE NOTES APPEAR ON EACH SHEET.
  6. REFER TO CIVIL DRAWINGS FOR DETAILABLE WARNING ON PAVEMENT.
  7. REFER TO CIVIL DRAWINGS FOR PAVING SCHEDULE.
  8. REFER TO CIVIL DRAWINGS FOR ALL PAVING IN THE PUBLIC RIGHT-OF-WAY UNLESS OTHERWISE INDICATED IN THE LANDSCAPE DRAWINGS.

**REFERENCE NOTES SCHEDULE**

SYMBOL	DESCRIPTION	DETAIL
C-101-A	STONE MASONRY LIMED TONE BLK WALL	DETAIL
C-101-B	CONCRETE	DETAIL
C-101-C	EXTERIOR COUNTER TOP/COUNTER MATERIAL FRAME	DETAIL
C-101-D	EXTERIOR LIGHTING	DETAIL
C-101-E	EXTERIOR LIGHTING FIXTURES/TRANSFORMER POLE LIGHT (REF. ELECTRICAL DWG(S))	DETAIL
C-101-F	EXTERIOR LIGHTING CANTILEVER LIGHTING (REF. ELECTRICAL DWG(S))	DETAIL
C-101-G	EXTERIOR LIGHTING Poles/Truss/And Overlays	DETAIL
C-101-H	CONCRETE CURB FLUSH BROOK FINISH	DETAIL
C-101-I	CONCRETE CURB VERTICAL BROOK FINISH	DETAIL
C-101-J	PAVING SPECIALS	DETAIL
C-101-K	DESCRIPTION	DETAIL
C-101-L	PAVING SPECIALTY PAVING MATERIALS	DETAIL
C-101-M	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE A, 2" (2" CURB FROM PLANT)	DETAIL
C-101-N	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE B, 2" (2" CURB FROM PLANT)	DETAIL
C-101-O	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE C, 2" (2" CURB FROM PLANT)	DETAIL
C-101-P	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE D, 2" (2" CURB FROM PLANT)	DETAIL
C-101-Q	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE E, 2" (2" CURB FROM PLANT)	DETAIL
C-101-R	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE F, 2" (2" CURB FROM PLANT)	DETAIL
C-101-S	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE G, 2" (2" CURB FROM PLANT)	DETAIL
C-101-T	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE H, 2" (2" CURB FROM PLANT)	DETAIL
C-101-U	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE I, 2" (2" CURB FROM PLANT)	DETAIL
C-101-V	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE J, 2" (2" CURB FROM PLANT)	DETAIL
C-101-W	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE K, 2" (2" CURB FROM PLANT)	DETAIL
C-101-X	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE L, 2" (2" CURB FROM PLANT)	DETAIL
C-101-Y	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE M, 2" (2" CURB FROM PLANT)	DETAIL
C-101-Z	PAVING SPECIALTY PAVING MATERIALS (TYPICAL) TYPE N, 2" (2" CURB FROM PLANT)	DETAIL
C-102-A	CONCRETE	DETAIL
C-102-B	CONCRETE	DETAIL
C-102-C	CONCRETE	DETAIL
C-102-D	CONCRETE	DETAIL
C-102-E	CONCRETE	DETAIL
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C-102-H	CONCRETE	DETAIL
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C-102-W	CONCRETE	DETAIL
C-102-X	CONCRETE	DETAIL
C-102-Y	CONCRETE	DETAIL
C-102-Z	CONCRETE	DETAIL

**SHEET ISSUE**

NO.	DATE	DESCRIPTION
1	03/04/2020	ISSUE FOR REVIEW
2	03/04/2020	ISSUE FOR REVIEW
3	03/04/2020	ISSUE FOR REVIEW
4	03/04/2020	ISSUE FOR REVIEW
5	03/04/2020	ISSUE FOR REVIEW
6	03/04/2020	ISSUE FOR REVIEW
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9	03/04/2020	ISSUE FOR REVIEW
10	03/04/2020	ISSUE FOR REVIEW



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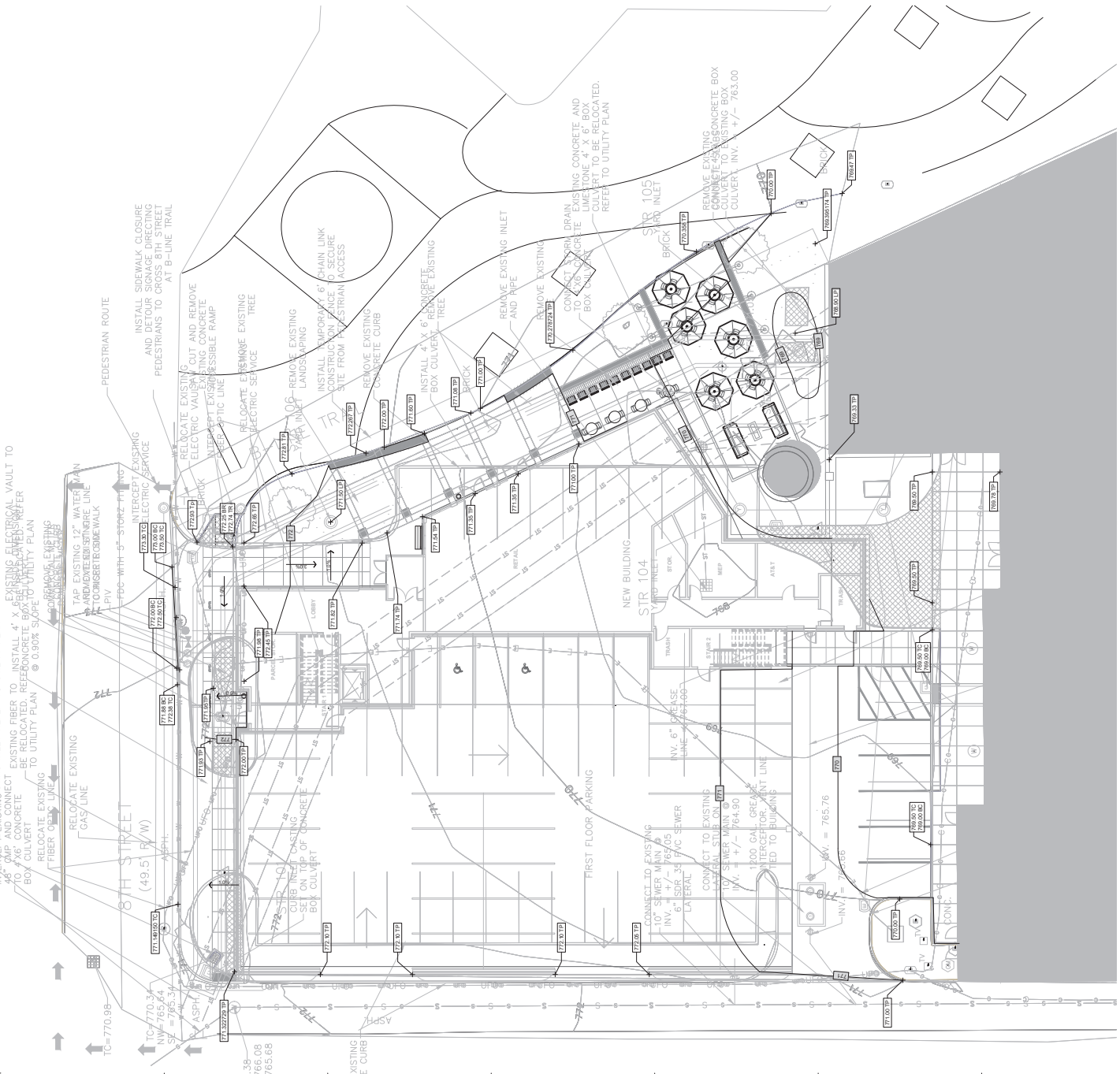
**SITE GRADING PLAN GENERAL NOTES:**

- COORDINATE ALL WORK WITH OTHER DESIGN DISCIPLINES.
- CONTRACTOR SHALL VERIFY ALL VERTICAL AND HORIZONTAL DIMENSIONS AND FIELD CONDITIONS PRIOR TO STARTING WORK. CONTRACTOR IS RESPONSIBLE FOR ALL FIELD DIMENSIONS. IF CONTRACTOR FINDS ANY DISCREPANCIES BETWEEN CONTRACT DOCUMENTS AND ACTUAL FIELD DIMENSIONS OR CONDITIONS, CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY.
- WORK ACCORDING TO THE LATEST REVISIONS OF THE SPECIFICATIONS. PRIOR TO COMMENCING WORK, CONTRACTOR SHALL VERIFY ALL FIELD DIMENSIONS AND FIELD CONDITIONS PRIOR TO STARTING WORK. REFER TO THE SITE ELECTRICAL PLAN FOR THE LOCATION OF ALL UTILITIES AND VERIFY IN THE FIELD. REFER TO THE SITE ELECTRICAL PLAN FOR THE LOCATION OF ALL UTILITIES AND VERIFY IN THE FIELD. REFER TO THE SITE ELECTRICAL PLAN FOR THE LOCATION OF ALL UTILITIES AND VERIFY IN THE FIELD.
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- TYPICAL MAXIMUM SIDEWALK SLOPES ARE 1% (1" PER 1'-0"). TYPICAL MAXIMUM SIDEWALK SLOPES ARE 1% (1" PER 1'-0"). TYPICAL MAXIMUM SIDEWALK SLOPES ARE 1% (1" PER 1'-0").
- WHERE NEW PAVED SURFACES ADJOIN EXISTING PAVED SURFACES, MEET EXISTING GRADE.
- DRAINAGE DESIGN IS IN ACCORDANCE WITH ILLINOIS PLUMBING AND MECHANICAL CODES FOR MORE COMPLETE AND DETAILED DRAINAGE DESIGN.

**SITE GRADING PLAN GENERAL NOTES:**

- COORDINATE ALL WORK WITH OTHER DESIGN DISCIPLINES.
- CONTRACTOR SHALL VERIFY ALL VERTICAL AND HORIZONTAL DIMENSIONS AND FIELD CONDITIONS PRIOR TO STARTING WORK. CONTRACTOR IS RESPONSIBLE FOR ALL FIELD DIMENSIONS. IF CONTRACTOR FINDS ANY DISCREPANCIES BETWEEN CONTRACT DOCUMENTS AND ACTUAL FIELD DIMENSIONS OR CONDITIONS, CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY.
- PARTICIPATE IN THE PRE-INSTALLATION CONFERENCE FOR THE GRADING AND DRAINAGE SCOPE OF THE PROJECT ACCORDING TO THE PROJECT SPECIFICATIONS PRIOR TO COMMENCEMENT.
- VERIFY ALL EXISTING UTILITIES AND VERIFY IN THE FIELD. REFER TO THE SITE ELECTRICAL PLAN FOR THE LOCATION OF ALL UTILITIES AND VERIFY IN THE FIELD. REFER TO THE SITE ELECTRICAL PLAN FOR THE LOCATION OF ALL UTILITIES AND VERIFY IN THE FIELD.
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- WHERE NEW PAVED SURFACES ADJOIN EXISTING PAVED SURFACES, MEET EXISTING GRADE.
- DRAINAGE DESIGN IS IN ACCORDANCE WITH ILLINOIS PLUMBING AND MECHANICAL CODES FOR MORE COMPLETE AND DETAILED DRAINAGE DESIGN.
- CURB RAMPS SHALL COMPLY WITH CURB RAMP DRAWING INDEX & GENERAL NOTES (REF: I-1).
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19	ISSUE FOR REVIEW	05/04/2020
20	ISSUE FOR REVIEW	05/04/2020

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**SITE PLANTING PLAN GENERAL NOTES:**

1. MATCH GRADING REPRESENTATION SHOWN UNLESS NOTED OTHERWISE.
2. EXISTING AND PROPOSED UTILITIES THAT ARE SHOWN ARE FOR REFERENCE ONLY. REFER TO THE SITE SURVEY FOR EXISTING UTILITIES AND VERIFY IN THE FIELD. REFER TO THE SITE ELECTRICAL PLAN FOR THE PROJECT SPECIFICATIONS, TYPICAL CONNECTIONS, AND NOTES.
3. MATCH GRADING REPRESENTATION SHOWN UNLESS NOTED OTHERWISE.
4. CONSTRUCTION OF PLANTING SCOPES CONSIDER ACCEPTANCE OF SITE CONDITIONS. ENSURE THAT THE GRADING, AS WELL AS NECESSARY AND SPECIFIED PLANTING CONDITIONS HAVE BEEN ACHIEVED PRIOR TO LANDSCAPE INSTALLATION.
5. INSTALL SPECIFIED IMPROVISED SEED AT DISTURBED AREAS NOT OTHERWISE IDENTIFIED FOR PLANT MATERIAL.
6. PROVIDE 2" ORGANIC MULCH AT ALL PLANTING AREAS UNLESS NOTED.

**LANDSCAPE MAINTENANCE NOTES:**

1. LANDSCAPE MAINTENANCE PROCESSES OF ANY TYPE SHALL COMPLY WITH AND CONFORM TO ALL STATE AND LOCAL REGULATIONS, ORDINANCES, AND STANDARDS. MAINTENANCE SHALL INCLUDE BUT NOT BE LIMITED TO: EQUIPMENT, SUBSTANCES, AND CHEMICAL APPLICATIONS AND PRACTICES.
2. KEEP ALL PLANTING BEDS FREE OF DEBRIS AND TRASH.
3. DEATH OR DROPPING PERMANENTLY REMOVE EACH SUMMER AND FALL AND REMOVE ALL DEBRIS AND CLIPPINGS. REMOVE ALL DEBRIS AND CLIPPINGS.
4. ALL TREE AREAS SHALL BE MOVED AND TRIMMED AS OFTEN AS NECESSARY TO PROVIDE A NEAT APPEARANCE.
5. LANDSCAPE BEDS SHALL BE FILLED OR SHAVED WITH A HERKAGE.
6. TREE TRUNKS WILL BE PAILED OR SHAVED WITH A HERKAGE.
7. PREVIOUS MULCHED BEDS AND TREE CIRCLES WILL BE TOP DRESSED WITH SHREDED HARDWOOD MULCH.
8. SELECTIVE PRUNING SHALL BE PERFORMED ON BRUBRAS UNLESS OTHERWISE SPECIFIED BY THE OWNER. REMOVAL OF DEAD, DRYING, OR BROKEN BRANCHES SHALL BE PERFORMED AS REQUIRED TO MAINTAIN THEIR NATURAL SIZE AND SHAPE.

**Johnson Creamery**  
**400 W Seventh Street**  
**Bloomington, IN 47404**

**Owner:**  
 Johnson Development, LLC  
 101 South Plymouth Street  
 Chicago, IL 60604

**Architect:**  
 RATIO  
 101 South Plymouth Street  
 Chicago, IL 60604  
 312-453-1400  
 30 West Monroe Street, Suite 500  
 Chicago, IL 60603  
 312-266-2289

**Contractor:**  
 Smith Brinkhoff & Associates, Inc.  
 2205 E Canada Drive, Suite 101  
 Chicago, IL 60648  
 815-234-9426

**KEY PLAN**

DATE: 03/04/2020

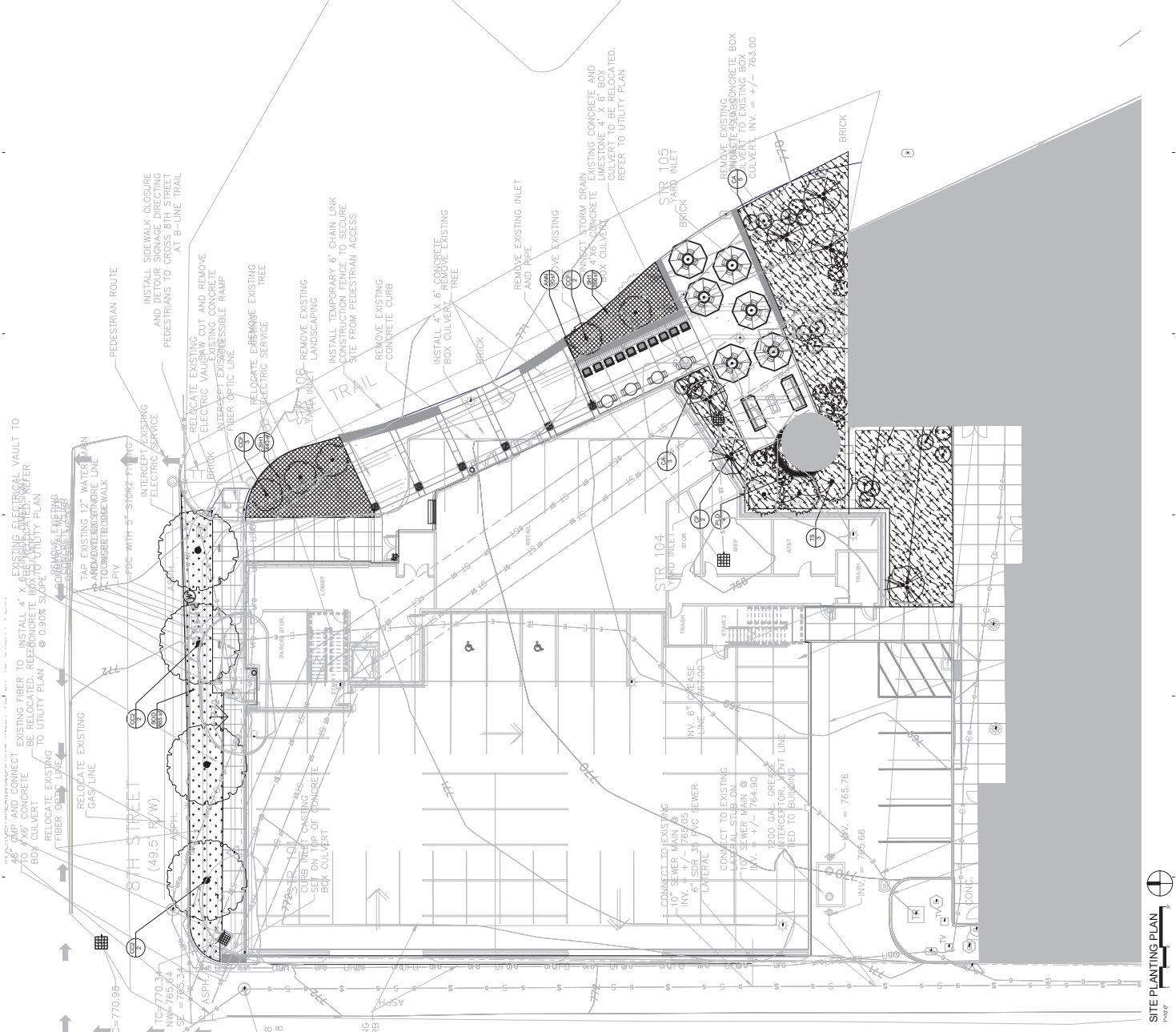
NO.	REVISION	DATE
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2	FOR REVIEW	
3	FOR REVIEW	
4	FOR REVIEW	
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20	FOR REVIEW	

