

CITY OF BLOOMINGTON



PLAN COMMISSION

August 10, 2020 @ 5:30 p.m.

Zoom Meeting:

https://www.google.com/url?q=https://bloomington.zoom.us/j/95610841189&sa=D&source=hangouts&ust=1596815412720000&usg=AFQjCNFTIn1mowTY9cYk2iB460TI_FYhYQ

**CITY OF BLOOMINGTON
PLAN COMMISSION
August 10, 2020 at 5:30 p.m.**

❖Virtual Meeting

ROLL CALL

MINUTES TO BE APPROVED: July 2020

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITIONS:

PUD-17-20 **McDoel Business Center, LLC**
300 W. Hillside Drive
Request: Amendment to the preliminary plan and district ordinance for the Thomson PUD to allow 88 multi-family dwelling units and 21 single-family lots on Parcel E.
Case manager: Eric Greulich

Petition Map:

<https://arcg.is/ODLLf>

****Next Meeting September 14, 2020**

Last Updated: 8/6/2020

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

**CBLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 300 W. Hillside Drive**

**CASE #: PUD-17-20
DATE: August 10, 2020**

PETITIONER: McDoel Business Center, LLC
300 W. Hillside Dr., Bloomington, IN

CONSULTANT: Tabor/Bruce Architecture & Design, Inc.
1101 S. Walnut St., Bloomington

REQUEST: The petitioner is requesting an amendment to the preliminary plan and district ordinance for the Thomson PUD to allow 88 dwelling units and 21 single family lots on Parcel E.

BACKGROUND:

Area: 3 acres
Current Zoning: Planned Unit Development
Comp Plan Designation: Urban Corridor and Switchyard North Focus Area
Existing Land Use: Office and Warehouse
Proposed Land Use: Mixed Use
Surrounding Uses: North – Warehouse (Storage Express)
 West – Single family residences (McDoel Neighborhood)
 East – Switchyard Park
 South – Crosley Warehouse (community center)

REPORT: The property is located at 300 E. Hillside Drive and is zoned Planned Unit Development (Thomson PUD). This 3 acre property is located at the east end of the Hillside Drive stub. Surrounding zoning includes the Thomson PUD to the north and south, Residential Small Lot (R3) to the west, and Mixed Use Institutional (MI) to the east. The surrounding properties have been developed with a mix of single family residences to the west, a storage warehouse to the north, Crosley Warehouse (community center) to the south, and the Switchyard Park to the east. This site has been developed with a 150,000 square foot warehouse that has a property line about 2/3 through the warehouse. The northern 1/3 of the warehouse, which is owned separately and contains Storage Express, is not part of this petition.

The petitioner is proposing to remove the southern 2/3 of the warehouse and redevelop the property with 2 multi-family buildings and 21 single family lots. The proposed site plan for this property shows two 5-story multi-family buildings, one each at the north and south end of the site with two rows of single family lots between them. Each multi-family building is proposed to have 44 units with 68 bedrooms for a total of 88 units and 136 bedrooms. A public road and alley is shown connecting to Hillside Drive to access the multi-family buildings and single family lots. Approximately 4,000 square feet of the ground floor of the southern multi-family building would contain commercial space and a portion of the northern multi-family building has been shown with optional commercial space. Both buildings would have parking on a majority of the ground floor. A 5' wide tree plot and 5' wide sidewalk from this site to Rogers Street has been shown along the north side of Hillside Drive. The petitioner has stated that the multi-family buildings will be LEED silver certified. The single family residences will also be built to a comparable requirement.

One of the main areas for discussion with this petition is the desired housing type and density along

the Switchyard Park. Last year, at the request of the Administration, a conceptual design for the redevelopment of two large areas adjacent to Switchyard Park was envisioned by the design consultant of Switchyard Park. One of the two areas in the study was this location. The other location in that study is the area where Night Moves was located and Meineke currently exists on S. Walnut Street. The desire of the Administration was to explore redevelopment opportunities of these important properties. The study aimed to provide a guide for appropriate development that would place as many eyes as possible on the trail for security, provide optimal utilization of a public open space and park, add housing stock to the community, and provide high quality development along a major open space and trail system reflective of the City's substantial investment in the Park. The Consultant's design showed four story buildings along the entire frontage of the park with the 4th floors stepped back. A commercial component along the ground floor of the buildings is also desired to provide services to the residents, neighborhood, and trail users. The plan scaled back to two stories closer to the neighborhood to the west with a parking area along the back for further separation from the neighborhood. Although that study and conceptual design was an internal request and not a publicly approved document, it showed a design that complimented the Switchyard Park and its purpose was to envision a development that placed an appropriate design and density along the Park.

COMPREHENSIVE PLAN: This property is designated as *Urban Corridor* and within the *Switchyard North Focus Area*. The Comprehensive Plan identifies several characteristics and provides land use guidance for this area.

Additional guidance specifically includes-

- The City is making a long-term investment in the Switchyard Park, and redevelopment efforts along the Park must focus on capitalizing on both the direct and indirect benefits of that commitment. These interests must serve multiple needs related to entrepreneurship, employment, single family and multifamily housing, and green building.
- Increases in residential density around the Switchyard Park are strongly supported for both market rate and sustainably affordable units.
- Secondly, locations should also utilize the underlying Land Use District designations within this chapter and apply the Transform theme for approvals.
- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations.
- Ensure that appropriate linkages to neighborhood destinations are provided.

One of the predominant themes throughout the Comprehensive Plan is the need to add housing stock to meet the community's housing needs. Especially housing for families and young professionals. The Department is concerned that the proposed single family housing directly along the Park is not going to be priced in a range that would meet the missing housing needs of the community. Additionally, the Comprehensive Plan is clear that areas adjacent to Switchyard Park should be planned with increased residential densities, for the benefit of a wide array of residents, not a select few. Based on other newly created single family housing in this immediate area, the single family residences at this location directly on the Park will not be priced in the middle income market rate price point. Although there are some aspects of this petition that do accomplish the goals of the Comprehensive Plan, specifically providing single family housing adjacent to an established single family neighborhood along with green building practices, the portion of the project directly on the Park should be redesigned.

PRELIMINARY PLAN:

Uses/Development Standards: The petitioner is proposing to utilize the Residential Urban (R4) zoning district for the development standards for the single family lots site plan with some proposed modifications. There are some discrepancies in the proposed standards that will have to be clarified, specifically for the proposed front setbacks. Neither the site plan nor subdivision plat are being approved at this time, only the standards that will govern those later approvals. The requested modifications are as follows-

Rear Yard Setback- a 0' rear yard building setback is proposed instead of 25'. The Department recommends at least a 5' setback to allow for maintenance and eaves.

Front Setback- A 5' front setback is requested for Lots #15-33 and a 0' setback is requested for Lots #3-14. The Department recommends at least a 5' front setback for Lots #3-14. For the multi-family lots, a 0' front setback is proposed, the Department recommends at least a 5' setback.

Minimum Lot Size- for the single family lots, a minimum lot size of 2,117 square feet is requested rather than the minimum standard of 4,000 square feet.

Minimum number of lots served by an alley- the Traditional Subdivision type requires a minimum of 67% of the lots be served by an alley. This petition proposes 43%.

Minimum Landscaped Area: The petitioner proposes a 20% minimum landscape area and 70% maximum impervious surface coverage. The Department recommends that the minimum landscape area be increased to 30%.

Façade Articulation: The petitioner is proposing to utilize the Downtown standards for architecture and proposes a minimum depth of 2' rather than the '5% or a minimum of 5'' that is required. The Department recommends that the 5% or minimum of 5' be utilized.

Upper Floor Stepback: The petitioner is proposing to step back the upper floor after 4 stories a minimum of 5' rather than the required 15' step back after the 3rd story. The Department recommends that the 15' stepback after the 3rd story be utilized as written in the UDO.

Minimum Number of Parking Spaces: The UDO requires a minimum number of parking spaces for multifamily developments adjacent to the R3 district. Based on the bedroom count, a total of 112 parking spaces are required and the petitioner is proposing 54 parking spaces.

Parking, Streetscape, and Access: The petitioner is showing a public street through the center of the site with a one-way alley along the west side of the site. The alley is shown at 18' wide and the Department recommends this be reduced to 14'. The public street that is shown through the center of the site also is shown to go underneath the multi-family building on the south side of the site, which the Fire Department has said is not acceptable. That aspect will need to be redesigned. The proposed site plan features two connections to the Switchyard Park through a sidewalk connection

on the north side of the site between the multi-family building and the single family lot, plus an 8' wide path along the south side of the site between the multi-family building and the single family lot. There is also a 5' wide sidewalk and 5' wide tree plot proposed along the north side of Hillside Drive that would connect from Rogers Street to the Park, although this is an off-site improvement, this is essential to connecting this development to Rogers Street. There will be a 5' wide sidewalk and 5' wide tree plot along both sides of the internal public street, there will be 60' of right-of-way dedicated for the internal public road which is consistent with the Transportation Plan.

Alternative Transportation: This petition would be required to meet all of the standards of the UDO for bicycle parking. The Department encourages the petitioner to incorporate several areas of covered bicycle parking spaces along the Park frontage for the residents of the development.

Architecture/Materials: No renderings have been submitted for the multi-family buildings, only prospective pictures. A list of excluded materials has been submitted in the District Ordinance. This list should be amended to also prohibit EIFS as a primary material.

Environmental Considerations: There are no known environmental constraints on this property.

CONCLUSION: The Department has several concerns regarding the current design of the petition. Specifically the design of the project along the Switchyard Park frontage does not meet the goals of the Comprehensive Plan and the Administration in terms of density and design. We are concerned about the cohesive design of 5 story buildings with 2 or 3 story single family buildings between them. The creation of high price point single family lots does not address the types of housing that the community is lacking, and does not properly utilize the available frontage along the park. The design of the public street going underneath the multi-family building is also not allowed and must be redesigned. There are also several elements of the proposed district ordinance that need to be modified. The design of the southern multi-family building must also be altered to meet the Fire Department standards. Renderings of the multi-family buildings must also be submitted showing the context of all of the buildings along the trail.

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



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: August 10, 2020

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: PUD-17-20: W. Hillside Warehouse redevelopment
300 West Hillside Drive, Tract E of Thomson PUD

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 request is to amend the Preliminary Plan and District Ordinance for the Thomson PUD to allow 88 multi-family dwelling units and 21 single-family lots.

The EC applauds the Petitioner for requiring all structures in this PUD to be designated LEED for homes and LEED silver (the lowest) rating for the commercial buildings. Redeveloping this much of a neighborhood using these requirements is what the citizens of Bloomington want to see for our environmental sustainability. However, we do not think it should come at the expense of losing so much potential greenspace. Greenspace is an important ecosystem service that is part of the city's infrastructure portfolio. Given there is little an individual town can do to combat the climate crisis, planting more native vegetation, especially trees, is something we can, and should do.