**RATIO**  
 SITE PLANTING PLAN  
 PROJECT NO. 18110001

SHEET NUMBER  
**L-502**

FOR REFERENCE ONLY  
 NOT FOR CONSTRUCTION

PLANT SYMBOL	PLANT CODE	BOTANICAL COMMON NAME	SIZE	QTY	REMARKS
	CCP	Carolina Allspice, J. A. Lloydii	7' - 8' Cal	5	
	CCD	Carolina Allspice, J. A. Lloydii	7' - 8' Cal	4	
	CCF	Carolina Allspice, J. A. Lloydii	7' - 8' Cal	6	
	TS	Trident Maple, Acer buergeri	8' - 10' Cal	3	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	PLD	Prunella americana, New Jersey Tea	6' - 8' Cal	12	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
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	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	
	SPRUBS	Common Snowberry, Symphoricarpos albus	1' - 2' Cal	17	



**SITE PLANTING PLAN**





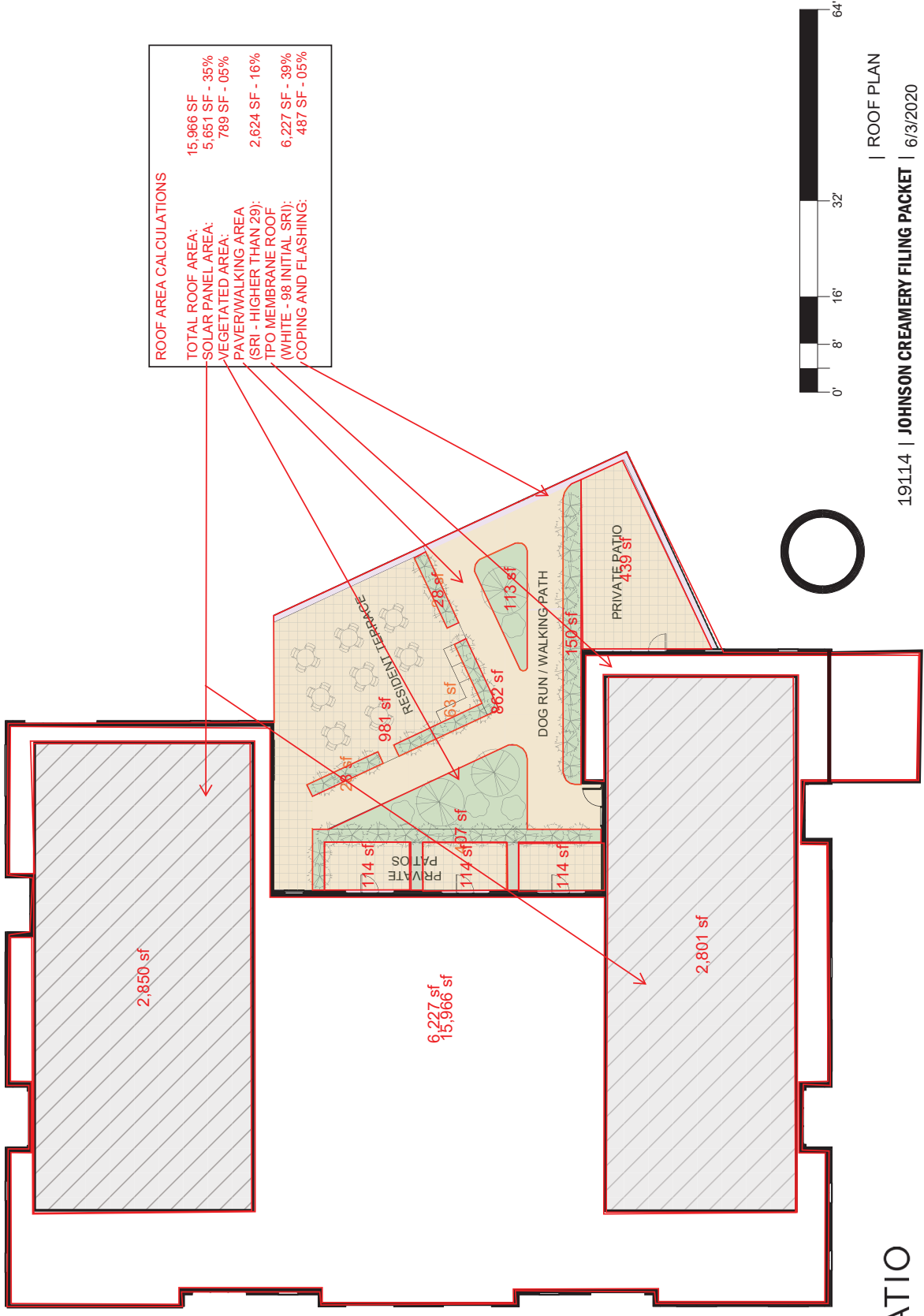
















**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: 325 E. 3<sup>rd</sup> St. & 403 E. 3<sup>rd</sup> St.**

**CASE #: SP-15-20  
DATE: July 13, 2020**

**PETITIONER:** Annex Student Living (Joy Skidmore)  
409 Massachusetts Ave. Ste. 300, Indianapolis

**CONSULTANTS:** Smith Brehob & Associates Inc.  
2755 E. Canada Dr. Ste. 101 Bloomington

**REQUEST:** The petitioner is requesting a site plan review of two 5-story mixed use buildings in the MD-UV.

**BACKGROUND:**

**Area:** 0.8 acres (East – 0.4 acres & West – 0.4 acres)  
**Current Zoning:** MD – UV  
**Comp Plan Designation:** Downtown  
**Existing Land Use:** Dwelling, Multifamily  
**Proposed Land Use:** Mixed-Use  
**Surrounding Uses:** North – Commercial  
 South – Commercial (East) and Mixed-use (West)  
 East – Dwelling, Multifamily  
 West – Mixed-Use

**REPORT:** The properties are located at the northeast and northwest corners of E. 3<sup>rd</sup> St. and S. Grant St. and are zoned Mixed-use Downtown (MD) and are within the University Village Downtown Character Overlay (UV). Surrounding properties to the north are also zoned MD – UV and include commercial uses (restaurant). The property to the east is also zoned MD – UV and has been developed with multifamily dwellings (Colstone Square). The property to the west is also zoned MD – UV and has been developed with a mixed-use building. The properties to the south are zoned MD – DE. The property to the southeast has been developed with a commercial use, and the property to the southwest recently received approval for the construction of a mixed-use building. The western portion of the site features parcels which fall within the Restaurant Row Local Historic District as well as a building which has been designated as contributing on the Bloomington Historic Sites & Structures Survey. No development is proposed on these parcels and the contributing structure is to remain.

The petitioner has designed the project to achieve the Tier 2 Affordable Housing Incentives 20.04.110 (c). The petitioner proposes to construct two new 5 story structures, one on the northeast corner and one on the northwest corner of the 3<sup>rd</sup> St. and Grant St. intersection. The east building will contain a total of 53 units (57 beds), and the west building will contain a total of 49 units (53 beds). A total of 65 studio, 29 one-bedroom, and 8 two-bedroom units will be created throughout the development. The east building will feature 4,425 sq. ft. of retail space on the ground floor which is 75% of the 5,908 sf. total ground floor. The west building will feature 2,565 sq. ft. of retail space on the ground floor which is 61% of the 4,627 sq. ft. The east building will contain a total of 24 interior parking spaces; the west building will contain a total of 21 interior parking spaces and 5 on-street parking spaces along S. Grant St. A driveway cut on S. Grant St. will be closed with this development.



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**MAJOR SITE PLAN REVIEW 20.04.110(b)(3)(B):** Major site plan approval is required for all projects, which qualify for the affordable housing incentive, and contain more than 50 dwelling units. The proposed development contains 102 dwelling units, and will be utilizing Tier 2 affordable housing incentives in order to increase maximum building height, and a lower the minimum parking requirements.

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**SITE PLAN ISSUES:**

**Non-Residential Uses on the First Floor:** The site is required to have at least 50% of the ground floor be dedicated to nonresidential uses, excluding parking, because of its frontage along E. 3rd St. The proposed development meets this requirement. 75% of the east building's ground floor will be dedicated to nonresidential, and non-parking, uses. 61% of the west building's ground floor will be dedicated to nonresidential, and non-parking, uses.

**Height:** The minimum height in the MD-UV is 25' and the maximum height is 3 stories, not to exceed 40'. The proposed highest height of the east building is 5 stories at 64' from average grade. The proposed highest height of the west building is also 5 stories at 64' from average grade. The project will meet Tier 2 affordable housing incentive standards which allow the height of primary structures to be increased by two stories, not to exceed 24', beyond the maximum primary structure height in the MD-UV district. With the incorporation of the incentive, the proposal meets the Tier 2 height requirements.

**Parking:** The MD-UV district requires a minimum of 0.5 parking space per studio dwelling unit, 1 space per 1-bedroom dwelling unit, and 1.5 spaces per 2-bedroom dwelling unit. The east building would be required to provide 38 parking spaces. As it contains 34 studio, 15 1-bedroom, and 4 2-bedroom dwelling units. The west building would be required to provide 33 parking spaces. As it contains 31 studio, 14 one-bedroom, and 4 two-bedroom dwelling units. The project will meet Tier 2 affordable housing incentive standards which allow the minimum number of required vehicle parking spaces for multifamily residential structures to be reduced by 35 percent. With this Tier 2 reduction in required vehicle parking spaces the east building is required to provide 19 spaces, and the west building is required to provide 18 spaces. The project is proposed to provide 24 on-site spaces in the east building, and 21 on-site parking spaces in the west building with 5 on-street spaces on S. Grant St. The proposal exceeds the Tier 2 minimum vehicle parking requirements.

**Access:** The east building will feature 3 pedestrian entrances. The nonresidential uses will derive access from an entrance along S. Grant St. The parking structure will derive access from a shared entrance along E. 3rd St., and a shared entrance along S. Grant St. The residential dwellings units will derive access from a shared entrance along E. 3rd St, and a shared entrance along S. Grant St.

The west building will feature 4 pedestrian entrances. The nonresidential uses will derive access from an entrance along S. Grant St., and an entrance along E. 3rd St. The parking structure will derive access from an entrance along E. 3rd St., as well as a second shared entrance along E. 3rd St. The residential dwellings will derive access from a shared entrance along E. 3rd St.

The east building will feature a single vehicular entrance at the northwest corner of the property with a drive cut along an alley to the north of the property. The drive cut appears to widen the existing platted alley, as opposed to turning off the alley east of its intersection with S. Grant St.



This drive cut may be required to be modified in order to meet entrance and drive standards, but this general location will be utilized. The petitioners are proposing the further improve the alley in order to grant the building vehicular access.

The west building will feature a single vehicular entrance at the northwest corner of the property which derives access from an alley to the north of the property. The existing driveway on S. Grant St. will be closed and the sidewalk and street tree pattern will be completed.

**Bicycle Parking/Alternative Transportation:** Developments in the MD-UV district are required to provide bicycle parking, for residential uses, at 20% of the provided vehicle parking spaces or one space per 5 bedrooms whichever is more. The east building will be required to provide 11 bicycle parking spaces for the residential dwellings. The west building will be required to provide 10 bicycle parking spaces for the residential dwellings. Both buildings will meet their minimum requirement for bicycle parking.

Developments in the MD-UV district are required to provide bicycle parking, for commercial uses, at 10% of the provided vehicle parking spaces; with a minimum of 6 bicycle parking spaces being provided. The east building provides no dedicated commercial parking. The west building provides no dedicated commercial parking. The east building contains 2 bicycle parking spaces for commercial uses. The west building contains 7 bicycle parking spaces for commercial uses. The east building will be required to provide an additional 4 bicycle parking spaces. A condition of approval has been included for clarification. The west building exceeds the minimum number of required bicycle parking spaces.

#### **Architecture/Materials:**

**Primary Building Roof Design:** The proposed east and west buildings will feature flat roofs with parapets. This design is permitted in the general MD-UV area.

**Upper Floor Façade Stepback:** The proposed east and west buildings will feature a 15' stepback on the floors above the third story along W. 3<sup>rd</sup> St. and S. Grant St. This meets the required stepback for developments in the MD-UV.

**Windows and Doors on Primary Facades:** The general MD-UV district requires that 50% of primary façades utilize transparent glass or framed façade open areas consisting of display windows, entries and doors. The current designs of the east and west buildings both satisfy this requirement.

**Primary Pedestrian Entrances:** The MD-UV district requires that primary pedestrian entrances provide at least two architectural design features from the list on Table 02-27. Each of the entrances will feature canopies. The commercial entrances along S. Grant St. will feature a landscaped patio area with outdoor seating for at least eight persons. The east building's W. 3<sup>rd</sup> St. entrance will feature an entry door recessed at least four feet from the sidewalk edge. The west building's W. 3<sup>rd</sup> St. entrance will feature an entry door recessed at least four feet from the sidewalk edge. While the primary pedestrian entrance design meets minimum MD-UV district standards, the Department encourages additional architectural design features on the S. 3<sup>rd</sup> St. frontage that could make the design more pedestrian friendly.

**Primary Building Articulation:** The MD-UV district requires primary building articulation for facades. Both the east and west buildings will meet the minimum modulation along E. 3<sup>rd</sup> St. and S. Grant St.

**Façade Materials:** The primary building materials for both the east and west building include brick veneer. The secondary materials for both the east and west building include fiber cement panels. These are both permitted façade materials in the MD-UV.

**Street Trees:** Street trees will be required along both E. 3<sup>rd</sup> St and S. Grant St. A minimum of one canopy tree shall be planted per 40 feet of property that abuts a public right-of-way. The proposed site plan meets this requirement. The City's Urban Forester will need to be consulted about the species of street trees which can be utilized with this development.

**Landscaping:** With this petition, there would be new landscaping required to be installed on the site. A landscape plan that meets all UDO requirements, including required street trees, must be submitted prior to approval of a grading permit. A condition of approval has been included for clarification.

**Impervious Surface Coverage:** The general MD-UV allows for 85% impervious surface coverage. The east building is proposed to cover 85% of the lot in impervious surfaces. The west building is proposed to cover 80.9% of the lot in impervious surfaces.

**Tier 2 Affordable Housing Incentive Criteria:** Tier 2 Incentives require that at least 60 percent of the total gross area of the building be dedicated to residential dwelling units; and a minimum of 7.5 percent of the total dwelling units are income-restricted permanently to households earning below 120 percent of the HUD AMI for Monroe County, Indiana; and a minimum of 7.5 percent of the total dwelling units are income-restricted permanently to households earning below 80 percent of the HUD AMI for Monroe County, Indiana. The developer is working with the Housings and Neighborhood Development Department to ensure compliance with these requirements.

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

- 1.) Provide a compliant Landscape Plan before the issuance of a grading permit.
- 2.) Provide at least 5% of the parking spaces with fast-charging EV charging stations.
- 3.) Submit to the P&T department for approval the design plans and a maintenance plan for the green roof before the issuance of a building permit.
- 4.) Design the structures with some green building practices.
- 5.) Provide space to stage recyclable materials.

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**CONCLUSION:** This petition meets the MD-UV development standards with the following exceptions: maximum height, minimum required vehicle parking, minimum required bicycle parking, and minimum on-site landscaping requirements. The project will satisfy the Tier 2 affordable housing incentive criteria which will allow the project to achieve the proposed extra height, and reduced number of vehicle parking spaces. The east building will be required to provide an additional 4 bicycle parking spaces in order to meet UDO standards, and a compliant landscape plan will be required before a grading permit will be issued. The Department believes that with the aid of the incentives, the development provides much needed housing for a wide array of tenants in an ideal location, while meeting the design and aesthetic goals of the UDO.

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**RECOMMENDATION:** The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve SP-15-20 with the following conditions:

1. This project is approved pursuant to compliance with the Tier 2 Affordable Housing Incentive criteria, as outlined in the petitioner statement and this report, and will have to meet all requirements association with such Incentives.
2. The petitioner will provide the additional required number of bicycle parking spaces for the commercial uses in the east building on the site plan prior to the issuance of a grading permit.
3. A landscape plan that meets all UDO requirements, including required street trees, must be submitted and approved prior to issuance of a grading permit.



City of Bloomington  
Bloomington Environmental Commission

## MEMORANDUM

Date: July 13, 2020

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: SP-15-20: Annex Student Living  
3<sup>rd</sup> and Grant Streets

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

### Comments

#### 1.) LANDSCAPE PLAN

A compliant Landscape Plan shall be approved prior to the issuance of a grading permit.

#### 2.) ELECTRIC VEHICLE CHARGING

The EC recommends the Petitioner install electric vehicle charging stations. According to Climate Central, in 2018, more than 360,000 electric vehicles were sold in the United States. That represents an increase of 81% over 2017. The EC does not expect a one year increase in EV sales of 81% in Bloomington, but new developments should prepare for some gain.

If only 5% of the spaces contained EV chargers, it would be a small start. However, the EC believes that may be a reasonable amount to begin with. Thus, the EC recommends that at least 5% of the parking spaces be equipped with fast-charging EV charging stations.

#### 3.) ROOF

The plan depicts portions of the roof as “green roof.” Please provide the details of the design, plants, irrigation, and stormwater capture, as well as a maintenance plan for the green roof. The Petitioner shall submit a detailed maintenance plan to the Planning and Transportation (P&T) Department for approval.

#### 4.) SUSTAINABLE/GREEN BUILDING PRACTICES

The EC is disappointed that the Petitioner has not committed to any green building practicing except for showing some green roof in a rendering. The Petitioner’s Statement says the developer is interested in

reviewing a few practices, but that is meaningless. Furthermore, to list under Environmental Considerations that the building shell will meet minimum performance requirements is misleading.

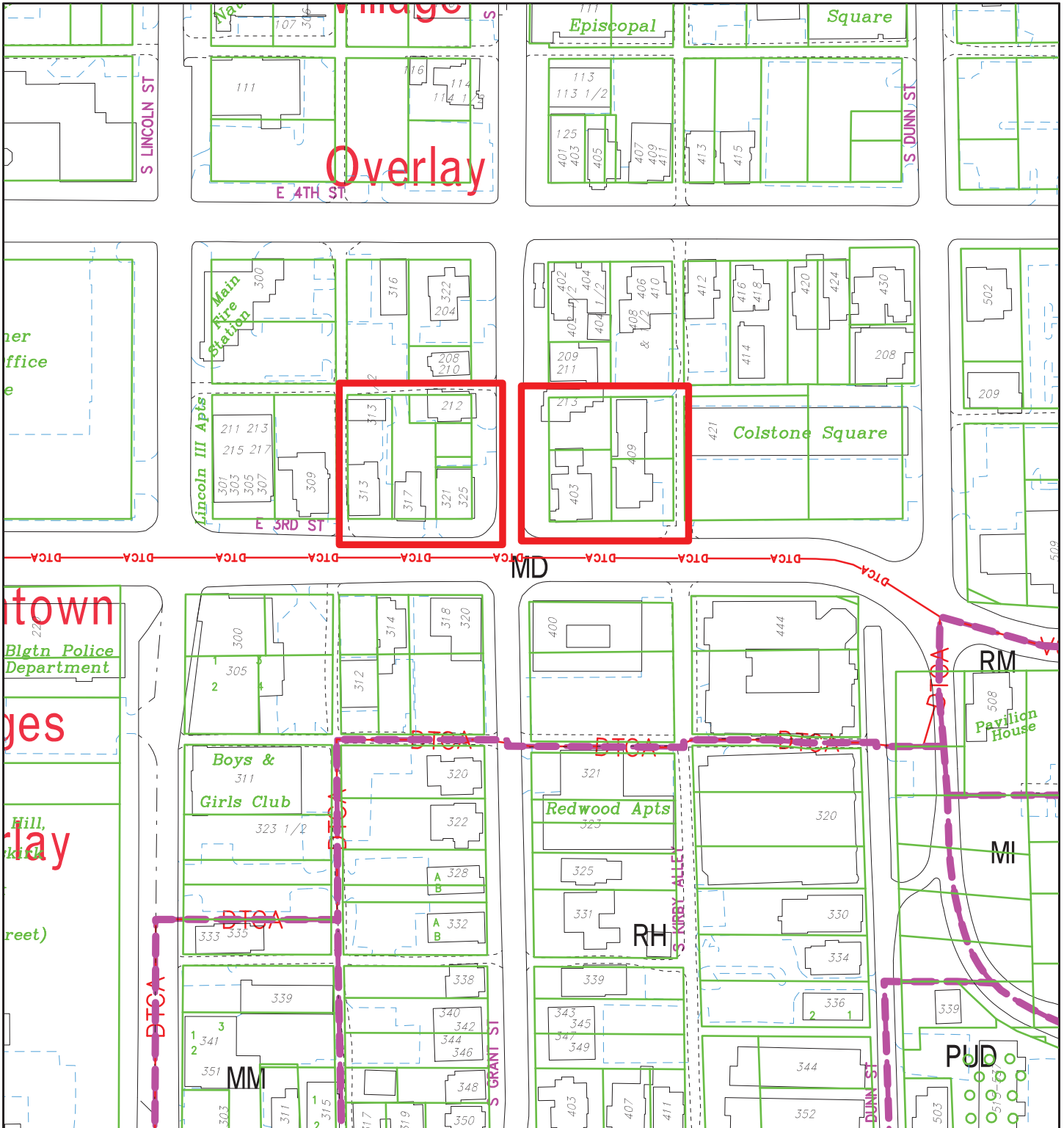
#### 5.) RECYCLING

Space should be provided to accommodate material intended for recycling, just the same as for trash. Recycling has been common practice in Bloomington for many years, and has become the convention. Residents of multi-family complexes continuously complain about their apartments not providing recycling. It is now as expected as providing for trash removal.

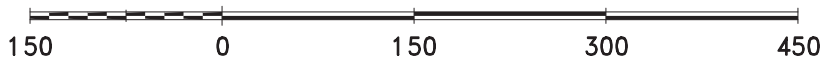
### **Recommended Conditions of Approval**

The EC recommends that the following list be included as conditions of approval.

- 1.) Provide a compliant Landscape Plan before the issuance of a grading permit.
- 2.) Provide at least 5% of the parking spaces with fast-charging EV charging stations.
- 3.) Submit to the P&T department for approval the design plans and a maintenance plan for the green roof before the issuance of a building permit.
- 4.) Design the structures with some green building practices.
- 5.) Provide space to stage recyclable materials.



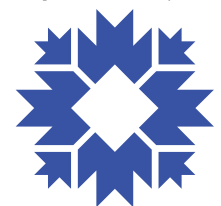
By: roblnglr  
1 Jun 20



For reference only; map information NOT warranted.

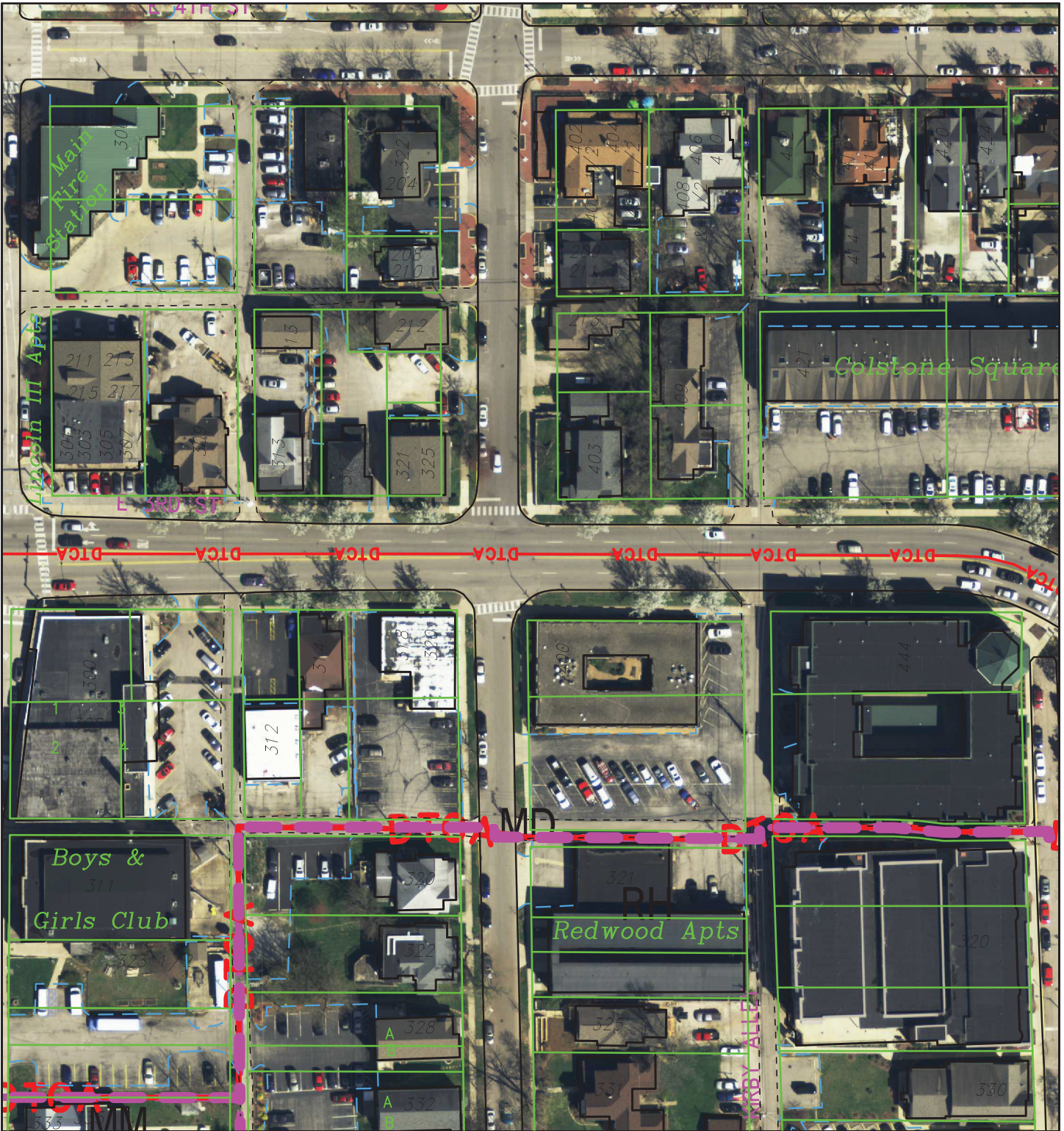


City of Bloomington  
Planning & Transportation

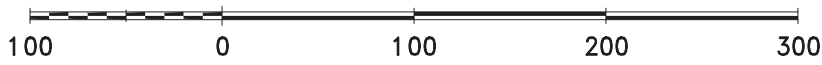


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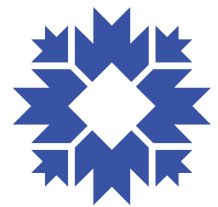




By: roblingr  
1 Jun 20



City of Bloomington  
Planning & Transportation



Scale: 1" = 100'

For reference only; map information NOT warranted.

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

**Attn:** Mr. Ryan Robling  
**Re:** Annex Bloomington

**PETITIONERS STATEMENT - Architectural**

Dear Mr. Robling,

The Annex Group is pleased to submit the attached apartment development The Annex 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.

<b><u>Apartment Types</u></b>	<b><u>Count</u></b>	<b><u>Beds</u></b>
<b>East Building</b>		
Studio	34 Units	34 Beds
1 Bedroom	15 Units	15 Beds
2 Bedroom	4 Units	8 Beds
	<b>53 Units</b>	<b>57 Beds</b>
<b>West Building</b>		
Studio Apartment	31 Units	31 Beds
1 Bedroom	<u>14 Units</u>	<u>14 Beds</u>
2 Bedroom	2 Units	4 Beds
	<b>49 Units</b>	<b>53 Beds</b>

**Property density:**

The project seeks to provide workforce housing units on both sites. This type of housing is not regulated from a standpoint of density under the UDO and is governed by massing and overall height of the building. The calculated density of the project is outlined below based on the unit counts outlined above.

**East Building**

Site: 17,437 sf = .4 acres  
Units/ acre = **133**

**West Building**

Site: 13,588 sf = .31 acres  
Units/ acre = **158**



## **Project Location**

The project is located at the corner of 3<sup>rd</sup> Street and Grant Street in the University Village Downtown Character Overlay District. The surrounding land use includes commercial buildings to the east and west of the sites (on 3<sup>rd</sup> Street) and Restaurant Row on 4<sup>th</sup> street north of the alley. Commercial buildings are located immediately south of the sites on 3<sup>rd</sup> Street with a multifamily residential building southeast of the site on 3<sup>rd</sup> Street. The lot currently has several small one and two story buildings of commercial and apartment rental buildings which will be removed to allow for the proposed development.

The proposed project/ sites do not include any land parcels or structures that are designated Historic or Contributory Historic structures.

## **Project Concept**

The project is being designed to provide workforce housing for the City of Bloomington, IN. The site constraints are a heavy influence in the project design and are reflective in the proposed building design. The project meets the requirements for Tier 2 Incentives as has included 2 additional stories above the allowable 3 in the UDO.

The project sites have severe slopes across and the project will require the use of the 64 ft allowable building height in order to provide the interior residential ceiling heights set by market conditions and the required ceiling heights of retail spaces on the ground floors.

The building elevations are reflective of the UDO massing and articulation requirements, which in turn also have influenced the placement of units and distribution of units within the massing. Enclosed parking has been provided for each building and access to the parking has been aligned with existing curb cuts and traffic patterns. On street parking has also been provided on Grant Street that can support the proposed retail uses.

The building massing conforms to the required “Build to Range” and “Building Step backs” of the UDO MD-UV and Downtown Core Character regulations. The primary building materials on the lower 3 floors is a combination of masonry (brick) and glazing (storefront).

## **Non-Residential space - Retail**

Retail space is required in the University Village Downtown Character Overlay District to be 50% of the ground floor footprint that is “not” dedicated to parking. The project meets this requirement and an outline of this is provided below:

### **East Building**

Ground Floor (excluding parking) = 5,908 sf

Retail = 4,425 sf (75%)

### **West Building**





Ground Floor (excluding parking) = 4,327 sf

Retail = 2,565 sf (61%)

**Parking Counts (Table 4-9, 4-10)**

The proposed project has provided parking that meets or exceeds the requirements of the UDO. Since the project qualifies as a Tier 2 Incentive, a 50% reduction of required parking is allowable through Tier 2 incentives. The commercial use proposed has no minimum parking requirements under the UDO but the project has provided 5 on street parking spaces to support this use.

Parking totals for each site are as follows:

**East Building**

Required = 19 spaces

Provided = 24 spaces

**West Building**

Required = 18 spaces

Provided = (26) 21 spaces + 5 Street Spaces

**Windows (Table 02-26)**

Windows and doors on the primary façade of each building have been designed to exceed the required percentage of openings. Windows on the ground floor (minimum 60% of wall area) are configured in storefront sections that reflect the historic character of the city and are proportioned to work with the module design of the façade.

Windows and doors located in the upper floors (minimum 20% of wall area) and within the residential units meet or exceed the proportion of 1.5 times the width of the window unit and the primary window type is a double hung unit. picture units are sometimes combined with the double hung units to increase the amount of daylight into the residential units. Exterior doors within residential units are sliding doors in either double or triple door configurations.

**East Building**

Ground Floor (facing the street) = > 50% of wall area

Upper Floors (facing the street) = > 20% of wall area

**West Building**

Ground Floor (facing the street) = > 50% of wall area

Upper Floors (facing the street) = > 20% of wall area





### **Parking Garage**

Enclosed parking is located on the ground level of each building and provides the required parking spaces for the residential uses. The 20'-0' parking setback is not required for enclosed parking.

### **East Building**

Parking access is from Grant Street and utilizes an existing curb cut serving the unimproved alley north of the site. The parking area in this building is partially underground and fully enclosed and provides for ADA/ Van accessible spaces required by code.

### **West Building**

Parking access is from the existing alley on the north side of the site. The alley is currently one way from Grant Street west. Vehicles will enter the garage from the east and exit the garage to the west using the alley. The parking garage is partially enclosed and fully above grade. Openings have been provided on the east and west side of the garage to allow for natural ventilation of the parking garage to meet building code requirements.

### **Site Accessibility**

Each building provides for accessible entrances to the retail and residential buildings. Entrances are located adjacent to the public right-of-way for public access to the retail and residential. Private access to the residential units via an interior parking garage also allows for accessible routes from accessible parking spaces to the building lobby.

No commercial parking is required but on street parking has been provided on the west side of Grant Street to support the retail spaces in both the East and West Buildings.

Accessible curb cuts are provided at the intersection of 3<sup>rd</sup> and Grant Streets adjacent to the project sites.



### **Building Façade modules**

The building designs proposed provide the required modulation of building façades.

#### **East Building**

3<sup>rd</sup> Street; Building width = 122.83 ft  
 Modules; 50 ft; 24.67 ft; 48.17 ft  
 Offset; 6.17 ft (5%)

Grant Street; Building width = 129.25 ft  
 Modules; 40.17 ft; 50 ft; 19.83 ft; 19.33 ft  
 Offset; 11 ft (8.5%); 25.17 ft (19.5%); 18 ft (14%)

#### **West Building**

3<sup>rd</sup> Street; Building width = 132.17 ft  
 Modules; 50 ft; 32.17 ft; 50 ft

Grant Street; Building width = 54.25 ft  
 Modules; 38.5 ft; 15.75 ft

### **Building Height**

The project sites have severe slopes generally from a high point on the Southeast corners of the sites and a low point on the Northwest corners of the sites. The change in grade is approximately 9 ft on each site. Building height per the UDO is measured from the average grade elevation of each site to the top portion of the building façade.

All entrances to the building have been coordinated with the existing/ proposed grades adjacent to or within the right-of-way (ROW). Portions of the interior space within the building may be above or below the exterior grades due to the sloping site conditions.

#### **East Building**

The average grade elevation of the east site is 753.25 ft. The proposed building is proposed to have a maximum building height of 5 stories / 64 ft (3 stories/ 40 ft base zoning + 2 stories/ 24 ft Incentive) measured from the average grade elevation. This height shall be to the highest point of the roof parapet.

#### **West Building**

The average grade elevation of the east site is 745.00 ft. The proposed building is proposed to have a maximum building height of 5 stories / 64 ft (3 stories/ 40 ft base zoning + 2 stories/ 24 ft Incentive) measured from the average grade elevation. This height shall be to the highest point of the roof parapet.



## **Building Materials**

All street and non-street facing facades of the proposed project have the following “allowable” “primary” and “secondary” materials listed in Table 02-29 for the DC district;

### **East Building**

Primary materials proposed: brick veneer  
Secondary materials proposed; fiber cement panels

### **West Building**

Primary materials proposed: brick veneer  
Secondary materials proposed: fiber cement panels

## **Building Step Back (20.02.060.a.5.b)**

The Downtown Core Overlay requires that any building over 3 stories step back a minimum of 15' from the face of building below. The project is utilizing Tier 2 incentives and includes 2 additional stories above the maximum 3 story limit for this zoning district.

The proposed project includes 15 ft step backs from the face of building below at all portions of the building facades facing Grant Street and 3<sup>rd</sup> Street. This step back occurs at the 4<sup>th</sup> and 5<sup>th</sup> floors of each building.

Portions of the buildings not located or facing Grant Street and 3<sup>rd</sup> Street are not governed by this code requirement.

## **Bike Storage/ Parking**

Both buildings meet the requirements and no variation for this requirement is being requested. The project proposes to meet the required bike parking count in each building as Class I bike parking.