As much as the EC supports the LEED construction requirements, we question supporting housing within an established neighborhood with so little greenspace.

Comments

1.) LANDSCAPE PLAN

A Landscape Plan including street trees should be designed at this point in the process so that City staff and the Plan Commission can envision the ecosystem services and aesthetics that will result at completion. The Landscape Plan will have to be approved prior to the issuance of a grading permit.

2.) LOT CLARIFICATION

The Thomson PUD amendment zoning rules are confusing because the first amendment addresses lots 3 through 33. Yet the second amendment heading shows lots 15 through 33. Please clarify and correct this confusion.

3.) IMPERVIOUS SURFACE COVERAGE

The proposed amendments for the single-family homes (lots 3–23) calls for lot sizes almost half the size as the minimum size the UDO R4 Zoning District allows. The UDO minimum is 4,000 square feet and the PUD District Ordinance revision calls for 2,100 sq. ft. The setbacks in the UDO are 15 ft. for the front yard and 25 ft. for the back yard, while the DO calls for 0 setbacks for both the front and back yards. They also propose to reduce the impervious surface percentage by 10%. The EC believes these lots are too small and the structures will be too big for the lots to accommodate single family homes. The EC is in favor of compact urban form, and that is what the newly revised UDO has accomplished; however, these setbacks don't allow sufficient greenspace.

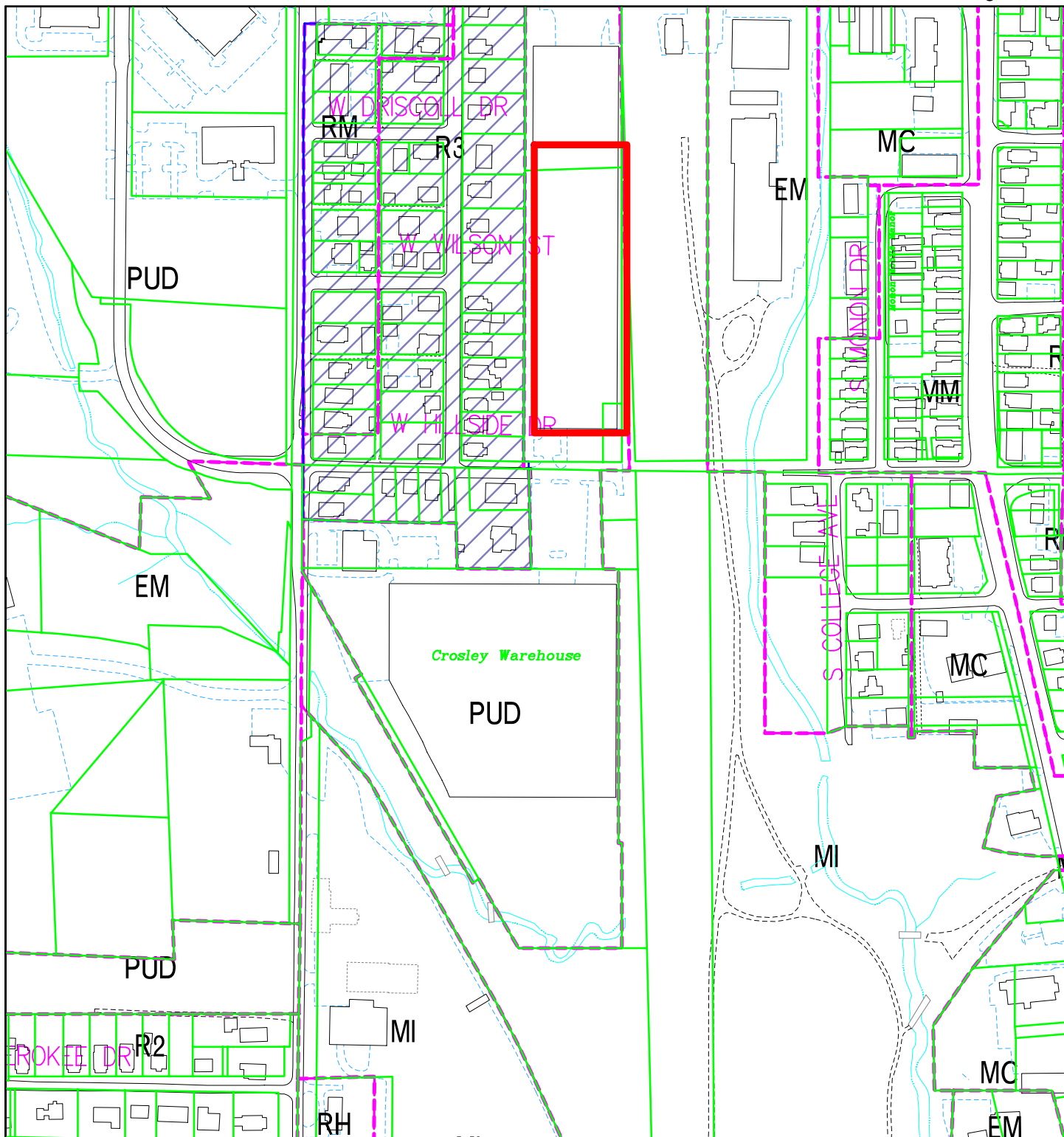
The second amendment for residential lots 15–33, also using UDO R4 zoning standards, calls for the lots to be 2,700 sq. ft. while the UDO requires 4,000 sq. ft. The front setback is proposed to be 5 ft. instead of 15 ft. and the rear setback is 0 ft. instead of 25 ft. Impervious surface is again 10% more than the UDO allows.

The third amendment for Commercial Lots 1 and 24 proposes a 0 ft. setback where the UDO calls for 15-25 ft., and the rear setback recalls for 0 ft. and the UDO requires 7 ft. The impervious surface request is for 10% more than the UDO, and the 20% landscaped area does not add up to 100%.

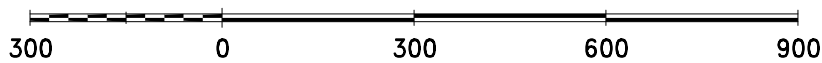
Recommended Conditions of Approval

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

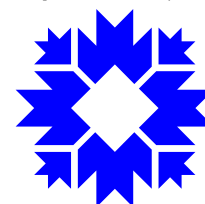
- 1.) Provide a Landscape Plan at this point in the review process, but it will not need to be approved until the issuance of a grading permit.
- 2.) Clarify and correct the conflicting proposals in the Thomson PUD amendment zoning rules.
- 3.) Increase the pervious surface, otherwise called greenspace or landscaped areas, and reduce the amount of impervious area in all areas of the site.



By: greulice
30 Jun 20

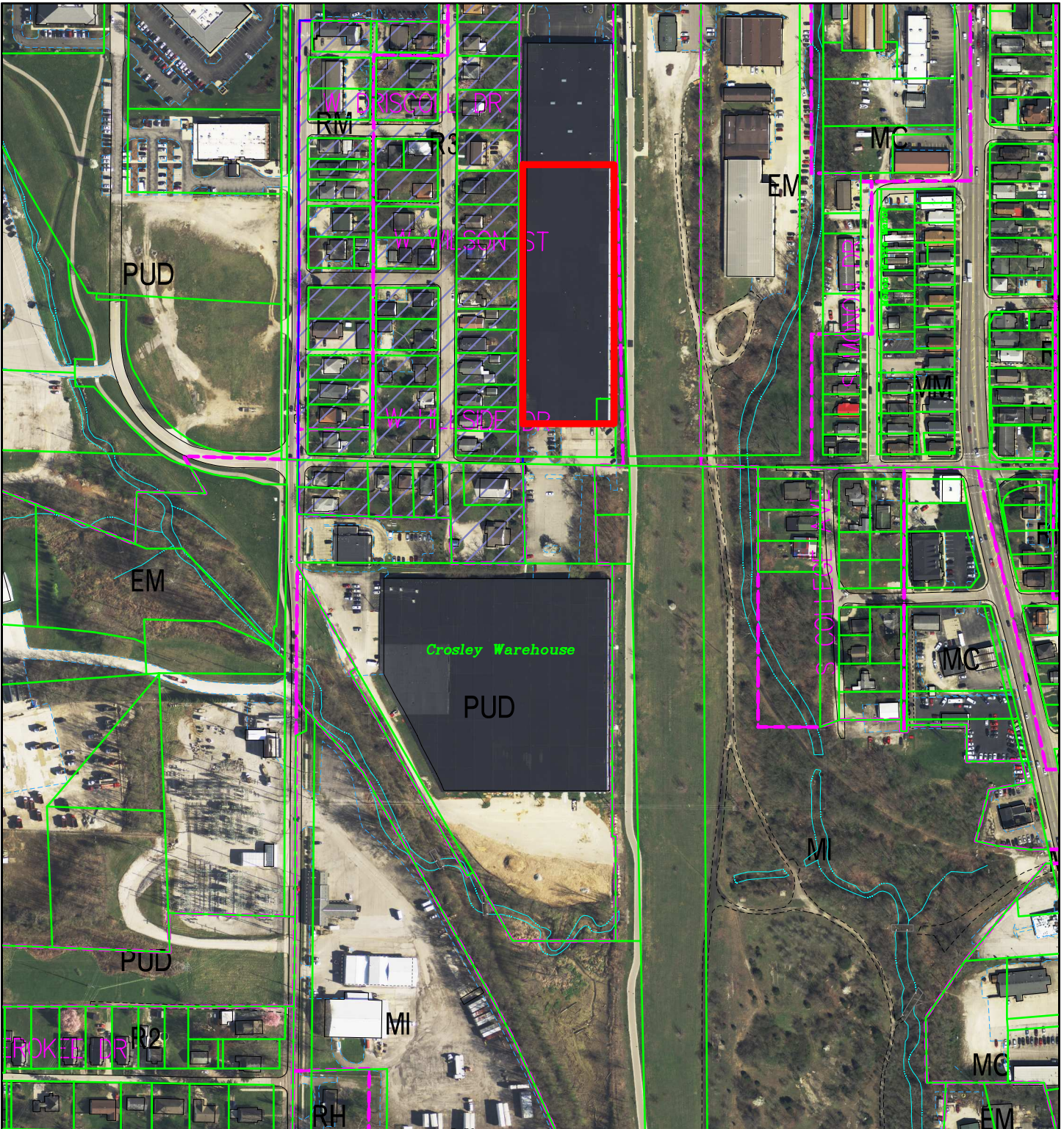


City of Bloomington
Planning & Transportation

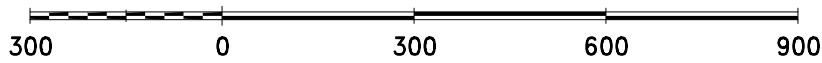


Scale: 1" = 300'

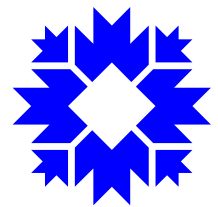
For reference only; map information NOT warranted.