### **East Building**

Required/ Residential = 12 spaces  
Required/ Commercial = 0 spaces  
Provided = 12 Spaces

### **West Building**

Required/ Residential = 10 spaces  
Required/ Commercial = 1 space  
Provided = 11 spaces



## **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 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.
- Energy efficient “Energy Star” appliances.
- 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
- Building shell and demising wall insulation that meets or exceeds the code required minimum performance requirements.

## **Build to Range (Table 02-18)**

The UDO Downtown Core Overlay requires that 70% of the building façade be located within the “Build to Range” of 0-15 ft.

### **East Building**

The east building meets this requirement.

Seventy percent (70%) of the building façade adjacent to Grant Street is located within the “Build to Range” zone. One Hundred (100% of the building façade adjacent to 3<sup>rd</sup> Street is located within the “Build to Line” zone

### **West Building**

The west building meets this requirement.

One Hundred percent (100%) of the building façade adjacent to Grant Street is located within the “Build to Range” zone. One Hundred (100% of the building façade adjacent to 3<sup>rd</sup> Street is located within the “Build to Range” zone





## **Building Entrances**

### **East Building**

The building has met the requirements of the UDO by providing an entrance on each façade facing a public street. The retail space located on Grant Street and has the primary entrance in the middle of the building facing the street. The residential entrance is recessed from the street in order to allow for the required amount of pervious surface area but also faces the street as required.

The residential building also has a secondary entrance that is located on 3<sup>rd</sup> Street and is located mid-building.

### **West Building**

The building design has met the requirements of the UDO by providing an entrance on each façade facing the street. The retail entrance has been located on Grant Street and relates to the retail space provided in the east building as well as a continuation of the retail along 4<sup>th</sup> Street/ Restaurant Row.

The residential entrance is located on 3<sup>rd</sup> Street. The residential entrance is located so it can allow direct access from the parking garage and exterior of the building.

All entrances are accentuated with canopies and glazing per the UDO requirements and Design Guidelines.

## **Encroachments:**

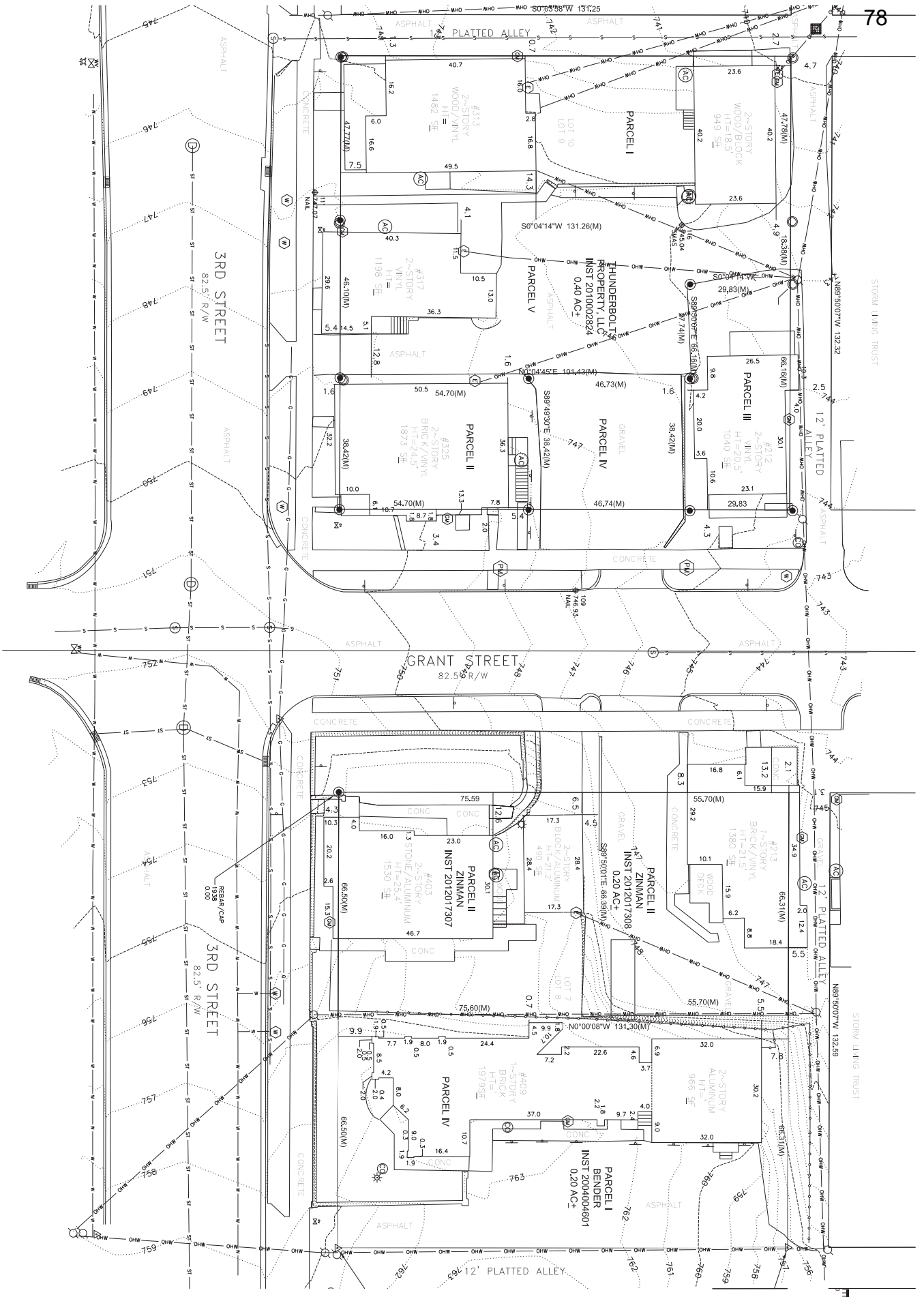
The project will require the following encroachments with the city:

- East building - First Floor canopy into 3<sup>rd</sup> Street ROW up to 6 ft and a minimum height of 7ft above finished grade.
- East building – First floor canopy into the Grant Street ROW up to 6 ft and a minimum height of 7 ft above finished grade.
- West building – First Floor canopy into the 3<sup>rd</sup> Street ROW up to 6 ft and a minimum height of 7 ft above finish grade.
- West building – First floor canopy into the Grant Street ROW up to 6 ft and a minimum height of 7 ft above finished grade.

## **Trash Removal**

Trash removal has been provided off the north alley for both sites. Trash rooms are located within the buildings and shall be removed for pickup only.

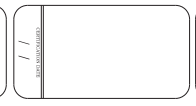
## **Anticipated Waivers**



S370  
 S370  
 6/29/20  
 C100  
 EXISTING  
 CONDITIONS

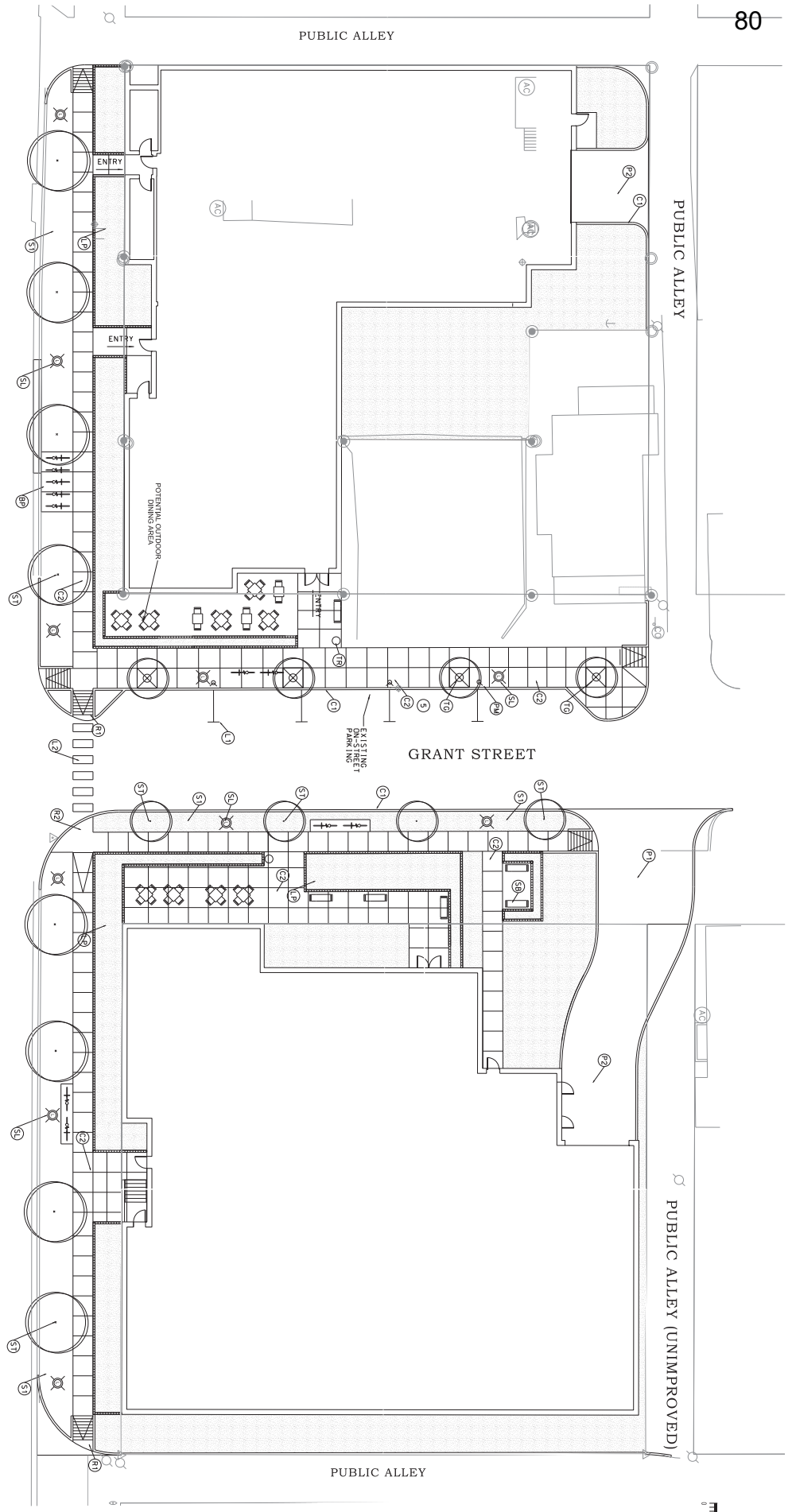
REVISIONS	BY	DATE

JOB TITLE  
**ANNEX**  
 3RD AND GRANT SITES



Smith Brebb & Associates, Inc.  
 2755 E. Canal Drive Ste 101  
 Bloomington, Indiana 47403  
 Telephone: 317.336.5558  
 Fax: 317.336.5559  
 www.smithbrebb.com





WEST SITE AREA = 13,588 SF (0.31 AC)  
 IMPROVED SURFACE = 2,517 SF (0.06 AC) = 91%  
 PREVIOUS SURFACE = 11,071 SF (0.25 AC) = 81%

EAST SITE AREA = 17,437 SF (0.40 AC)  
 IMPROVED SURFACE = 2,637 SF (0.06 AC) = 52%  
 PREVIOUS SURFACE = 14,800 SF (0.34 AC) = 85%

- MATERIALS LEGEND**
- 1. ASPHALT DRIVEWAY
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**SITE LEGEND**

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**MATERIALS LEGEND**

**SITE LEGEND**

SMITH BREHOB & ASSOCIATES, INC.  
 2755 E. CANAL DRIVE STE 101  
 HOOSIANGTON, INDIANA 47401  
 TELEPHONE: 317.232.5555  
 FAX: 317.232.5556  
 WWW.SMITHBREHOB.COM

**ANNEX  
 3RD AND GRANT SITES**

**C201**  
 6/29/20

**3RD STREET**

**GRANT STREET**

**PUBLIC ALLEY**

**PUBLIC ALLEY (UNIMPROVED)**

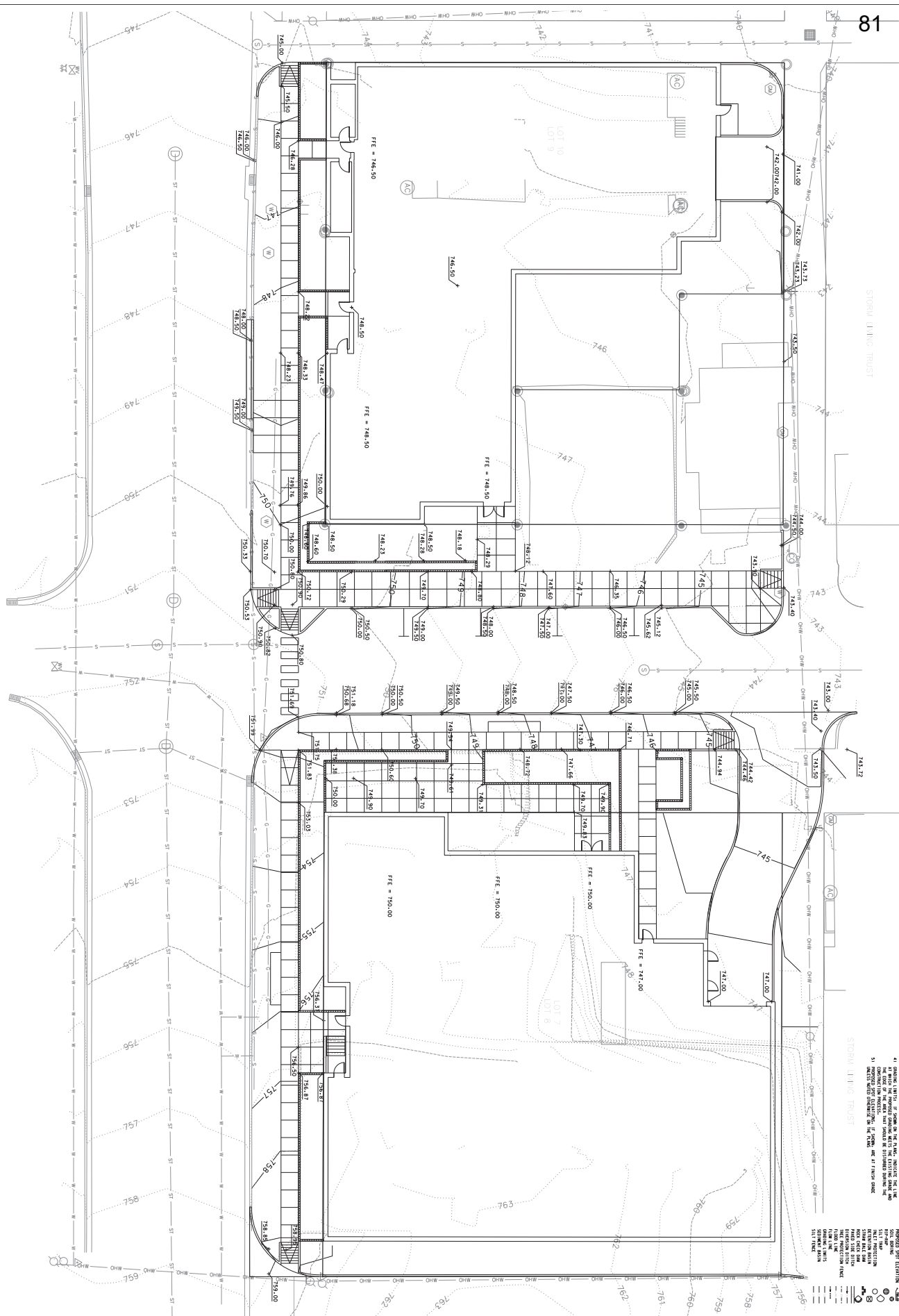
**PUBLIC ALLEY**

SCALE: 1"=10'

REVISIONS

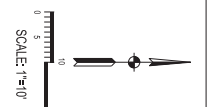
NO.	DESCRIPTION	BY	DATE





- GRADING NOTES**
1. ALL ELEVATIONS ARE IN FEET UNLESS OTHERWISE NOTED.
  2. ELEVATIONS ON THE PLAN - EXCEPT WHERE NOTED - REFER TO THE FINISHED GRADE.
  3. ELEVATIONS ON THE PLAN - EXCEPT WHERE NOTED - REFER TO THE FINISHED GRADE.
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  10. ALL ELEVATIONS ON THE PLAN - EXCEPT WHERE NOTED - REFER TO THE FINISHED GRADE.

- GRADING & ELEVATIONS LEGENDS**
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NO.	REVISIONS	BY	DATE

JOB TITLE  
**ANNEX**  
3RD AND GRANT SITES

DATE: 6/29/20

Smith Brebb & Associates, Inc.  
2755 E. Canal Drive Ste 101  
Bloomington, Indiana 47401  
Telephone: 317.336.5500  
Fax: www.smithbrebb.com

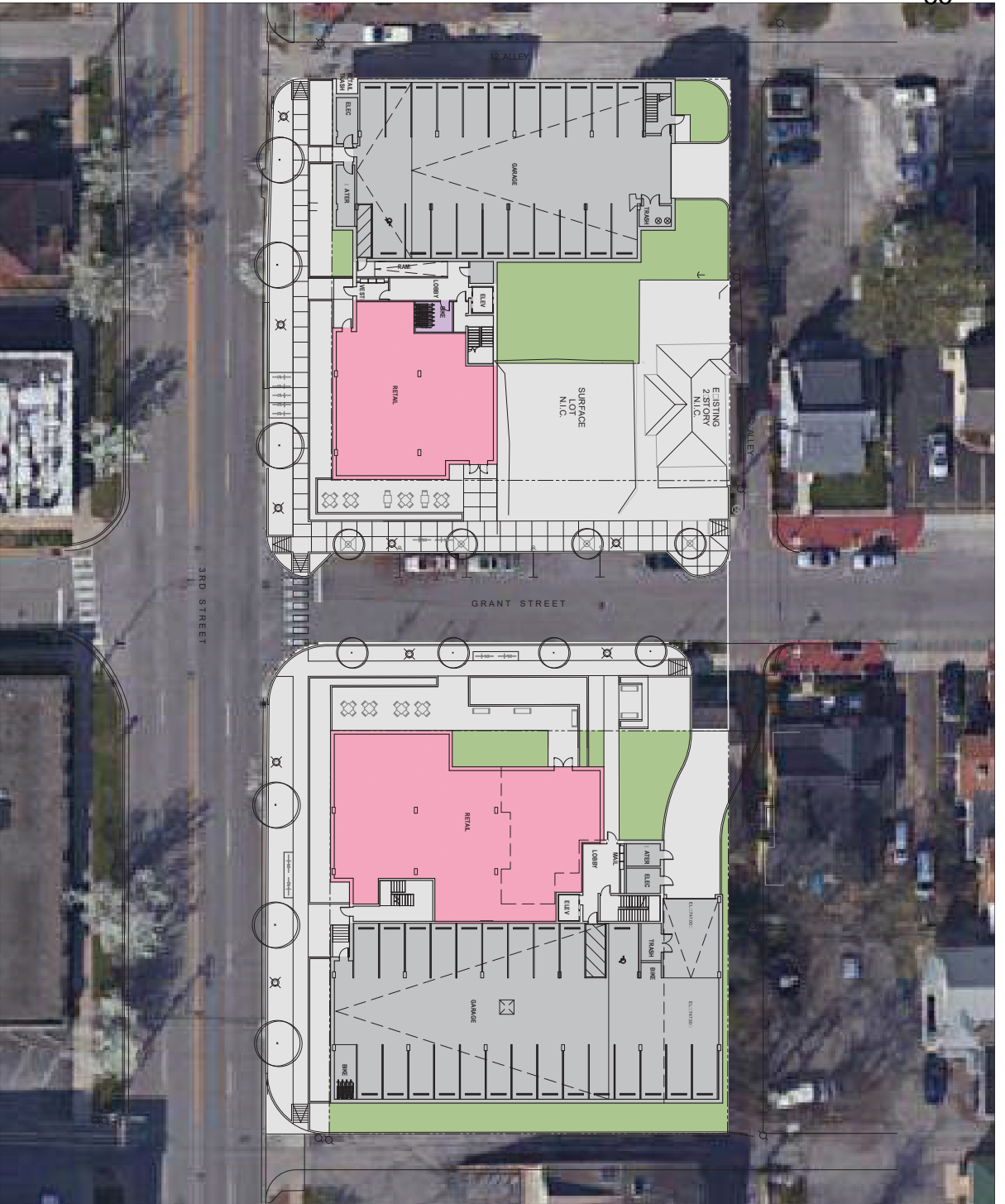
PROJECT NO. **C202**  
DATE: 6/29/20  
SHEET NO. **5370**  
SUBJECT: **GRADING PLAN**











**Annex Bloomington - 3rd & Grant**

**SITE SUMMARY - EAST LOT**

Location: Bloomington, IN  
 Proposed Uses: Mixed Use Retail and Parking - Type I / Residential - Type V  
 Zoning: M-DU1 Mixed Use-University Village Overlay  
 Proposed: Same  
 Site Area: 17,837 SF  
 Total DU: 0.40 AC  
 Density: 132.40 DU/AC

**UNIT SUMMARY - EAST LOT**

Unit Type	Count	Area (sq ft)	Unit Counts by Level					Total Unit Count	Total Residential Area (sq ft)	Density
			L1	L2	L3	L4	L5			
Studio 80-1E	1	450	4	4	3	3	14	14	6,300	28.27%
Studio 80-2E	1	520	2	2	2	2	8	8	2,080	7.55%
Studio 80-3E	1	520	2	2	2	2	8	8	2,080	7.55%
Studio 80-4E	1	540	1	1	1	1	4	4	1,080	3.77%
Studio 80-5E	1	400	1	1	1	1	4	4	960	3.27%
Studio 80-6E	1	500	1	1	1	1	4	4	1,160	3.77%
Studio 80-7E	1	420	1	1	1	1	4	4	840	3.77%
Studio 80-8E	1	420	1	1	1	1	4	4	840	3.77%
1 Bed 81-1E	1	800	1	1	1	1	4	4	3,200	7.55%
1 Bed 81-2E	1	715	2	2	2	2	8	8	2,860	7.55%
1 Bed 81-3E	1	750	2	2	2	2	8	8	3,000	7.55%
1 Bed 81-4E	1	680	1	1	1	1	4	4	2,720	3.77%
1 Bed 81-5E	1	1,200	1	1	1	1	4	4	2,400	3.77%
2 Bed 82-1E	2	1,600	1	1	1	1	4	4	1,600	3.77%
2 Bed 82-2E	2	800	1	1	1	1	4	4	1,600	3.77%
<b>Total</b>	<b>15</b>	<b>6,000</b>	<b>15</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>57</b>	<b>57</b>	<b>31,720</b>	<b>100%</b>

**AREA CALCULATIONS - EAST LOT**

Row	Area (sq ft)	Residential Units	Parking	Retail	Common	Efficiency %	Terrace Area (sq ft)
L1	13,724	1,274	7316	452	1346	84%	0
L2	11,226	944	715	1795	84%	1150	0
L3	11,226	944	715	1795	84%	1150	0
L4	8,820	679	679	157	81%	0	0
L5	15,720	1,312	831	452	81%	0	0
<b>Total</b>	<b>52,956</b>	<b>3248</b>	<b>7818</b>	<b>452</b>	<b>6050</b>		<b>0</b>

Not Included



Architecture + Planning  
 217 N. Jefferson Street,  
 Suite #400, 60661  
 888.466.5966  
 ktgv.com



**ANNEX BLOOMINGTON**  
 BLOOMINGTON, IN  
 190634

**FINAL REVISIONS**  
 JUNE 29, 2020



**CONTEXT SITE PLAN**

**A1.0**





Annex Bloomington - 3rd & Grant

SITE SUMMARY - WEST LOT

Location: Bloomington, IN  
 Proposed Uses: Mixed Use Retail and Parking - Type I / Residential - Type V  
 Zoning: M-DUV Mixed Use-University/Village Overlay  
 Proposed Name:  
 Site Area: 13588 SF  
 Total DU: 49 DU  
 Density: 157.68 DU/AC



3RD STREET



GRANT STREET

Unit Type	Count	Area					Unit Counts by Level					Project Totals	
		Average Per Unit	Area	LI	L2	L3	L4	L5	Total Unit	Total Bed	Total Rentable Area	%	
Studio 80-21W	1	425	425	5	5	5	5	20	20	9100	40.27%		
Studio 80-23W	1	500	500	1	1	1	1	2	2	1000	4.08%		
Studio 80-51W	1	570	570	1	1	1	1	2	2	1140	4.08%		
Studio 80-53W	1	510	510	1	1	1	1	2	2	1020	4.08%		
Studio 80-55W	1	495	495	1	1	1	1	2	2	990	4.08%		
1 Bed 31-21W	1	825	825	1	1	1	1	2	2	1650	4.08%		
1 Bed 31-23W	1	825	825	1	1	1	1	2	2	1650	4.08%		
1 Bed 31-51W	1	685	685	1	1	1	1	2	2	1370	4.08%		
1 Bed 31-53W	1	775	775	1	1	1	1	2	2	1550	4.08%		
1 Bed 31-55W	1	770	770	1	1	1	1	2	2	1540	4.08%		
1 Bed 31-21W	1	855	855	1	1	1	1	1	1	855	2.04%		
1 Bed 32-21W	1	1145	1145	1	1	1	1	2	4	2290	2.04%		
2 Bed 32-21W	2	960	960	1	1	1	1	2	4	1920	4.08%		
2 Bed 32-23W	2	992	992	1	1	1	1	2	4	1984	4.08%		
				14	14	10	11	49	51	29,005	100%		

**AREA CALCULATIONS - WEST LOT**

Floor	Gross SF	Residential NSF	Parking NSF	Retail NSF	Common SF	Efficiency %	Fence* GSF
L1	10256	5929	2656		1671	82%	
L2	10256	8421			1814	82%	
L3	7932	7932			1371	83%	
L5	7932	6561			1371	83%	
<b>Total</b>	<b>46532</b>	<b>29565</b>	<b>5929</b>	<b>2656</b>	<b>8011</b>		

Not included



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 BLOOMINGTON, IN  
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FINAL REVISIONS  
 JUNE 29, 2020



2ND / 3RD FLOOR PLAN

A2.1







SOUTH ELEVATION



NORTH ELEVATION



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 Bloomington, IN 47404  
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FINAL REVISIONS  
 JUNE 29, 2020



NORTH □ SOUTH ELEVATIONS

A3.0



EAST ELEVATION



EST ELEVATION

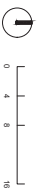


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FINAL REVISIONS  
 JUNE 29, 2020



EST BLDG ELEVATIONS





EAST ELEVATION



EAST ELEVATION



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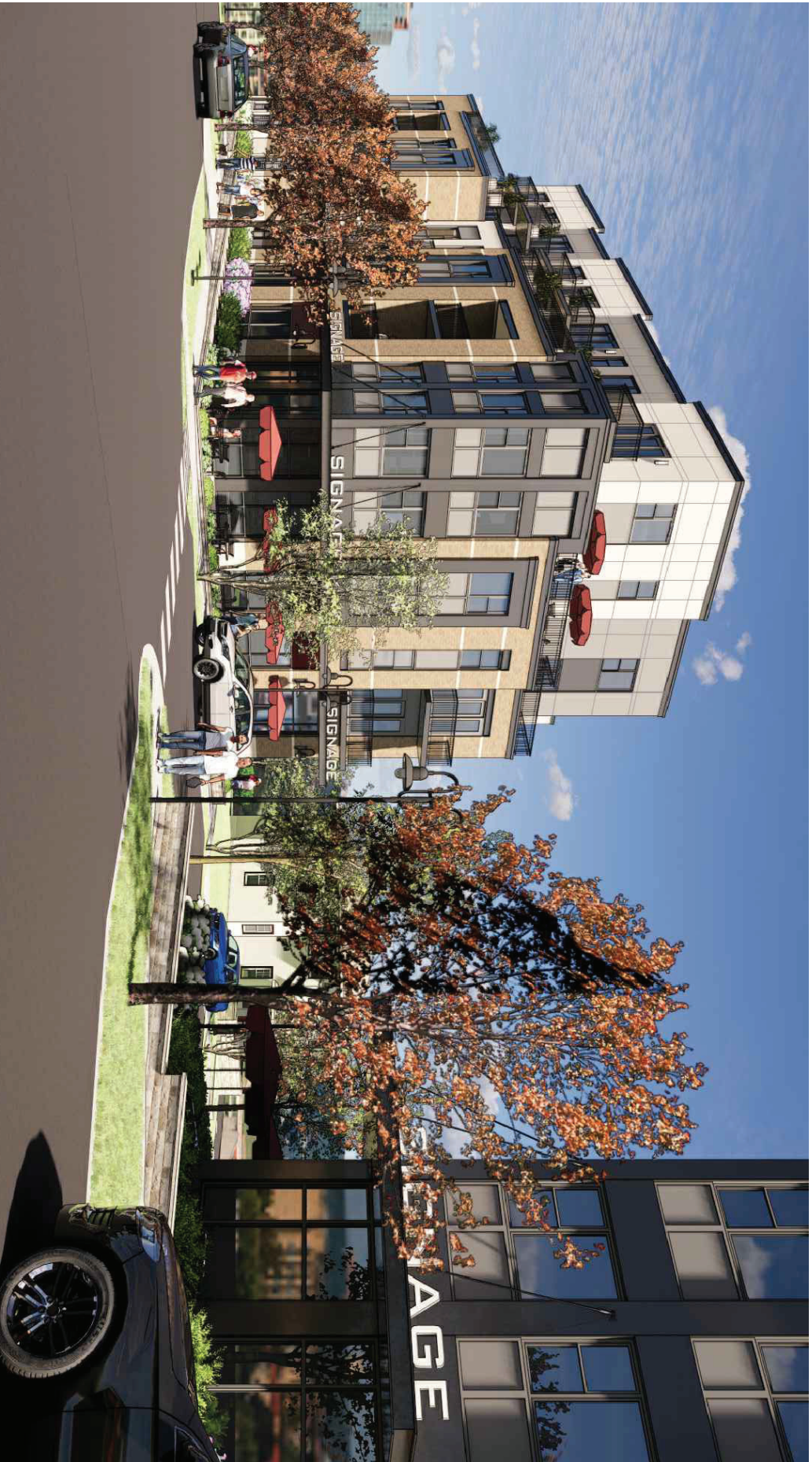
FINAL REVISIONS  
 JUNE 29, 2020



0 8 16 32

EAST BLDG ELEVATIONS

A3.2

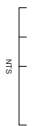


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 IL 61820  
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EST BUILDING PERSPECTIVE  
 3RD STREET LOOKING NORTH - EST

A3.3



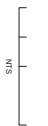


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 ktgy.com



ANNEX BLOOMINGTON  
 BLOOMINGTON, IN  
 190934

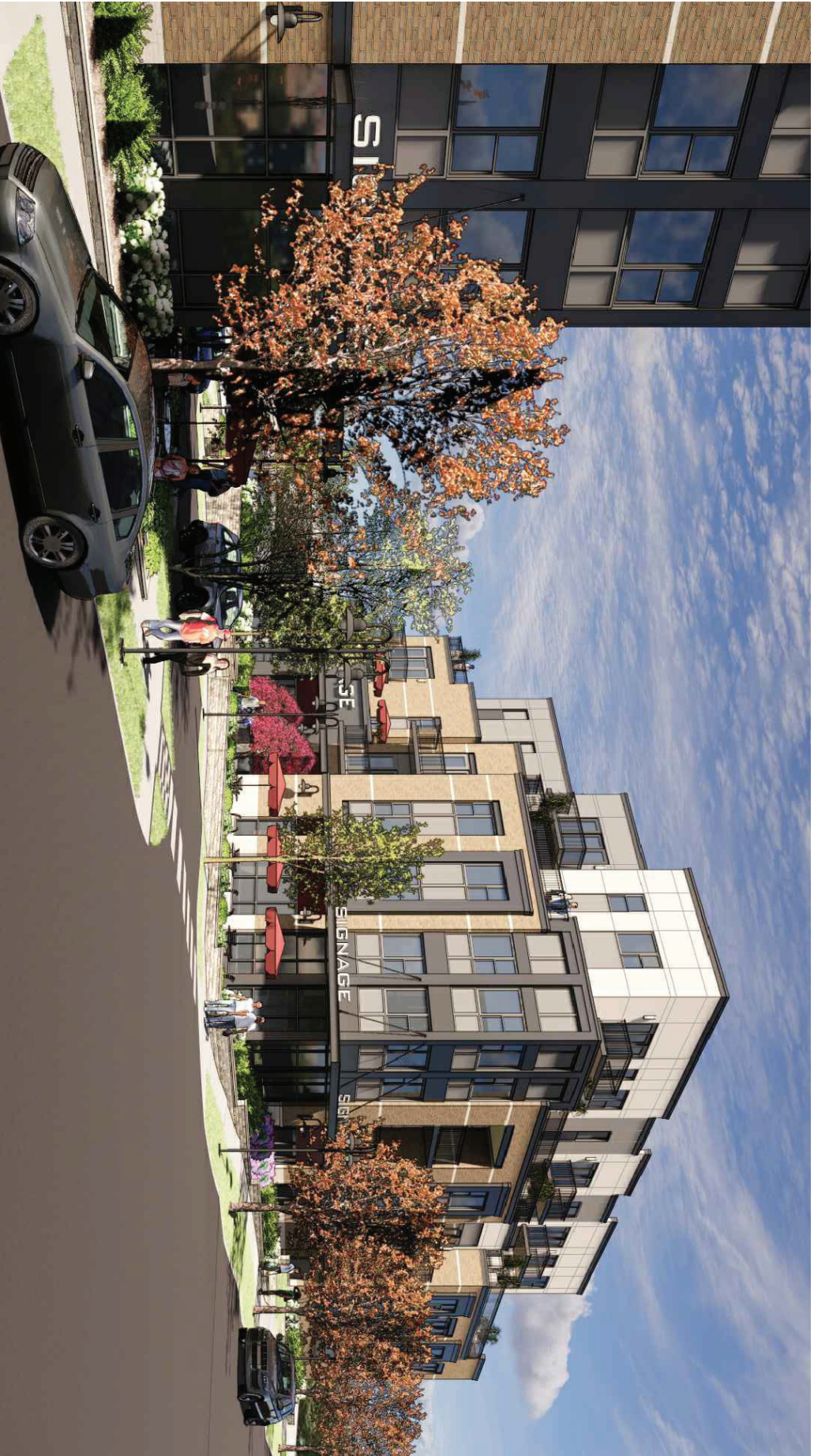
FINAL REVISIONS  
 JUNE 29, 2020



EYE LEVEL PERSPECTIVE  
 3RD STREET LOOKING EAST

A3.4



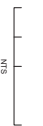


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EAST BUILDING PERSPECTIVE  
 3RD STREET LOOKING NORTHEAST

A3.5



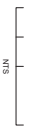


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FINAL REVISIONS  
 JUNE 29, 2020



EYE LEVEL PERSPECTIVE  
 3RD STREET LOOKING EAST

A3.6



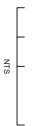


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ANNEX BLOOMINGTON  
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FINAL REVISIONS  
 JUNE 29, 2020



EAST BUILDING PERSPECTIVE  
 GRANT STREET LOOKING SOUTHEAST

A3.7



**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
LOCATION: 2300 W. Tapp Rd.**

**CASE #: ZO-16-20  
DATE: July 13, 2020**

**PETITIONER:** Duncan Campbell  
2300 W. Tapp Rd., Bloomington

**REQUEST:** The petitioner is requesting to rezone 19.73 acres from Employment (EM) to Residential Estate (RE).

**BACKGROUND:**

**Area:** 19.73 acres  
**Current Zoning:** EM  
**Comprehensive Plan Designation:** Employment Center  
**Existing Land Use:** Dwelling, Single-Family (Detached)  
**Proposed Land Use:** Dwelling, Single-Family (Detached)  
**Surrounding Uses:** North – Vacant  
South – Vacant Quarry (Monroe County)  
East – Park  
West – Vacant

**REPORT:** The 19.73 acre property is located at 2300 W. Tapp Rd. The property is currently developed with a State historically designated single-family dwelling. The surrounding properties to the north and west are vacant and are both zoned within PUDs, RS/PUD/BL/PCD-64-94 (North) and PUD-06-06 (West). The property to the east is zoned Employment and has been developed with a City of Bloomington Park (Clear Creek Trail). The property to the south is owned by the petitioner and is outside of the City of Bloomington’s jurisdictional boundaries. The nearest residential properties is Regency Adams Village and is to the northeast of the property at 2182 W. Tapp Rd. The property fronts on W. Tapp Rd.