By: greulice
30 Jun 20



City of Bloomington
Planning & Transportation



Scale: 1" = 300'

For reference only; map information NOT warranted.



Thompson PUD Narrative

300 West Hillside Drive Tract E-Thompson PUD

Overview-Existing site

The site as it exists is a large, xx acre site with only access from Hillside drive along it's south border. The parcel is 208 ft x 618 ft or 2.95 acres in size. It currently contains a single story steel building that was long used as a warehouse while the rail yard was a hub for the RCA TV manufacturing facility.

Currently, the structure is used as a mixed use industrial complex for storage, warehousing and light manufacturing. It has some office spaces and is bordered at it's north portion by a self storage business.

Location

The location of this site and the changes around it are the most reasons for bringing this project forward. The initial purchase by the city of Bloomington and the conversion of the rail yard into the city's largest park, with a new future, have made the redevelopment of this site feasible. The city's investment into the new Switchyard park has changed forever the need to have an industrial or warehouse site use on this site. The entire western border of the site borders on many existing, small scale, single family homes. No connections to existing city block exist along this western border. The site is adjacent to the McDoel Gardens historic district, a district consisting of a diversity of home sizes and styles. The site is the last few remaining sites, not in a flood plain, that a mixed use community may be built along the new Switchyard park and the B-Line trail. This is an ideal location for a new, walk-able neighborhood, away from the traditional student housing.

Changes not foreseen in the initial Thompson PUD

The Thompson PUD was created to keep a healthy balance of industrial uses within Monroe County and a way to ensure it remained where we had rail service and even a newly constructed Patterson Drive, to access these industrial uses. Residential uses were not included because they were not seen as compatible with residential uses. All of this changed when the RCA (Thompson Consumer Electronics) plant was closed and removed, and the park idea was generated as a new use. Like that change from rail to a park, this change from warehouse, to residential just makes sense.

Key PUD Attributes

Architectural Character

While it is important that the new uses be compatible with the traditions exhibited by vernacular rail yard structures, the larger commercial structures will be a more modern interpretation of these building archetypes. These structures will be of brick masonry veneers, metal panels, and large, metal framed windows to imitate older building styles. The small residential lots will infill and complete the traditional city block development, found so predominate in the McDoel Gardens neighborhood. In fact, the design of the new infill housing, reinforces traditional development patterns and styles, not too unlike the recent development in the Bryan Park neighborhood as created by Matt Press.

Uses

Commercial spaces will be provided at a portion of the ground floor of the two larger, mixed use structures with residential apartments on the upper floors. Some parking will be provided within these mixed use buildings, along with some on street parking. These commercial spaces will be the closest commercial spaces to Switchyard park and should be uses that compliment the park visitor's experience. The neighborhood will be a mix of small residences with, or without, detached garages and larger, row or town-homes along the parks edge. A new, two-way street will connect the north end of the site to Hillside Drive and a new alley will act as a buffer along the western edge of the site. This will allow for the residential garage access and act as a buffer between the existing residential uses and the smaller, proposed, inner lot homes. On street parking along one side of the main road and two access points from the neighborhood to the park will complete the neighborhood feel. Religious uses, to be included within this amendment is also requested.

Mass, Scale and Form

Building heights will vary as they do in Downtown Bloomington and yet there will be a strong sense of similarity in scale, through the use of banding and materials. Setting upper floors back from the building front along the park will also may be considered. The residential structures will range from 1.5 stories, to three stories along the park.

LEED requirements

The residential single family lots will require all homes built shall meet the LEED for homes designation with items including:

- Heat Island effect
- Rainwater management
- Non-toxic pest control
- Water efficiency
 - Outdoor water
 - Indoor water
- Minimum energy performance
- Energy Monitoring
- Homeowner education
- Annual energy use
 - Solar panels
- Efficient hot water distribution
- HVAC systems
- Materials and resources
 - Durable materials
 - Recycled content
- Construction waste management
- Material efficient framing

Indoor environmental quality
 Solar compatibility
 Heat Island effect-Roofing
 Ventilation
 Radon resistant construction
 Air filtering
 Low emitting products

The commercial structures will also require at a minimum, LEED Silver designations and many of the LEED for homes requirements as well as other more detailed requirements.

Affordability

The multifamily structures would provide at a minimum, 15% of the units as affordable units per the City of Bloomington's definition and requirements. This would also include a total of 3 of the residential lots. The south parcel is proposed to be Senior or affordable housing. The owner is willing to sell this lot for \$1.00 to the city for it to be a tax credit housing project or redevelop it themselves as affordable housing.

Site Breakdown

Lot 1 structure

5 stories (1 grade level parking level-4 residential stories)
 11,743 sq feet footprint
 24- Two bedroom units
 20- One bedroom units
 68 total bedrooms
 44 total units
 7 units affordable per requirements
 3,000 sq ft available, ground floor commercial space
 38 total in-building parking spaces

Lot 24 structure

5 stories (1 grade level parking level-4 residential stories)
 11,443 sq feet footprint
 24-Two bedroom units
 20-One bedroom units
 68 total bedrooms
 44 total units
 7 units affordable per requirements
 3,000 sq ft available, ground floor commercial space
 16 total in-building parking spaces

South Hillside structure

.7 acres
 5 stories (2 grade level parking levels-3 residential stories)
 21,600 sq feet footprint
 48-Two bedroom units
 6-One bedroom units
 108 total bedrooms
 All units affordable housing
 120 total in-building parking spaces

Residential lots 15 thru 23 (9 total lots)

.07 of an acre

1.5 story-single family homes

1,056 sq ft footprint

625 sq ft detached garage

Residential lots 3 thru 14 (12 total lots)

.04 of an acre

3 story-single family homes

1,250 sq ft footprint

Our vision, and even outlined in the existing Thompson PUD, is to “minimize negative land use impacts on adjacent residential properties”, and “increase the viability of the PUD and its industrial component by providing office, retail, AND RESIDENTIAL USES. The existing PUD does not reduce truck traffic along Hillside Drive. The existing PUD does recognize that Tract E is adjacent to a core neighborhood and will require special design challenges if the use changes-it is this very reason we feel that the plan as presented meets and enhances the existing PUD as well as the adjacent McDoel neighborhood We have met with the executive committee of the neighborhood, and they agree with and support our plan.

Thank you for your consideration.

Doug Bruce NCARB-LEED AP
TABOR/BRUCE ARCHITECTURE & DESIGN, Inc.
1101 S Walnut Street
Bloomington, IN 47401
(812) 332-6258

Thompson PUD amendment zoning rules

Residential Lots 3-14 (12 lots) and 15-33 (9 lots)

Utilizing R4-Residential Urban zoning district

Changes only to the following:

Lot Dimensions A area 2,100 square feet minimum

Setbacks

Front 0 feet

Rear 0 feet

Impervious surface coverage (Maximum) 60%

Primary structure height F (maximum) 40 feet or three stories

Gable roofs required with 8/12 Minimum main gable roof slope

Allowed uses:

Single family residence per 20.03.030 Residential uses

Residential Lots 15-33 (9 lots)

Utilizing R4-Residential Urban zoning district

Changes to the following:

Lot Dimensions A area 2,700 square feet minimum

Setbacks

Front 5 feet

Rear 0 feet

Impervious surface coverage (maximum) 60%

Primary structure height F (maximum) 30 feet or 1.5 stories

Gable roofs required with 8/12 Minimum main gable roof slope

Allowed uses:

Single family residence per 20.03.030 Residential uses

Commercial Lots 1 and 24

Utilizing MM-Mixed-Use Medium Scale zoning district

Changes to the following:

Setbacks

Front 0 feet

Rear 0 feet

Impervious surface coverage (maximum) 70%

Landscape area (minimum) 20%

Primary structure height G (maximum) 60 feet or 5 stories

Low slope roofs allowed with parapets

No minimum vehicle parking requirements

Neighborhood transition zoning does not apply

20.02.060 Overlay district requirements to be met

(2) Building entrances

(5) Upper floor setbacks. Any facade along the B-Line trail, above the 4th story, shall set back a minimum of 5 feet. Upper floors minimum of 20%.

(6) Windows and doors on the primary facade. 60% required for first floor facing the B-Line trail and a public street.

(7) Primary Entrances. Meet UV, DE, DS, DT Standards.

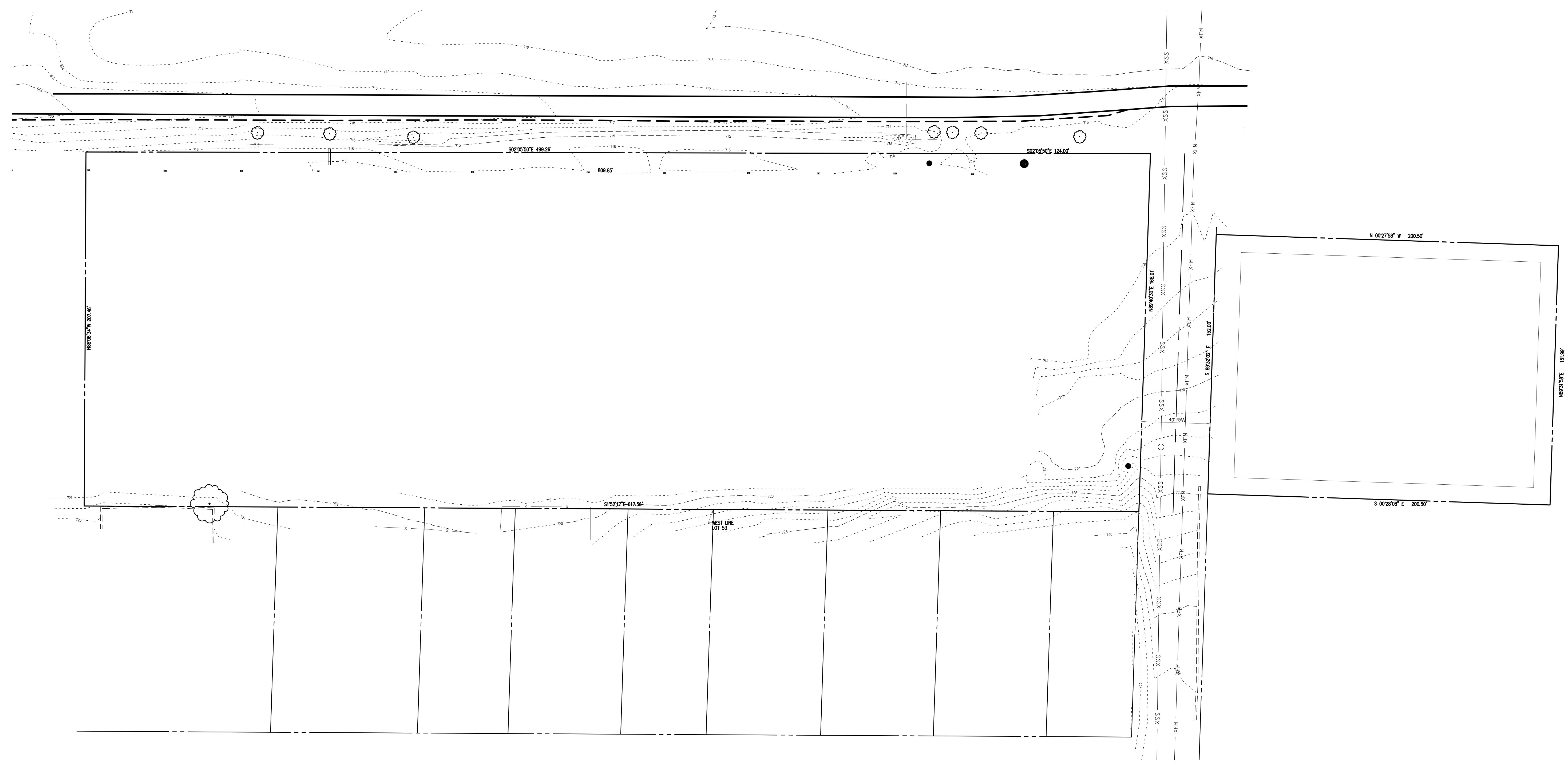
(8) Facade articulation. Meet the requirements for (B). Require minimum offset depth of 2 feet.