The petitioner is requesting to rezone the property from Employment (EM) to Residential Estate (RE). The property was annexed by the City of Bloomington and zoned Quarry (QY) as the property and surrounding areas have historically featured stone quarries. The property’s zoning designation changed to EM in April 2020 as part of the Conversion Map and adoption of the current UDO. The rezone is requested in order to allow for construction of an addition to the currently existing single-family dwelling on the property. The historic, current, and proposed use of the property is “Dwelling, Single-family Detached” which is not a permitted use in the EM district. Because the current use is not permitted in the EM district it is considered legal nonconforming and cannot be expanded. The currently existing structure has been in existence since 1855.

**COMPREHENSIVE PLAN:** This portion of W. Tapp Rd. is designated as ‘Employment Center’ in the Comprehensive Plan. The intent of the district is to provide locations for business and professional offices, light assembly plants, flex-tenant facilities, and research and development centers. The Comprehensive Plan acknowledges minor oversights may arise from its “broad brushed” approach to land use mapping and as such intends for flexibility while evaluating parcel-level considerations. The Department feels that while the Employment Center designation is suitable for many of the surrounding parcels and uses, it may not be suitable for this individual

property. The Comprehensive Plan contains the following goals and policies as guidance when determining land use:

- **Goal 2.2 Preservation:** Preserve assets of historical, architectural, archaeological, or social significance.
- **Policy 5.2.3:** In historic neighborhoods and districts, preserve or enhance authentic design characteristics, such as building form, by encouraging new or remodeled structures to be historically compatible with the neighborhood and adjacent structures. Design elements from the prevailing existing neighborhood fabric should be utilized in new building and renovation, even if the overall building design is more contemporary.
- **Historic Preservation:** To enhance our sense of community, to preserve the stories of older cultures found in the landmarks and landscapes we visit, and to protect the memories of people, places, and events honored in our local monuments and markers. Historic preservation can apply to individual buildings or neighborhoods and is an essential component to maintaining the unique character of our community.

The Comprehensive Plan also gives guidance on protecting historic and environmental resources:

- **Comprehensive Plan Purpose:** The plan should be used to assist the mayor, City Council, Plan Commission, and City staff to ensure that development decisions are balanced with the protection and conservation of natural, cultural, and historic resources according to public preferences and input.
- **Vision Statement Principle 9:** Nurture a resilient, environmentally responsible community by judiciously using our scarce resources, enhancing our natural assets, protecting our historic resources, and supporting a vital local food system.
- **Vision Statement Principle 12:** Recognize the many virtues of historic preservation, rehabilitation, and reuse of our historic structures.
- **Goal 3.4:** Increase the areas of native shrubs, trees, and herbaceous plants to increase ecosystem services associated with green infrastructure, including improved soil, air, and water quality and increased carrying capacity of pollinators, birds, and other wildlife.

The Comprehensive Plan also gives guidance which aligns with the specific and general goal of allowing residents to age in place that this petition is attempting to achieve:

- **Vision Statement Principle 3:** Meet basic needs and ensure self-sufficiency for all residents.
- **Goal 1.2 Health & Safety:** Support programs and strategies that sustain and enhance the health and safety of residents and visitors.
- **Policy 4.4.5:** Encourage special design qualities such as universal design, 1-2 bedroom limits, adequate storage space, and use of sustainable and enduring materials, that promote housing which is built for all citizens and for a range of ages and affordability options.
- **Policy 5.3.2:** Enable seniors to remain in their own homes to “age in place”.....
- **Policy 5.3.3:** Support home modifications (e.g. Universal Design standards) for non-student-oriented, multifamily housing to accommodate the needs of older adults and people with disabilities, including designs that allow for independent living, various degrees of assisted living, and/or skilled nursing care.

The proposed rezoning from EM to RE will allow the site to achieve the listed goals. The property has been used as a single-family dwelling for 165 years and is within a State of Indiana historic district (Borland House and Furst Quarry State Listed Historic District). The property features a large wooded area which has been untouched by development. The proposed addition would allow for the petitioner to stay in their home and age in place, continuing his stewardship and protection of the home and its surroundings.

---

**ISSUES:**

**Dimensional Standards:** The RE district has a minimum rear building setback 60 feet. The current structure is set back 60' from the rear property line. The proposed addition will encroach 35' into the rear building setback, and will require a variance in order to be constructed. The property to the south of the site is owned by the petitioner and is outside of the City of Bloomington boundaries.

**Accessory Uses and Structures:** The RE district allows for accessory structures with a maximum cumulative footprint of 50% of the square footage of the primary structure. The current primary structure is 2,077 square feet. The maximum footprint for an accessory structure on this property is limited to 1,038 square feet. The site currently features 3 existing accessory structures with a cumulative footprint of 3,366 square feet, which is 2,328 square over the maximum allowable for the property. A variance will also be required to legitimize the existing accessory structures on the site.

---

**20.06.070(b)(3)(E)(i)(1) ZONING MAP AMENDMENT PLAN COMMISSION REVIEW AND RECOMMENDATION:**

[a] The recommendations of the Comprehensive Plan;

**Proposed Finding:** The Comprehensive Plan designates this property and surrounding area as 'Employment Center.' When determining future land uses for the City the Comprehensive Plan did not attempt a parcel-level evaluation and instead attempted to identify larger portions of the city where land uses could be most suitable. This approach can cause some outlier parcels to be inadvertently identified as districts that are not compatible with their built environment or environmental characteristics. That is especially the case for properties containing sensitive historic structures. This property has been used as a single-family dwelling for more than 150 years, and will very likely continue to be used as such in the future due to its characteristics and historic classification. This proposal would allow for the current use to be permitted within the proposed district and help ensure the long term preservation of the historic structure on the property.

The Comprehensive Plan gives guidance to land use decisions throughout the city. This guidance includes goals which seek to preserve unique historic properties throughout Bloomington. This property contains a historic structure that is over 150 years old and is within a State of Indiana historic district. The Comprehensive Plan also gives guidance to enhance health and safety for the city's residents. The proposal would allow for an expansion to the existing use allowing the current residents to build an addition which will help them age in place.

[b] Current conditions and character of structures and uses in each zoning district;

**Proposed Finding:** The current condition of structures and use on the property align with RE district standards. The UDO has identified the purpose of the RE district as:

*The RE district is intended to provide residential development on large lots while allowing for limited agricultural and civic uses and protecting sensitive environmental resources*

The current use as a single-family dwelling on a 19.73 acre heavily wooded property would be suitable within the RE district. The historic residence on the property would be a permitted use within the RE district and be allowed to continue and expand as a legal use.

(A) The most desirable use for which the land in each zoning district is adapted;

**Proposed Finding:** The property contains a historic single-family dwelling which is unique and should be preserved. The historic nature of the property makes for a single-family use to be the most desirable use for the property, as its loss would be detrimental to the character of the city. The property is heavily wooded and the RE district would help further protect environmental assets within the city.

(B) The conservation of sensitive environmental features;

**Proposed Finding:** The property is heavily wooded. The RE district would allow for the long term conservation of this wooded area, as it would limit the use of the property to largely single-family and light agricultural uses. The proposed rezone would also have a protective effect on the property even if the surrounding properties develop in the future.

(C) The conservation of property values throughout the jurisdiction; and

**Proposed Finding:** The property is currently developed with a single-family dwelling and has caused no detrimental effects to the surrounding property values. The property to the north and west are currently vacant. The property to the east is home to Clear Creek Trail. The property to the south is owned by the petitioner, is outside of the City's jurisdictional boundaries, and is a vacant quarry. No negative effects are expected as a result of this rezoning.

---

**CONCLUSION:** The Department promotes rezoning a property which has unique historic and environmental characteristics which should be preserved. The Comprehensive Plan gives guidance which supports the preservation of both historic and environmental features, as well as giving guidance to help assist residents continue to live in their homes and age in place. When this property was annexed by the City it carried forward the zoning from Monroe County because the property was in the former Areas Intended for Annexation. However that designation, Quarry, was a historic remnant of the former quarry property to the south because they have often been under single ownership. While Quarry was consolidated into Employment with the Conversion Map, the designation is not appropriate for this large residential property. The current zoning district does not allow for the expansion, or any development, of the current and historic use. While the Comprehensive Plan does identify this area as 'Employment Center' this is a result of using the existing zoning as a guide and the desire to not make granular decisions about individual properties

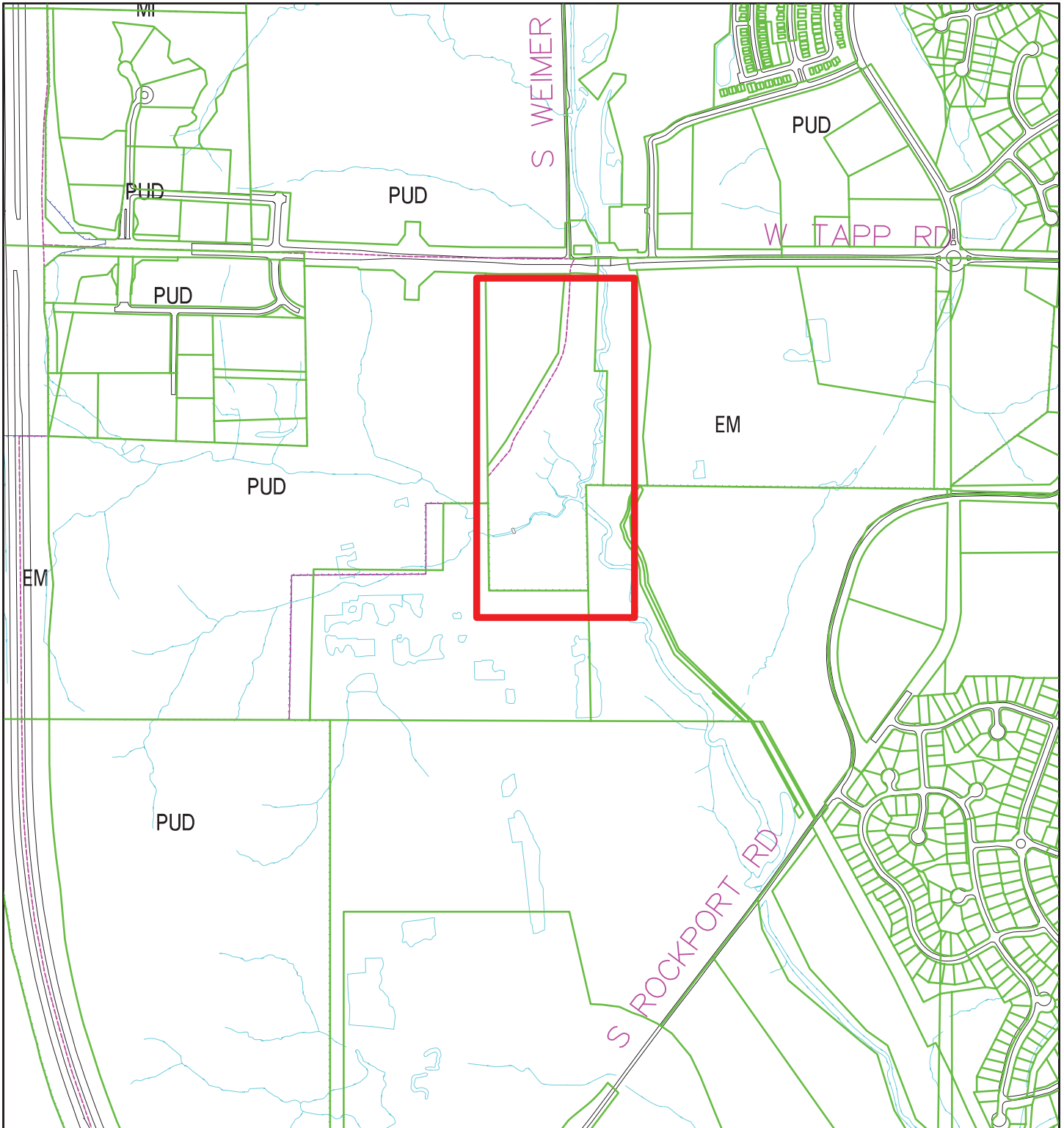


and instead focus on broad strokes for large areas of the city. Parcel-level changes were not part of the Conversion Map process, but the possibility that some would need to be addressed was anticipated for the Zoning Map process. There are residential land uses in the area with Regency Adams Village and other single-family houses less than half a mile from the property. The Department believes that aligning the zoning with the use that will best protect the historic structure and the surrounding property is in line with the intents of the Comprehensive Plan. The rezone to a single-family district will also require future uses on surrounding properties to be setback further than they would otherwise be required to if this property were to remain zoned EM, further protecting the historic and environmentally sensitive property. Allowing the rezone will allow the desired addition, improving the chance of long-term stewardship and care of the site, while allowing the long time owners to age in their home.

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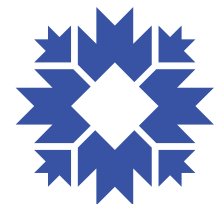
**RECOMMENDATION:** Based on the findings of fact in the report, the Department recommends forwarding this petition to the Common Council with a positive recommendation with the following conditions:

1. The proposed addition to the structure must receive a variance from the Board of Zoning Appeals in order to encroach into the rear building setback.
2. The property must receive a variance from the Board of Zoning Appeals in order to legitimize the existing accessory structures on the property.



ZO-16-220 Duncan Campbell  
 2300 W. Tapp Rd.  
 Plan Commission  
 Site Location, Zoning, Parcels

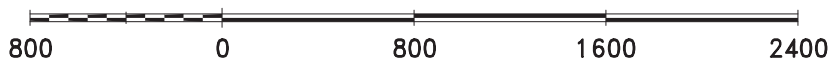
City of Bloomington  
 Planning & Transportation



Scale: 1" = 800'



By: roblingr  
 8 Jul 20



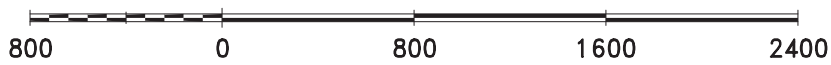
For reference only; map information NOT warranted.



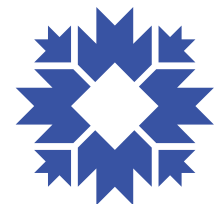


ZO-16-220 Duncan Campbell  
 2300 W. Tapp Rd.  
 Plan Commission  
 2016 Orthophotography

By: roblingr  
 8 Jul 20



City of Bloomington  
 Planning & Transportation



Scale: 1" = 800'

For reference only; map information NOT warranted.



## PETITIONER'S STATEMENT

Request to rezone 19.73 acres from Employment (EM) to Residential Estate (RE)

Duncan Campbell & Cathy Spiaggia, owners/petitioners  
2300 West Tapp Road  
Bloomington, IN 47403

We purchased this 19.73 acre site, a portion of the original 1830's Edward Borland farm, in 1986, and two years later purchased an additional adjoining 32 acres of the original farmstead. The 19.73 acres was annexed into the City in the early 2000's; the 32 acres remain under County jurisdiction.

The 19.73 acre parcel that we bought included the original 1830's Borland house, an 1855 English threshing barn, a garage constructed from limestone quarried on the property, and a few of the original farmstead's outbuildings. The 32-acre site included seven inactive limestone quarries, a quarry blacksmith shop, and most of the early quarrying equipment, including fully rigged derricks.

At the time of our original purchase, the seller owned over 200 acres of the historic Borland Farm, which at one time included over 1500 acres in Perry Township. The seller subdivided this land in the mid-eighties into three large divisions: what is now the Surgery Center, our 52 acres, and an intermediate parcel of approximately 100 acres. The entire site was zoned Quarry.

The Borland brothers came to Bloomington shortly after statehood in 1818 from western Pennsylvania. The oldest brother, James, was a surveyor and was subsequently appointed by President James Monroe as the Seminary Agent for Perry Township, responsible for the sale of designated Seminary lands retained in federal ownership (Perry Township) to support the founding of land grant colleges, the future Indiana Seminary. James platted the first downtown lots in Bloomington, Spencer, Martinsville, and other nearby towns, and his name graces all of the earliest land transactions in Bloomington and Perry Townships. Edward, James' younger brother, was a mason and master builder who participated in the construction of the early Indiana Seminary buildings, Monroe County's first brick Courthouse, the Wylie House, and several other early masonry structures in Bloomington. A third brother, John, founded one of Bloomington's earliest newspapers.

All three brothers served the newly founded Indiana Seminary in various ways, James as its first treasurer, and Edward as a member of the Board of Trustees. John later succeeded James as treasurer. All three, and their offspring, also actively farmed. The Edward Borland family owned and occupied the Borland Farm for over



a hundred years, until 1930, when a granddaughter sold a large portion of the original homestead to Carl Furst, a quarry operator with sandstone quarries in southern Ohio and limestone quarries in Bedford, Indiana.

The Furst Quarry Company operated quarries on our property from 1930, until sometime in the mid 1970's, when they closed their mining operations. During that time two generations of the Jackson family occupied the Borland House and served as quarry superintendents for Carl Furst. The 19.73-acre parcel that we purchased from Carl Furst's daughter was never quarried, but was maintained as a residence for the superintendents and their families. After the quarries ceased mining operations, the Furst daughters leased the home to family friends until 1985, a year before our purchase.

We are the third owners of this historic property, and the Borland house has been in continuous use as a residence for 190 years. We have lived in and stewarded the Borland House for 34 years, during which we carefully and accurately restored and maintained the house, barn, and grounds, and preserved and interpreted the quarry infrastructure. Our entire property, including the quarry ground, is listed on the Indiana Register of Historic Sites and Structures.

Our Petition requests changing the zoning of the 19.73-acre parcel from Employment (EM) to Residential Estate (RE). The Quarry zoning was changed to Employment zoning as a conversion map change in the very recent past--April, 2020--in order to more appropriately encourage the development of employment opportunities along West Tapp Road. We were living on our property at the time, and had been for over three decades, privileged as a legal, nonconforming residential use under the Quarry designation, a use that continued after the map change to Employment. We did not object to the alteration because we did not believe it affected our residential status. However, neither Quarry nor Employment zoning would allow us to expand our residential use, since it was nonconforming.