(9) Facade materials. Prohibited materials. Vinyl, Highly reflective, wood, smooth or split faced concrete block.

Allowed uses (upper floors only)

Multifamily apartments

Allowed commercial uses (Ground floor only) per 20.02.020 Table for MN

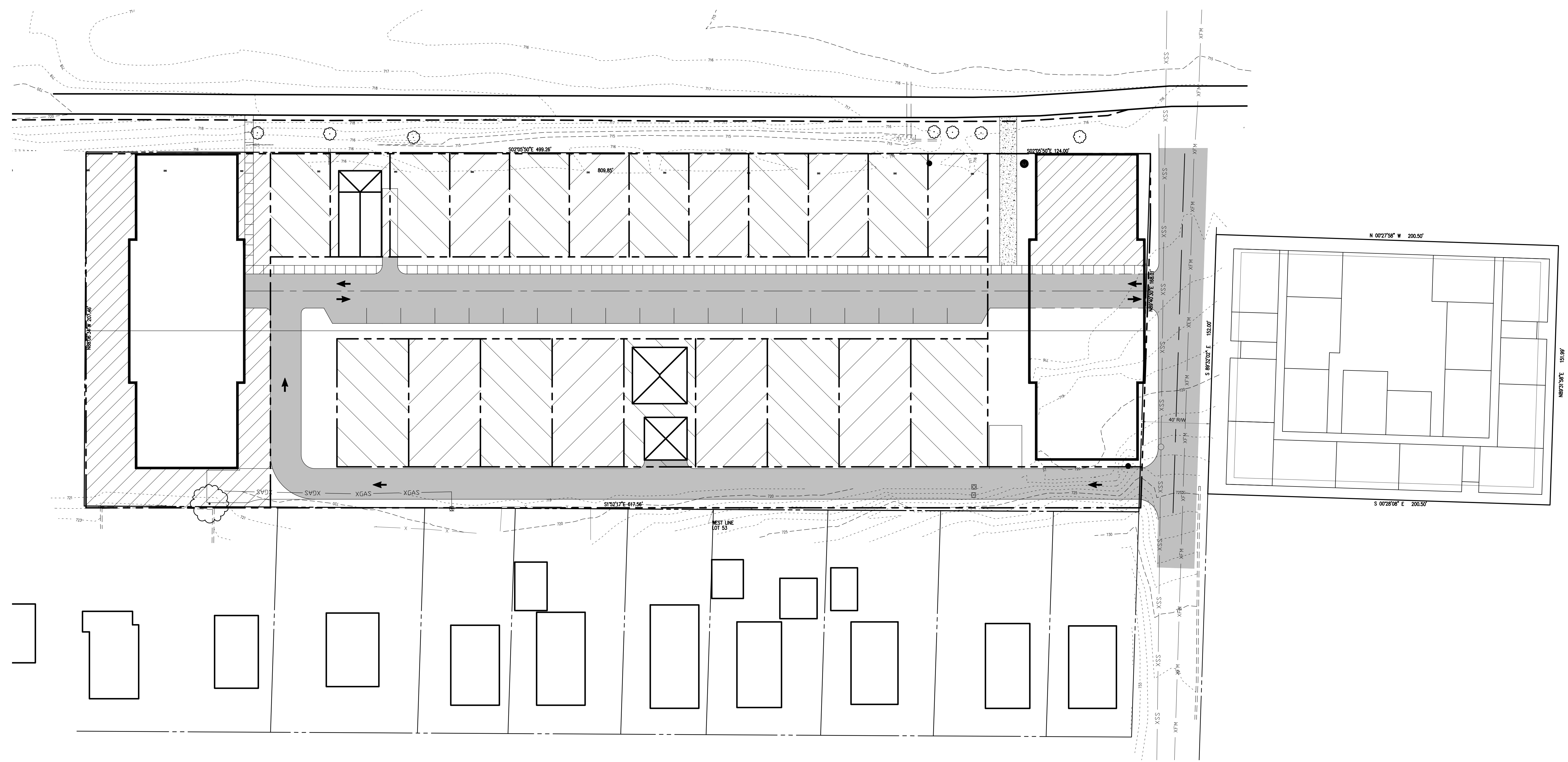


1 EXISTING LOT LAYOUT
 1" = 30'-0"

SCHEMATIC LOT LAYOUT

PROJECT NAME:	PROJECT LOCATION:	DATE:
SWITCHYARD	WEST HILLSIDE AND THE B-LINE	JUNE 15, 2020
DESIGN PHASE:	© 2020 TABOR BRUCE ARCHITECTURE & DESIGN	DRAWING SCALE:
CONCEPT PLANNING		1" = 20'-0"



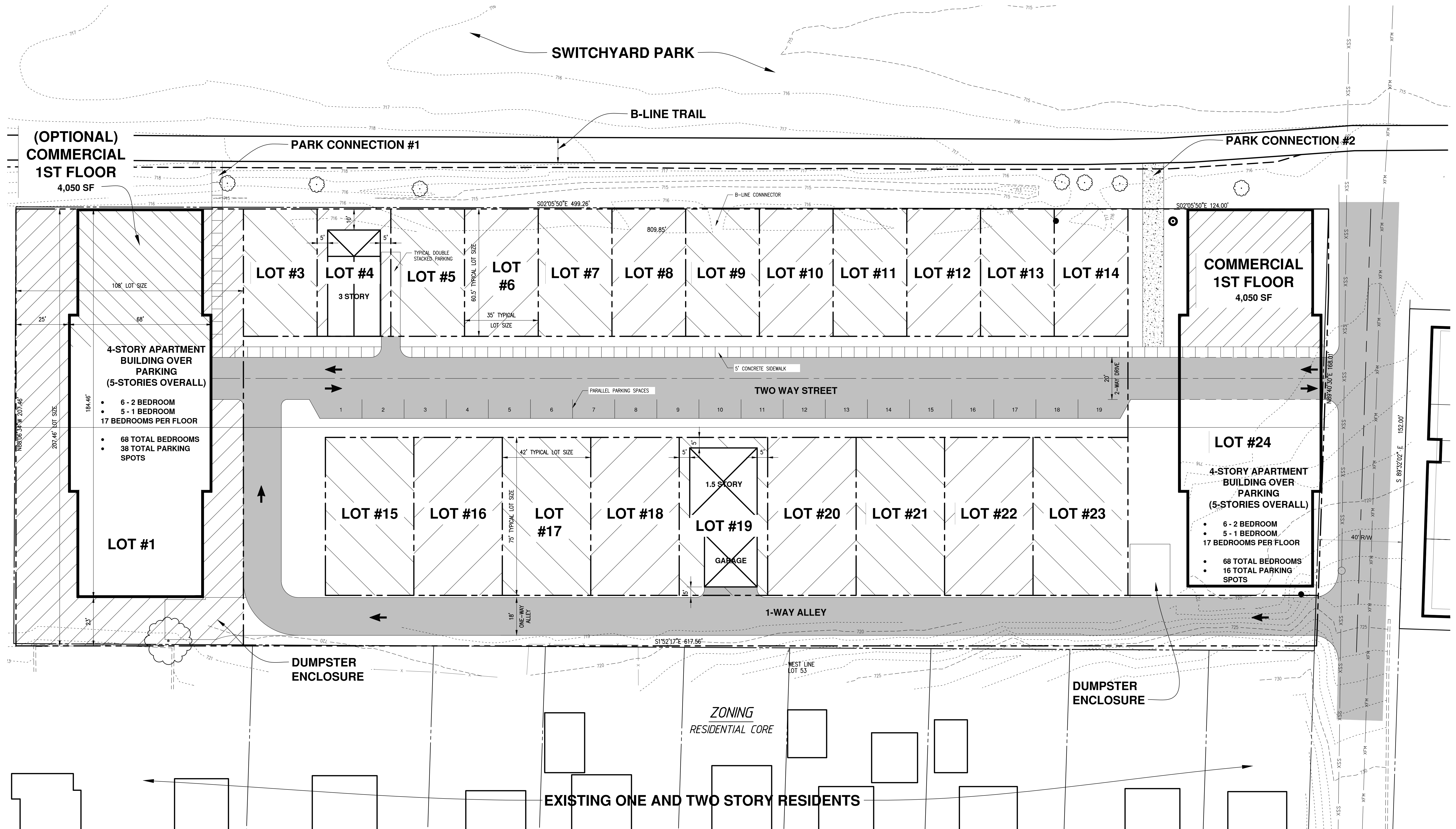


1 PROPOSED LOT LAYOUT
 1" = 30'-0" 

SCHEMATIC LOT LAYOUT		
PROJECT NAME:	PROJECT LOCATION:	DATE:
SWITCHYARD	WEST HILLSIDE AND THE B-LINE	JUNE 15, 2020
DESIGN PHASE:	© 2020 TABOR BRUCE ARCHITECTURE & DESIGN	DRAWING SCALE:
CONCEPT PLANNING		1" = 20'-0"



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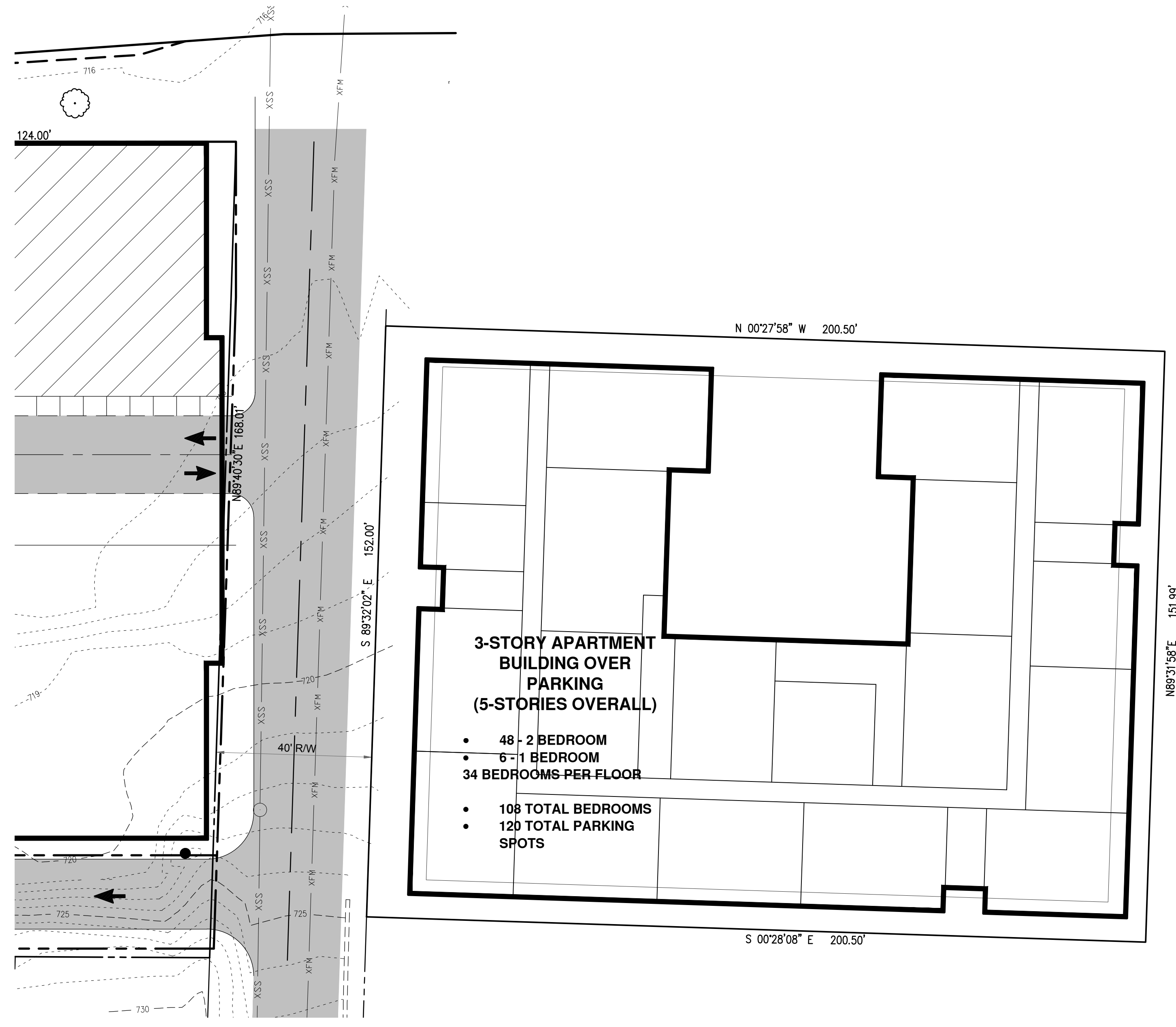
1 PROPOSED LOT LAYOUT
1" = 20'-0"

SCHEMATIC LOT LAYOUT

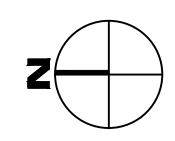
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SWITCHYARD	WEST HILLSIDE AND THE B-LINE	JUNE 15, 2020
DESIGN PHASE:		DRAWING SCALE:
CONCEPT PLANNING	© 2020 TABOR BRUCE ARCHITECTURE & DESIGN	1" = 20'-0"



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1 PROPOSED LOT LAYOUT
1" = 20'-0"

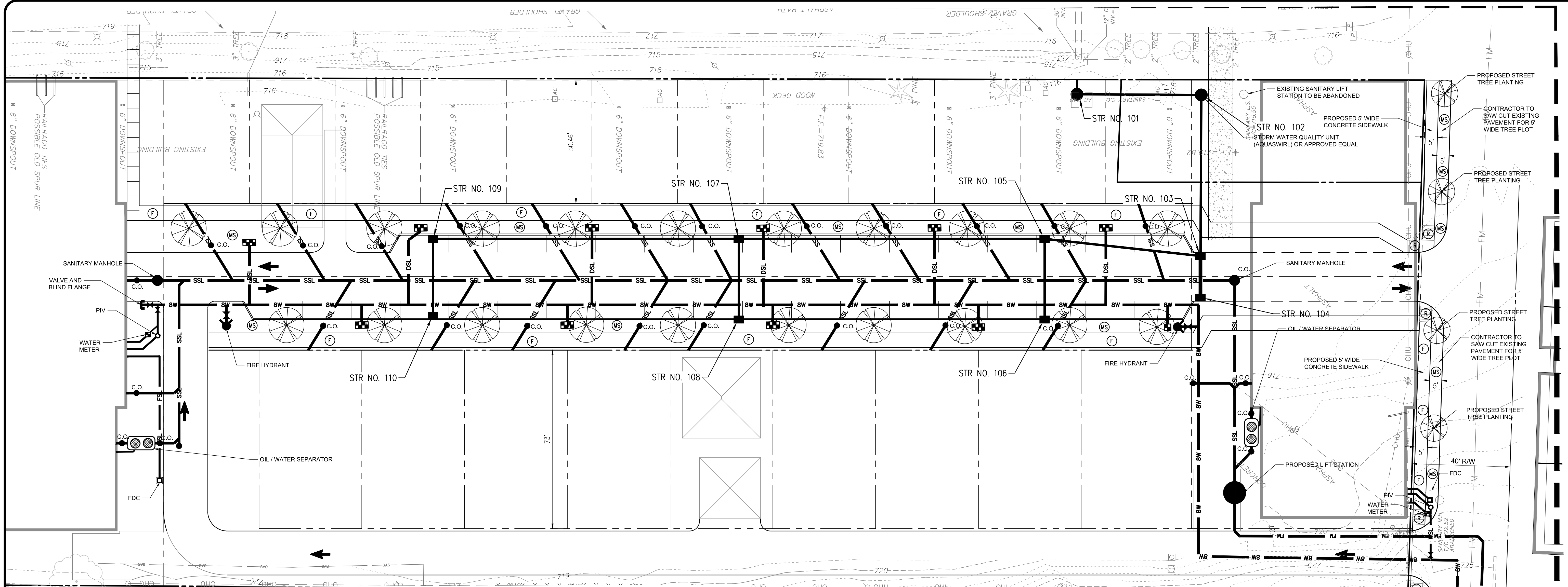


SCHEMATIC LOT LAYOUT

PROJECT NAME:	PROJECT LOCATION:	DATE:
SWITCHYARD	WEST HILLSIDE AND THE B-LINE	JUNE 15, 2020
DESIGN PHASE:	© 2020 TABOR BRUCE ARCHITECTURE & DESIGN	DRAWING SCALE:
CONCEPT PLANNING		1" = 20'-0"



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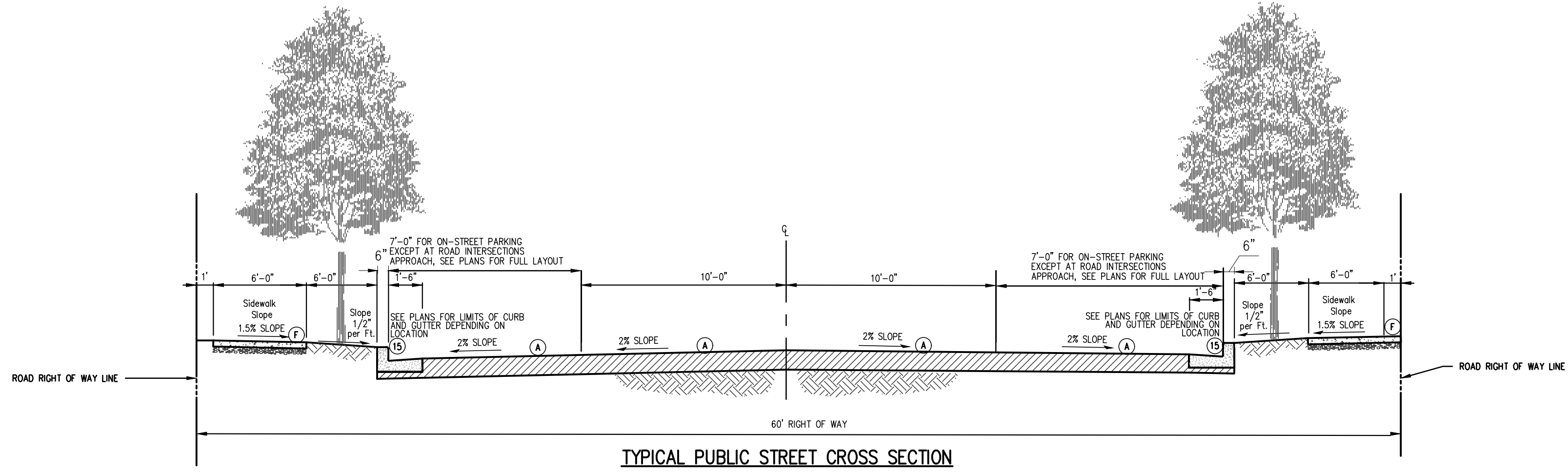