We are now 75 years old, healthy and active members of the community, and wanting to age in place and stay in our home as long as possible. To that end, we carefully designed an historically compatible addition that would locate an accessible bathroom and laundry on the first floor, enclose the outside entrance to the cellar, and create a space for a ground floor bedroom should we become unable to use the stairs, or require greater accessibility. An addition would allow us to remain stewards of the house and grounds we have so carefully restored, and continue to enjoy the fruits of our considerable efforts. Accordingly, we requested a building permit to add an addition. It was at that point that we learned of the restriction on expanding our residential use, and it became clear that we would need to request a rezone.

As we explored options with the Planning and Transportation Department, Residential Estate appeared to be the most appropriate zoning for the continued and future use of a property that has in reality been in residential use since the

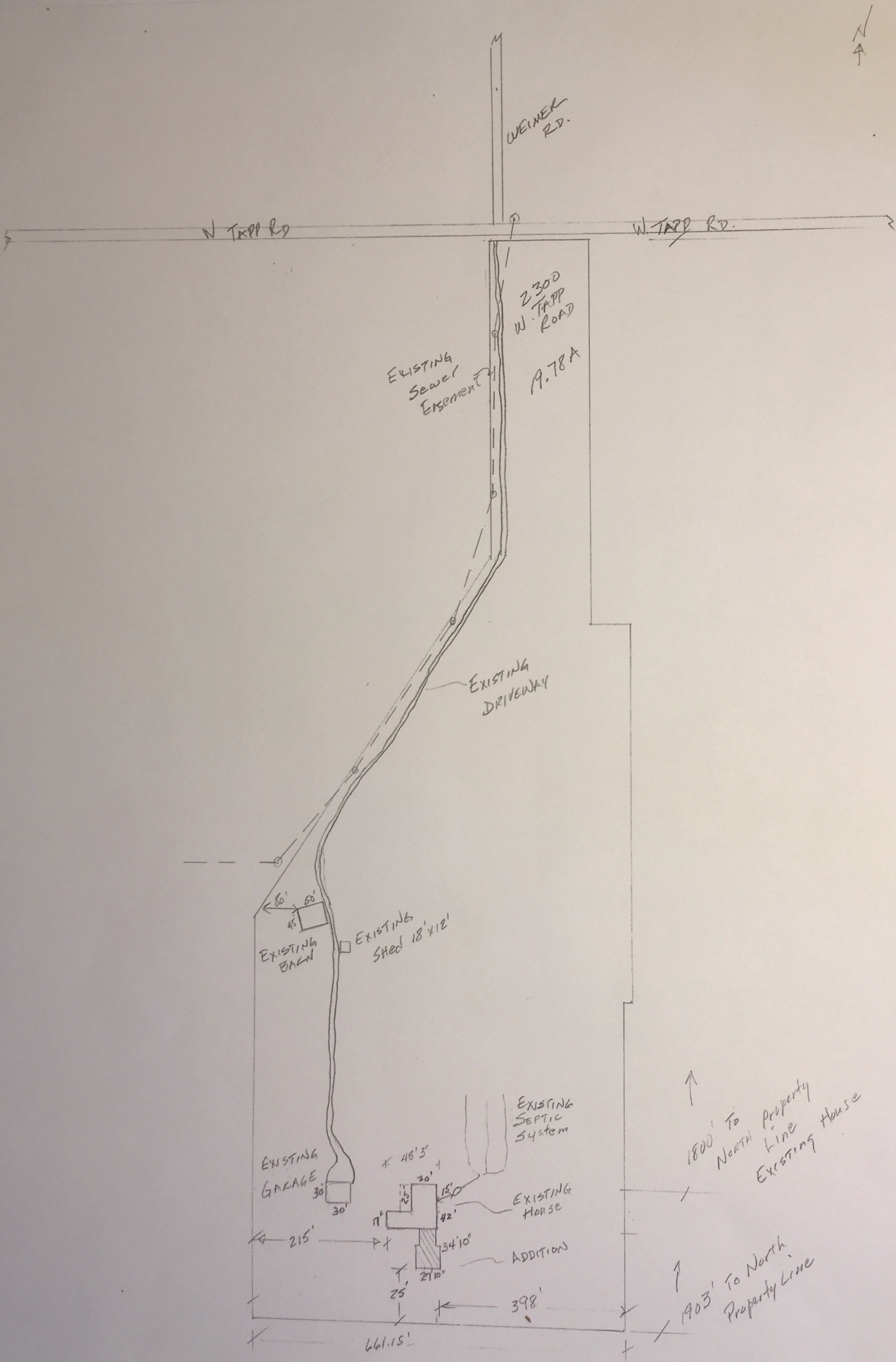
1830's, and at least in our tenure was never intended for development as anything else, much less employment. As stated in the UDO, the RE district is intended to provide residential development on large lots (greater than 2.5 acres) while allowing for limited agricultural and civic uses and protecting sensitive environmental resources. Our lot clearly exceeds the 2.5 acre required minimum, but also quite adequately meets the additional standards. We conduct limited agriculture in the form of a large organic garden for food production, small-scale dead wood timber harvesting (mostly ash trees lost to the ash borer), the eradication of invasive species, the protection of extensive wetlands and flood plain areas, as well as the obvious built environment preservation of the Borland House, barn, and outbuildings. During a recent Carbon Footprint survey, we learned that we are not just carbon neutral, but carbon negative.

In addition, although not specific to the 19.73 acre lot in question, we have extended our stewarding to the historic quarry acreage, and Duncan provides both educational sessions and active tours of the quarry areas to patrons of Visit Bloomington, stone carver guilds, industrial archaeologists, and state and local conference participants as an active advocate for the history of the Indiana limestone industry. Moreover, as a professional historic preservationist and educator prior to retirement, Duncan has used the Borland Farm restoration as an illustration of best practices to numerous students of preservation, historic barn tour patrons, and the preservation interests of the greater community.

Thank you for considering our petition for rezone and concurring with us that our continued occupancy and stewardship of this important property serves the greater good.

Submitted, June 24, 2020,

Cathy Spiaggia and Duncan Campbell





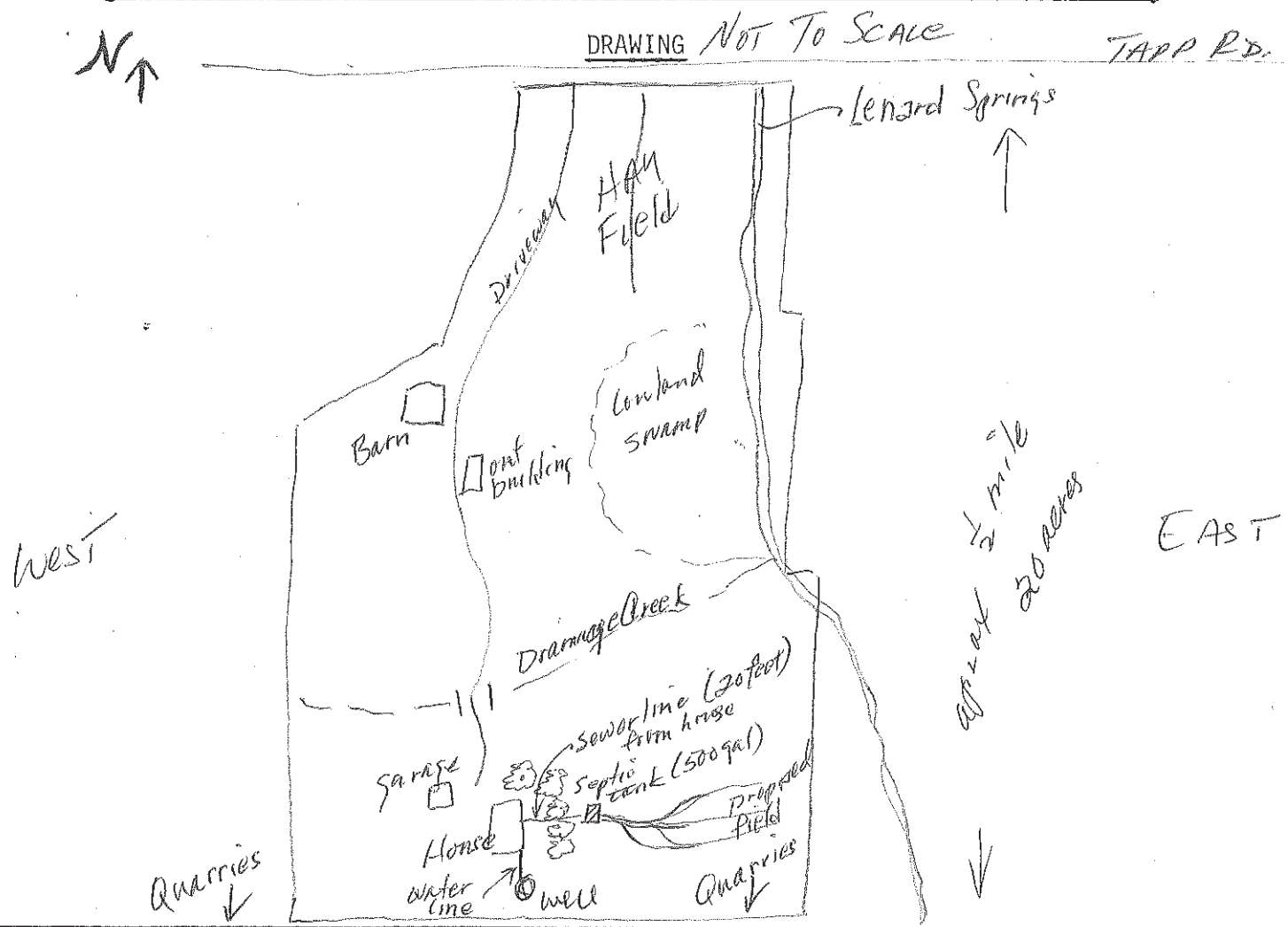
LEGAL DESCRIPTION OF PROPERTY - WE CANNOT COMPLETE YOUR APPLICATION WITHOUT THIS!

1. Lot # one (1) of 2300 TAPP RD Subdivision, being a part of Section 18, Township 8 North, RANGE 1 WEST, in Monroe Co. IN, as shown by the plat hereof, recorded in Plat Book number 8 at page 47 office of the Recorder of Monroe Co, Indiana

\*\*\*\*ALL APPLICATIONS MUST BE ACCOMPANIED BY AN ACCURATE DRAWING THAT SHOWS THE FOLLOWING:

- A. Property Lines
- B. Water Lines
- C. Well or Cistern (If applicable)
- D. Septic Tank (Existing &/or Proposed)
- E. Distribution Boxes (Existing &/or Proposed)
- F. Absorption Field (Existing &/or Proposed)
- G. Distance between Units
- H. All Creeks, Ditches, Lakes, Etc.

\*\*LOCATION OF ANY OR ALL COMPONENTS TO OBVIOUS LANDMARKS WILL BE HELPFUL\*\*



\*\*\*\*APPROVAL OF THIS APPLICATION GIVES ONLY A PERMISSION TO CONSTRUCT - THE PERMIT IS NOT VALID UNTIL IT IS SIGNED AFTER AN INSPECTION ON THE JOB SITE AT THE TIME OF ACTUAL CONSTRUCTION!\*\*\*\*

FOR HEALTH DEPARTMENT USE ONLY

SOIL REPORT ATTACHED \_\_\_\_\_ YES  NO

APPROVED 9-23-88

SIGNED Lambda Mort

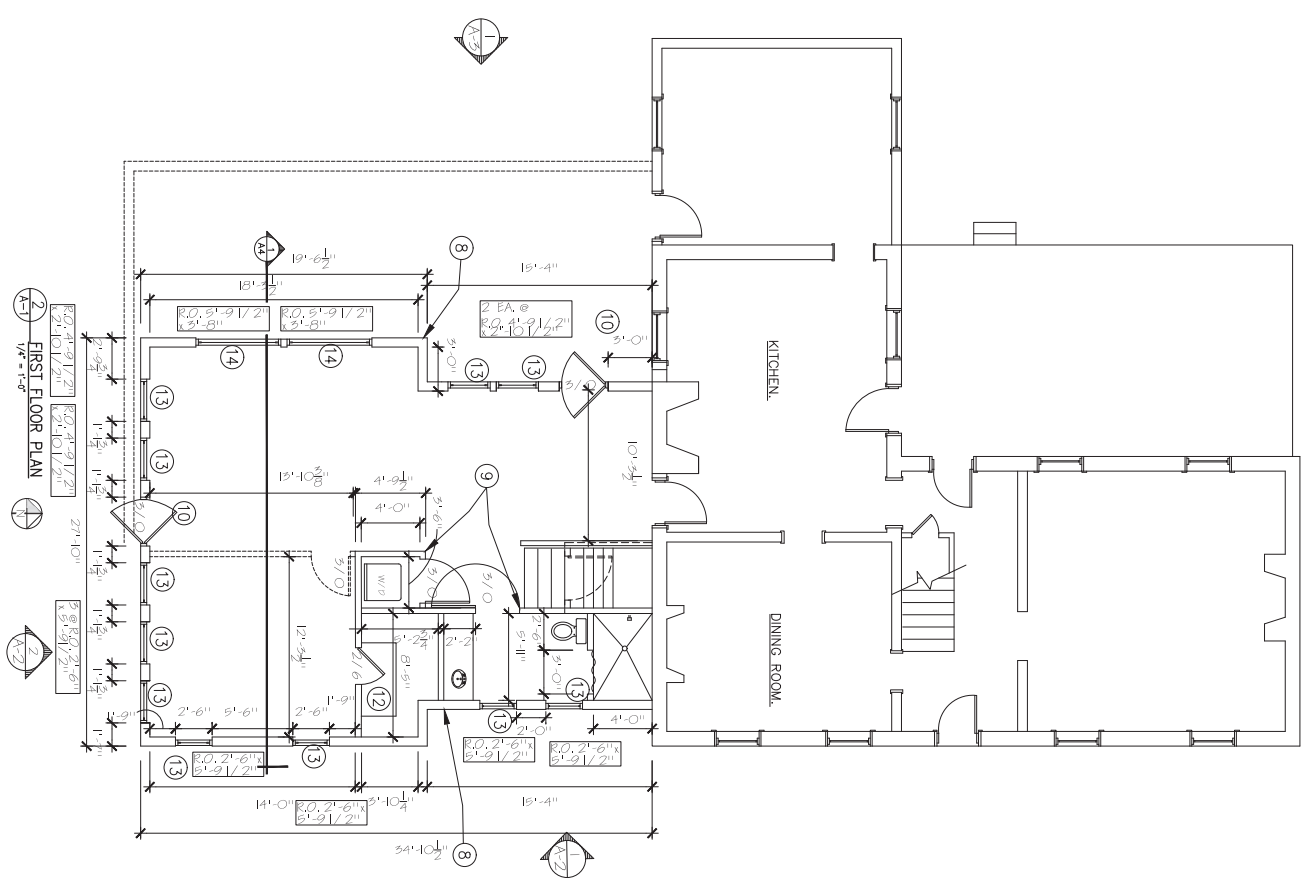
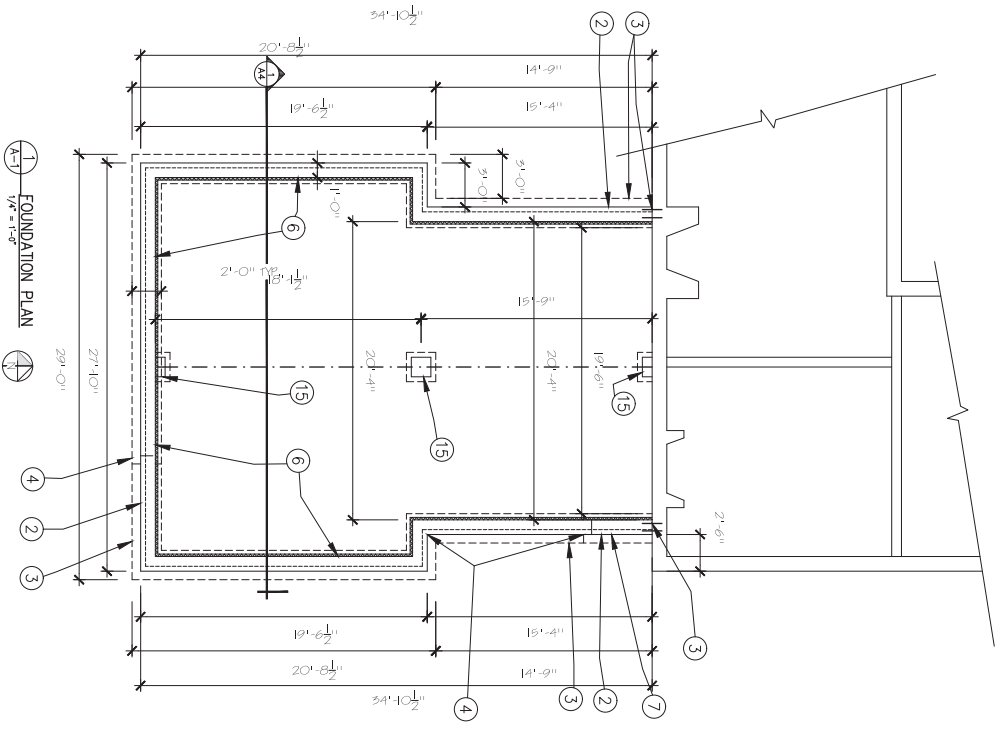
DISAPPROVED \_\_\_\_\_

SIGNED \_\_\_\_\_



PLAN NOTES

- 1 EXISTING MASONRY FOUNDATION WALL.
- 2 NEW 12" GAU FOUNDATION WALL.
- 3 NEW 6" CONTINUOUS CONCRETE SPREAD FOOTING, 12"x16" REBAR FROM NEW CIP FOOTING INTO EXISTING FOUNDATION WALL, w/ 8" MIN. ENLARGED BOTH WAYS.
- 4 STEPPED FOOTING, SEE ELEVATIONS, 1-A-2 & 2-A-2.
- 5 EXCAVATE EXISTING GRAVEL SPACE TO ALLOW FOR NEW 2"x2"x2" FIB. P.O.D. w/ 16"x16" GAU PIER w/ 2-#5 REBAR. SEE ELEVATIONS FOR FINISH GRAVEL SURFACE.
- 6 CONTINUOUS 2" RIGID INSULATION FROM TOP OF FOOTING TO BOTTOM OF FIN WALL.
- 7 NEW EXTERIOR WALL: LAP SIDING OVER HOUSE WRAP, C. PANEL/JAUCH, 1/2" MIN. INSULATION WITH G.C. VISCOSINE VAPOR BARRIER, WITH 1/2" GP. BD.
- 8 2x6, 9" O.C. NO STUD PARTITION WALL, w/ CIP. BO. BOT NEW ENTRY DOOR.
- 9 LOCATION OF FUTURE PARTITION WALL.
- 10 CLOSET w/ SHELVING AND HANGERS ROD.
- 11 NEW ROULE HOING INSULATED WINDOW.
- 12 NEW RIGID BR-PASS INSULATED WINDOW.
- 13 CAR 2"x2"x2" FIB. P.O.D. w/ 16"x16" GAU PIER w/ 2-#5 REBAR. SEE ELEVATIONS FOR FINISH GRAVEL SURFACE.
- 14 TO BE 1'-0"x1'-0" x 9'-1/2" TALL 1" SOUL EXISTING HOUSE.