UTILITY LEGEND

- PROPOSED COMMERCIAL DOMESTIC SERVICE LINE: — DSL —
USE TYPE "K" COPPER FOR 1" AND SMALLER DOMESTIC WATER SERVICE LINE AND APPROPRIATE FITTINGS AND SDR-21 AND FITTINGS FOR DOMESTIC WATER SERVICE LINE LARGER THAN 1", 48" COVER MIN., REFER TO THE "P" SERIES DRAWINGS FOR MORE INFORMATION AND FINAL SIZE DETERMINATION. LINE SHALL BE CONNECTED FOR ALL DOMESTIC COMMERCIAL PORTIONS OF THE BUILDING. SEE CBU SPECIFICATIONS.
 - PROPOSED PRIVATE WATER LINE MAIN: 8" DIP, — W —
PRESSURE CLASS 350 AND FITTINGS, REFER TO MECHANICAL JOINT RESTRAINT DETAIL AND PROFILE FOR THRUST RESTRAINT DESIGN REQUIREMENT, 48" COVER MIN. NOTE: CONTRACTOR IT CONSTRUCT THIS WATER LINE WITH NO HIGH POINTS TO AVOID AN AIR RELEASE VALVE SYSTEM
 - PROPOSED PRIVATE FIRE PROTECTION SERVICE LINE: — FSL —
DIP, PRESSURE CLASS 350 AND FITTINGS, REFER TO MECHANICAL JOINT RESTRAINT DETAIL FOR THRUST RESTRAINT DESIGN REQUIREMENT, 48" COVER MIN. CONTRACTOR TO COORDINATE WITH FIRE SUPPRESSION ENGINEER FOR FINAL SIZE AND OTHER INFORMATION ON COMPLETE WORKING FIRE PROTECTION SYSTEM. REFER TO "P" SERIES DRAWINGS.
 - PROPOSED STORM SEWER
 - PROPOSED STAND ALONE FIRE DEPARTMENT CONNECTION LOCATION — 5" STORZ" TYPE WITH 30° DOWN ANGLE — CONTRACTOR TO COORDINATE WITH BLOOMINGTON FIRE DEPARTMENT AND MONROE FIRE PROTECTION DISTRICT, REFER TO DETAIL.
 - PROPOSED POST INDICATOR VALVE LOCATION IN ACCORDANCE WITH CBU SPECIFICATIONS. CONTRACTOR TO PLACE MONITORING SWITCH WITH CONDUIT TO CONNECT TO CORRESPONDING PANEL WITH BUILDING — REFER TO THE FIRE PROTECTION SERIES DRAWINGS FOR MORE INFORMATION
 - PROPOSED WATER VALVE PER CBU SPECIFICATIONS
 - PROPOSED FIRE HYDRANT, HYDRANTS FROM PRIVATE MAINS SHALL BE PAINTED YELLOW PER CBU SPECIFICATION 4.4.4.4, REFER TO DETAIL.
 - 2" DOMESTIC METER YOKESSETTER IN A 30" METER PIT PER CBU STANDARDS. REFER TO DETAIL (CBU STANDARD DETAIL) COORDINATE FINAL SIZE OF REQUIRED METER WITH CBU
 - PROPOSED ASTM D3034 SDR 35 PVC — SSL, C.O. —
6" MIN. SANITARY LATERAL AND SANITARY SEWER CLEAN-OUT, REFER TO DETAILS 24" COVER MIN. REFER TO PLUMBING PLAN FOR PROPOSED INVERT ELEVATIONS LEAVING PROPOSED BUILDING, SLOPE AT 1.04% MIN. TO EXISTING SANITARY LATERAL AS SEEN ON THE PLAN
 - PROPOSED PRIVATE HDPE FORCEMAIN PIPE AND LIFT STATION, 48" COVER MIN. — FM —
 - SEE ARCHITECTURAL & STRUCTURAL DRAWINGS FOR ALL SHADED AREAS
 - PROPOSED CONTOUR (REFER TO THE GRADING PLANS FOR MORE INFORMATION)
- NOTE: ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BLOOMINGTON UTILITY SPECIFICATIONS.
- NOTE: ALL INVERT ELEVATIONS PROVIDED DIRECTLY OUTSIDE THE BUILDINGS WERE GIVEN BY THE PLUMBING ENGINEER, CONTRACTOR SHALL COORDINATE WITH "P" SERIES DRAWINGS FOR FINAL EXISTING BUILDING UTILITY INVERT ELEVATIONS
- NOTE: ALL SITE AND BUILDING INTERNAL FIRE SUPPRESSION SYSTEM COMPONENTS SHALL BE COORDINATED WITH AND APPROVED BY THE CITY OF BLOOMINGTON FIRE INSPECTOR TIM CLAPP AT (812) 349-3889 AND MONROE FIRE PROTECTION DISTRICT AT (812)331-1906 THE FIRE SUPPRESSION ENGINEER BEFORE SYSTEM SHOWN IS CONSTRUCTED OR PARTS ORDERED.
- NOTE: CONTRACTOR TO USE A STEEL SLEEVE WHEN IT IS SHOWN TO ROUTE PIPING THROUGH WALL, COORDINATE WITH STRUCTURAL AND ARCHITECTURAL DRAWINGS

SITE IMPROVEMENT LEGEND

- (F) PROPOSED 5' WIDE CONCRETE SIDEWALK. REFER TO PLAN FOR LOCATIONS.
- (R) PROPOSED SIDEWALK ACCESSIBLE RAMP
- (MS) TEMPORARY / PERMANENT MULCH SEEDING - REFER TO DETAILS



TYPICAL PUBLIC STREET CROSS SECTION

MATCH LINE -
SEE SHEET
C302.Site 2 FOR
CONNECTION TO
ROGERS ST.

NOTE TO CONTRACTOR

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

SCALE: 1"=20'

revisions:

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

BYNUM FANYO & ASSOCIATES, INC.

Bloomington, Indiana
(812) 339-2990 (Fax)

528 north walnut street
(812) 332-8030

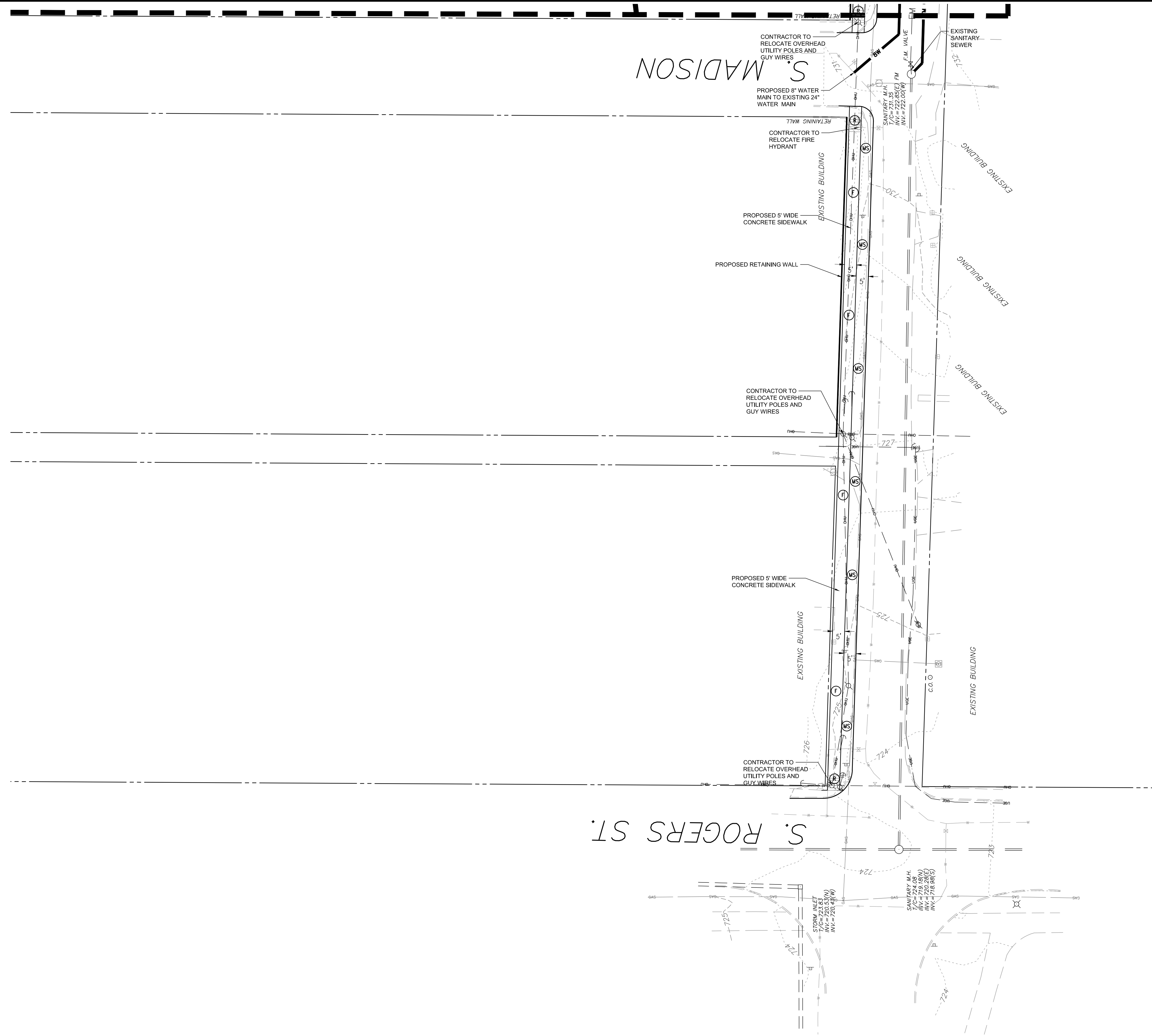
certified by:

PROPOSED SWITCHYARD APARTMENTS

301 WEST HILLSIDE DRIVE
BLOOMINGTON, INDIANA 47403

title: SITE PLAN

designed by: DJB
drawn by: DJB
checked by: JSF
sheet no: C301
project no.: 401773



SITE IMPROVEMENT LEGEND	
(F)	PROPOSED 5' WIDE CONCRETE SIDEWALK. REFER TO PLAN FOR LOCATIONS.
(R)	PROPOSED SIDEWALK ACCESSIBLE RAMP
(MS)	TEMPORARY / PERMANENT MULCH SEEDING - REFER TO DETAILS

SCALE: 1"=20'

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revisions:

BFB
 BYNUM FANYO & ASSOCIATES, INC.
 528 north walnut street
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ARCHITECTURE
 CIVIL ENGINEERING
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title: SITE PLAN

designed by: DJB
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 checked by: JSF
 sheet no: C301
 project no.: 401773



A EXIST. CONDITIONS PHOTO
NTS

SCHEMATIC LOT LAYOUT

PROJECT NAME:	PROJECT LOCATION:	DATE:
SWITCHYARD	WEST HILLSIDE AND THE B-LINE	JULY 6, 2020
DESIGN PHASE:		DRAWING SCALE:
CONCEPT PLANNING	© 2020 TABOR BRUCE ARCHITECTURE & DESIGN	NOT TO SCALE





A PROPOSED ELEVATION SAMPLES
NTS



B PROPOSED ELEVATION SAMPLES
NTS



C PROPOSED ELEVATION SAMPLES
NTS



F PROPOSED ELEVATION SAMPLES
NTS



G PROPOSED ELEVATION SAMPLES
NTS



H PROPOSED ELEVATION SAMPLES
NTS



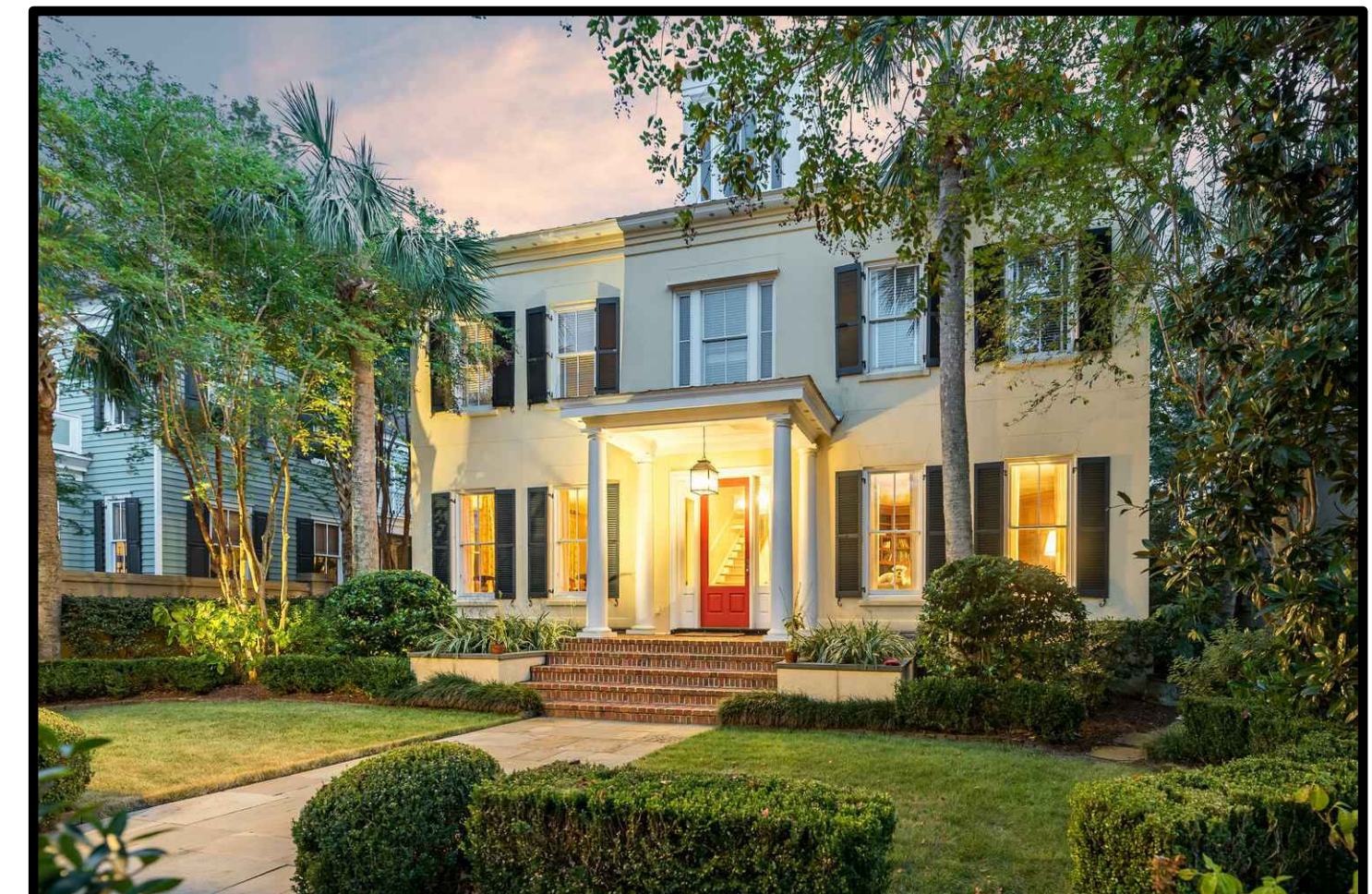
J PROPOSED ELEVATION SAMPLES
NTS



K PROPOSED ELEVATION SAMPLES
NTS



L PROPOSED ELEVATION SAMPLES
NTS



M PROPOSED ELEVATION SAMPLES
NTS



N PROPOSED ELEVATION SAMPLES
NTS

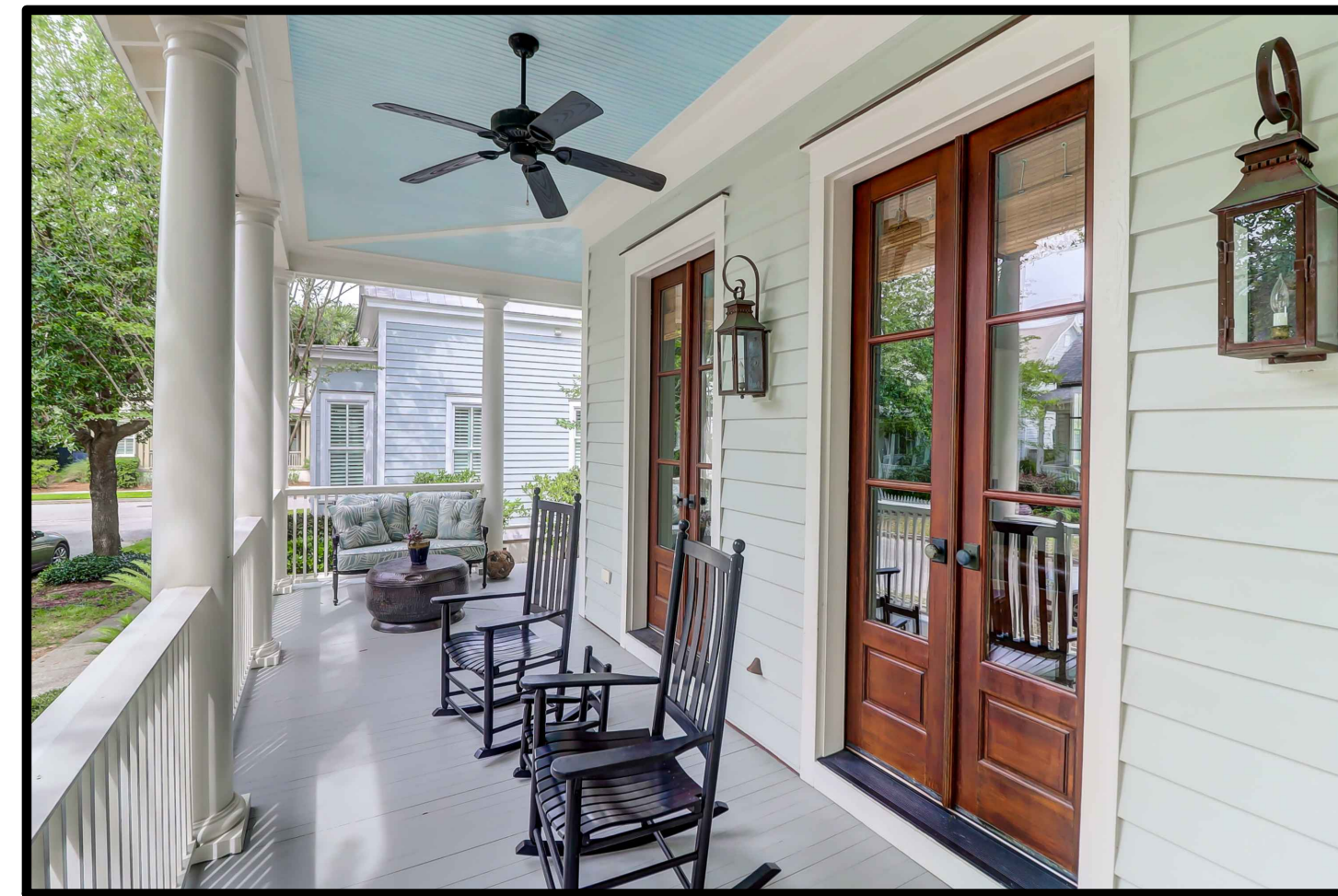
SCHEMATIC LOT LAYOUT

PROJECT NAME:	PROJECT LOCATION:	DATE:
SWITCHYARD	WEST HILLSIDE AND THE B-LINE	JULY 6, 2020
DESIGN PHASE:	© 2020 TABOR BRUCE ARCHITECTURE & DESIGN	DRAWING SCALE:
CONCEPT PLANNING		NOT TO SCALE