<p><b>PROJECT:</b> Remodeling/ Addition to:  BORLAND HOUSE 2300 Tapp Road Bloomington, Indiana</p>	<p><b>OWNER:</b> [Name Redacted]</p>	<p><b>DATE:</b> [Date Redacted]</p>	<p><b>SCALE:</b> [Scale Redacted]</p>	<p><b>PROJECT NO.:</b> [Project No. Redacted]</p>	<p><b>DATE:</b> [Date Redacted]</p>
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**FOUNDATION & PLANS**

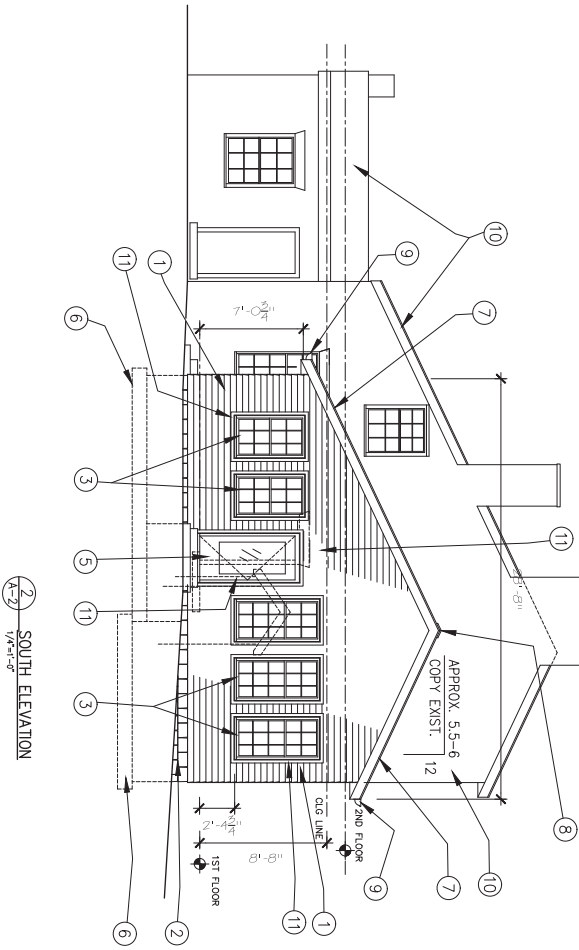
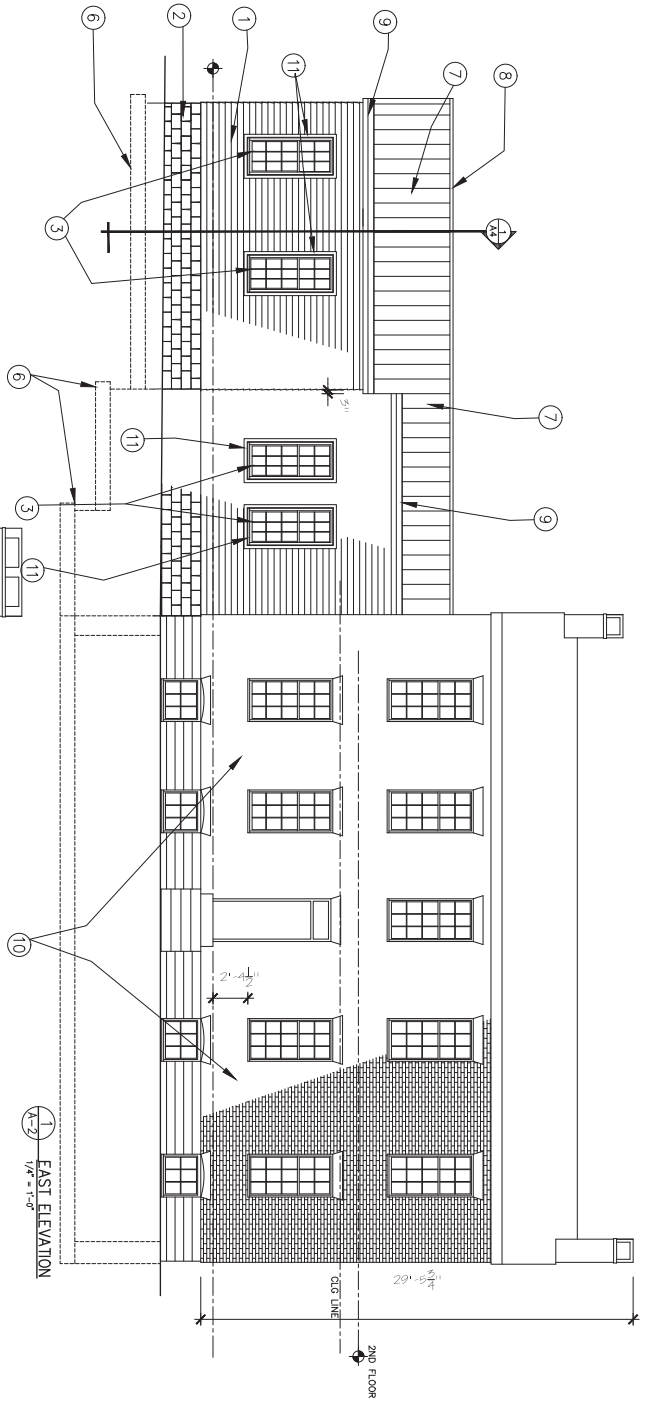
**A-1**

**LOCAL ARCHITECTS**

**CONSTRUCTION**

6024 Bladder Drive  
Bloomington, Indiana 47408  
317-327-4221  
317-327-7271

1040 West Street, Bloomington, Indiana 47408



2 SOUTH ELEVATION  
1/4"=1'-0"

1 EAST ELEVATION  
1/4"=1'-0"

PLAN NOTES

- 1 CEMENTIOUS LAP SIDING, PTD., w/ 4" REVEAL
- 2 "SHOT SURFACE" LIMESTONE VENER LUNTS
- 3 INSULATED WOOD DOUBLE HUNG WINDOW
- 4 NEW ENTRY DOOR
- 5 FOOTING, BEYOND
- 6 PRE-FINISHED STAINING SEAM METAL ROOFING, OVER W. R. GRACE, "ICE AND WATER SHIELD", ON 5/8" WD ROOF DECKING, w/ CLIPS, ON TOP OF 2x12" RAFTER @ 16" O.C.,
- 7 ICE AND WATER SHIELD FLASHING AND TERMINATION SYSTEM, MIN. 8" ABOVE ROOF SURFACE, W/ D. ICE AND SNOW GUARDS.
- 8 CONTINUOUS RIDGE VENT
- 9 GUTTERS AND DOWNSPOUTS, TO MATCH EXISTING.
- 10 EXISTING HOUSE.
- 11 1x3 CEMENTIOUS, PTD. TRIM, w/ ALTERNATE OPTION TO BE PTD WOOD, 1x3 w/ 1/2" QTR RD. SURFACE BEAD.

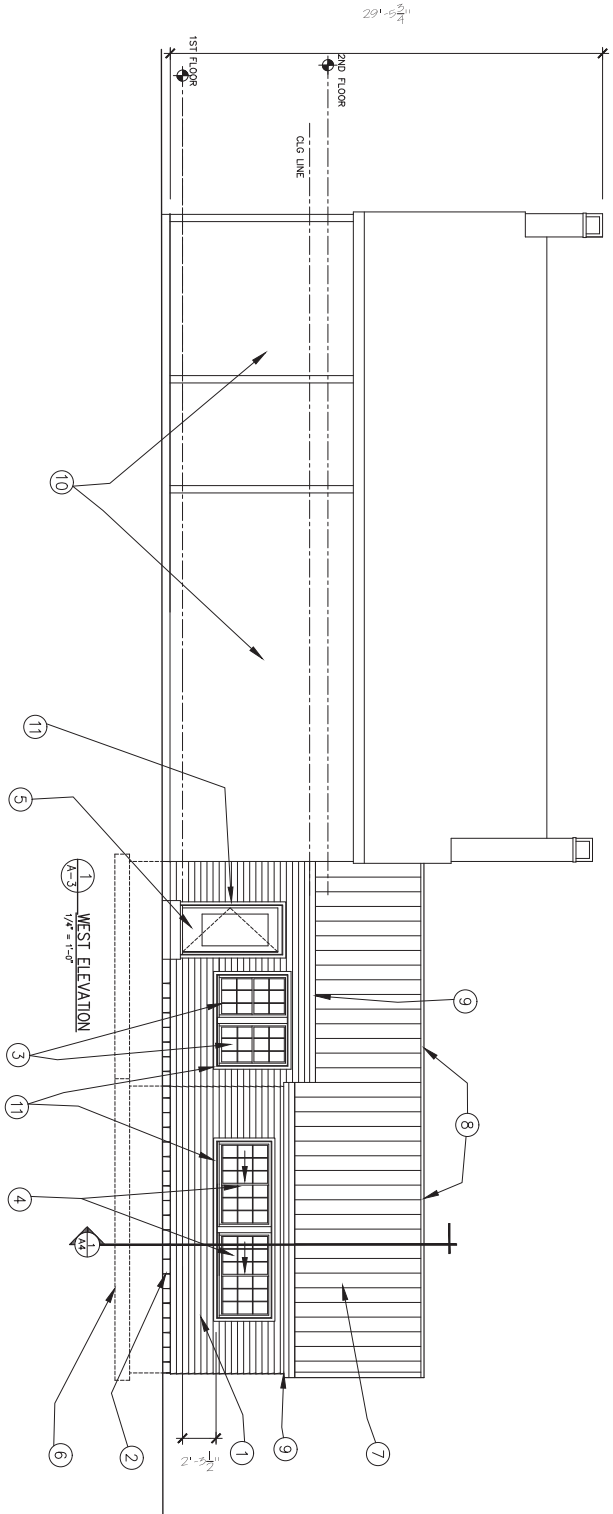
PROJECT:

Remodeling/ Addition to:  
 BORLAND HOUSE  
 2300 Tapp Road  
 Bloomington, Indiana

**LOCAL ARCHITECTS**  
 CONSULTING ARCHITECTS  
 6024 Shadden Drive  
 Indianapolis, Indiana 46220  
 317/327-7271  
 317/327-7271  
 317/327-7271

**EAST & SOUTH ELEVATIONS**

**A-2**

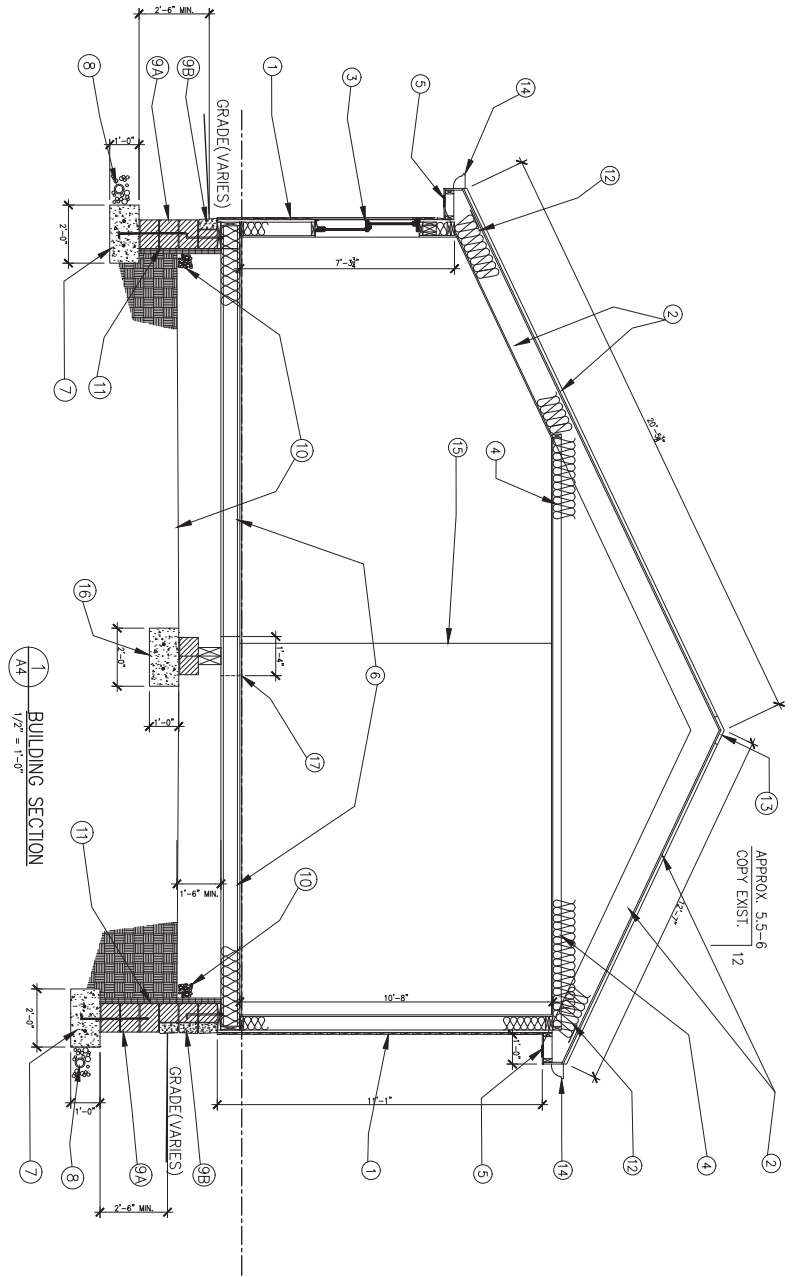


PLAN NOTES

- ① CEMENTIOUS LAP SIDING, PTD. w/ 4" REVEAL
- ② "SHOT SURFACE" LIMESTONE VENEER UNITS
- ③ INSULATED, WOOD, DOUBLE HUNG WINDOW
- ④ INSULATED, WOOD, BI-PASS WINDOW
- ⑤ NEW ENTRY DOOR
- ⑥ FOOTING, BEYOND
- ⑦ PRE-FINISHED STANDING SEAM METAL ROOFING SYSTEM, 1/2" AND WATER SHIELD, ON 5/8" WD ROOF RAFTER @ 16" O.C.
- ⑧ CONTINUOUS RIDGE VENT
- ⑨ GUTTERS AND DOWNSPOUTS, TO MATCH EXISTING.
- ⑩ 1-3, CEMENTIOUS, PTD. TRM. w/ ALTERNATE OPTION TO BE PTD WOOD, 1x3 w/ 1/2" OTR RD. SURFACE BEAD.

<p><b>PROJECT:</b> Remodeling/ Addition to:  BORLAND HOUSE 2300 Tapp Road Bloomington, Indiana</p>	<p><b>DATE:</b> 10/1/2011</p>	<p><b>SCALE:</b> AS SHOWN</p>	<p><b>PROJECT NO.:</b> 111</p>	<p><b>CLIENT:</b> [Redacted]</p>	<p><b>ARCHITECT:</b> LOCANT ARCHITECTS 6024 Shadden Drive Bloomington, Indiana 47409 317/327-7271</p>
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A-3



- P L A N   N O T E S**
- ① TYPICAL EXTERIOR WALL LIP SINKS OVER INSIDE FINISH OVER 5/8" FIBERGLASS BATT INSULATION WITH VERTICAL WOOD BRAGERS WITH 1/2" OR 5/8" STAIRS SCAM WITH ROOFING OVER W/ 8" GORGE. N TOP OF 2x12 RAFTER @ 18" O.C.
  - ② 1/2" OR 5/8" STAIRS SCAM WITH ROOFING OVER W/ 8" GORGE. N TOP OF 2x12 RAFTER @ 18" O.C.
  - ③ 1/2" OR 5/8" STAIRS SCAM WITH ROOFING OVER W/ 8" GORGE. N TOP OF 2x12 RAFTER @ 18" O.C.
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  - ⑳ 1/2" OR 5/8" STAIRS SCAM WITH ROOFING OVER W/ 8" GORGE. N TOP OF 2x12 RAFTER @ 18" O.C.

<p><b>LOCANT ARCHITECTS</b></p> <p>CONSULTING ARCHITECTS</p> <p>6024 Bladder Drive Bloomington, Indiana 47409 317/327-7271</p> <p>LoganArchitects.com</p>	<p>These drawings are specifications, and the property and copyright of the architect. They shall be used only for the project and site shown on them. No other project or work shall be undertaken without the written consent of the architect.</p>	<p><b>PROJECT:</b></p> <p>Remodeling/ Addition to:</p> <p style="text-align: center;">BORLAND HOUSE 2300 Tapp Road Bloomington, Indiana</p>										
<p><b>BUILDING SECTION</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>REVISED BY</td> <td>06/14/20</td> </tr> <tr> <td>REVISED BY</td> <td>02/28/20</td> </tr> <tr> <td>REVISED BY</td> <td>01/29/20</td> </tr> <tr> <td>REVISED BY</td> <td>02/27/19</td> </tr> <tr> <td>DATE</td> <td>06/14/20</td> </tr> </table>	REVISED BY	06/14/20	REVISED BY	02/28/20	REVISED BY	01/29/20	REVISED BY	02/27/19	DATE	06/14/20	<p><b>A-4</b></p>	
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