A PROPOSED ELEVATION SAMPLES
NTS



B PROPOSED ELEVATION SAMPLES
NTS



C PROPOSED ELEVATION SAMPLES
NTS



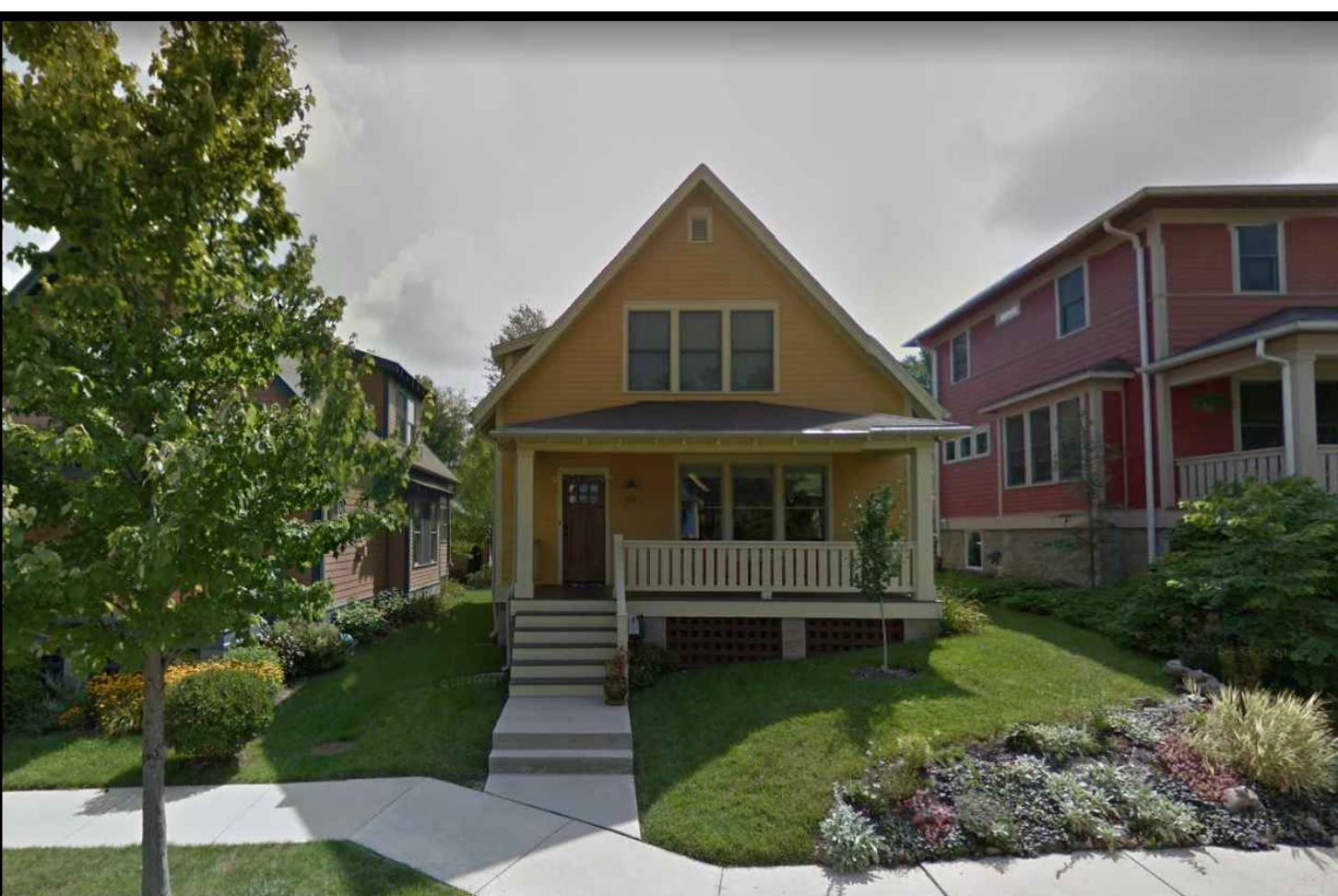
D PROPOSED ELEVATION SAMPLES
NTS



F PROPOSED ELEVATION SAMPLES
NTS



G PROPOSED ELEVATION SAMPLES
NTS



H PROPOSED ELEVATION SAMPLES
NTS



J PROPOSED ELEVATION SAMPLES
NTS



K PROPOSED ELEVATION SAMPLES
NTS

SCHMATIC LOT LAYOUT

PROJECT NAME:	PROJECT LOCATION:	DATE:
SWITCHYARD	WEST HILLSIDE AND THE B-LINE	JULY 6, 2020
DESIGN PHASE:	© 2020 TABOR BRUCE ARCHITECTURE & DESIGN	DRAWING SCALE:
CONCEPT PLANNING		NOT TO SCALE



J:\COURT\2019\Commercial\411 - Switchyard at Hillside\Design\Construction\AEB01 Photo Sheet.dwg, 7/6/2020, 4:12:08 PM



Eric Greulich <greulice@bloomington.in.gov>

Development along the Bline/Switchyard park

Kevin Romanak <kromanak@iu.edu>
To: greulice@bloomington.in.gov

Mon, Aug 3, 2020 at 3:48 PM

Dear Bloomington Plan Commission Members,

I am a resident of McDoel Gardens neighborhood and live behind the warehouse, of which demolition and building plans are being proposed for 2/3 of the building.

First and foremost, this is already a single-family home residential neighborhood, and tall apartment buildings would reduce the value of the area near W. Hillside and Madison. This value reduction is not merely economic, but more so community value is lost through increased traffic and noise. Further, the aesthetic value and function of the current single-family homes/yards would be hindered by balconies and privacy issues. This is an opportunity to increase the value of the neighborhood by building more single-family homes for long-term residents. Apartments, and especially tall apartments, should be strongly discouraged.

Next, traffic will be an issue for W. Hillside Dr., and subsequently S. Madison St., if apartments are built without a throughway to Grimes. Since Hillside in this area is considered historic, then widening would not (and should not) be attempted. A logical next step would be to wait until the other 1/3 (Storage E.) is available and extend Morton to Grimes, albeit, this may take some time and convincing of the current owner. If single-family homes were built here in the available 2/3 of the warehouse, then the possibility to add more single-family homes and extend Morton will open once the other 1/3 of the warehouse is secured.

Finally, the area along S. Walnut is already built for high traffic capabilities, and thus, would allow more high density dwellings. This is a logical step for this "more-commercial" area, as commercialization of the McDoel neighborhood near the switchyard would cause too much traffic for all but small cafes and businesses. Keeping the larger commercial business and restaurants along the Walnut development area would allow the McDoel garden neighborhood to maintain its strong, historic community.

Thank you for your consideration.

Respectfully,

Kevin Romanak



Eric Greulich <greulice@bloomington.in.gov>

Development of the warehouse site

Kayte Young <kayte8@gmail.com>
To: greulice@bloomington.in.gov

Tue, Jul 28, 2020 at 9:57 AM

Dear Eric Greulich,

I am writing in support of the development of the warehouse site located just off the bridge at Grimes and the B-line trail at the entrance to Switchyard Park.

While I am not attached to the specific plan proposed, I am strongly in favor of high density apartments on this site, as long as a significant portion of them are affordable or low-income units. Bloomington does not need more luxury units, but we do need more affordable units, and this is an excellent location for this, with easy access to the center of town, a grocery store, the bus station, employment opportunities and recreation sites.

We can build a community with equitable access to basic needs (such as housing that working people can afford) with smart planning. Or, we can favor the wealthy and come up with more inhumane policies for "dealing with" the unhoused in our community. Policy makers have the power to shape our community in a direction that demonstrates and strengthens our values of fairness and equality.

Thank you for your consideration.

Kayte Young
McDoel Gardens Resident



Eric Greulich <greulice@bloomington.in.gov>

Fwd: Development along the Bline/Switchyard park

Paul-Liz <paul-liz1@att.net>

Sat, Aug 1, 2020 at 2:16 PM

To: Eric Greulich <greulice@bloomington.in.gov>

Dear Eric,

As a former McDoel Gardens Executive Committee member and McDoel resident, I would like to address this project. About two years ago, Tom Brennan came to our neighborhood assn. meeting with plans for two story high townhouses. The neighbors were enthusiastic about the proposed project and we gave our approval. We felt that the narrow alley would serve the additional residents of the project quite well and it would fit in with the current homes as far as scale. This new proposed plan is a five story high building (2 ½ times larger than the original). Not only would it tower over the one & two story neighborhood but it would only have a narrow alley for access to the site. How is this safe as far as fire safety for the residents of the proposed site? Even with sprinklers for all of the units, if there was a fire how would a fire truck with crane fit in that narrow alley? I think that this is a disaster waiting to happen and the possibility of lost lives eminent. I understand that the UDO pushes density, but to put it here is not appropriate. As a proposal of where the density could go, South Walnut St. would be perfect. You could build a 20 story high apartment/affordable unit structure with proper access and parking for the residents. It would be within a block from the Switchyard Park. I do plan to talk to Plan Commission next week and public comment as well when it goes to City Council.

Sincerely,

Elizabeth Cox-Ash

McDoel Gardens N.A. resident

[Quoted text hidden]



Eric Greulich <greulice@bloomington.in.gov>

RCA Warehouse near Switchyard plans

Adam Quirk <quirk@cardinalspirits.com>
To: greulice@bloomington.in.gov

Tue, Jul 28, 2020 at 9:29 AM

Hello,

I just wanted to voice my support for a higher density project near the Switchyard Park. It came to my attention that there are two competing plans - one for single-family housing and one for a more dense project with low-income housing included. Without knowing all the details, I would lean towards planning for more density in this area. Looking forward to following along in this process. No response necessary, but happy to weigh in if requested.

Thanks,
Adam

--

Adam Quirk, Co-founder
[Cardinal Spirits distillery](#) + [Cardinal Copacking](#)
922 S Morton St, Bloomington, IN 47403
551-208-4644 / [cardinalspirits.com](#) / [instagram](#) / [facebook](#)

To: City of Bloomington Plan Commission
Re: Proposed zoning changes to the warehouse
(and adjoining areas) located at 300 W. Hillside Drive
Date: 3 August 2020

Dear Planning Committee,

I write to ask that you consider my **strong objections to the high-density, three-five story apartment buildings** that are currently under consideration for the property located at/near 300 West Hillside Drive (the warehouse directly across from the new ball courts).

What would we propose as an alternative? Great question! What if it just became part of the park? The park isn't even fully opened and already the lanes are quite dense and often congested (i.e., even now, during a pandemic). The small lane is particularly congested right by the bridge, ball courts, workout stations, and community gardens. The proposed high-density apartment buildings would tower over the lovely and inviting spaces.

Alternatively, I propose to **accept a modified plan by the current property owner**: The Thomson plan currently proposed 21 single family lots the 88 multi-family housing units. We propose to reduce this number by some amount e.g., 15 single family homes and 44 multi-family housing.

We thank you for your continued service to the members of this community and for all of your hard work on the Switchyard park and other fantastic innovations like the B-line trail that make this city a place where people are excited to visit, invest, raise their families, and become vested in the long-term viability of this place.

Some reasons for the objections include:

- The intersections at Grimes and Rogers and Grimes and Walnut are already congested. During peak commute times, drivers use South Madison Street to cut through and avoid these time-consuming intersections. And they drive through at breakneck speeds, endangering our children and our pets. High density housing in the proposed location will only exacerbate these issues.
- Bloomington already has too many luxury apartments. They change the feel of a place....and not in a good way. These apartments are typically built from very cheap materials that degrade and mold very quickly.

Thank you for considering input from the members of the Bloomington community.

Sincerely,
Jessica Hite



SWITCHYARD PARK AREA MASSING PLAN

City of Bloomington

January 2020



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Birdseye 26

Site Section 27

Character Imagery 28



CITY OF BLOOMINGTON
 401 N Morton Street
 Bloomington, Indiana 47404
 812.349.3400
 bloomington.in.gov



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INTRODUCTION

Study Area & Park Context

STUDY SITES

The Switchyard Park Area Massing Plan focuses on two key sites adjacent to the park. These sites were selected because of City ownership, owner willingness to partner with the City, or owner interest in selling for redevelopment. The S. Walnut site, east of the park and south of the new Walnut Street entrance, is currently home to a variety of businesses including office, retail, automobile repair and service, and the Herald Times. The W. Hillside site, located along the B-Line on the north end of the park, includes a 90,000 square foot warehouse and associated parking.

S Walnut Site: 15.08 acres
16 parcels (11 owners)

W Hillside Site: 3.66 acres
3 parcels (1 owner)

Key Dates:

- 2000 - CSX begins to phase out operations
- 2005 - City acquires B-Line right-of-way
- 2009 - City acquires switchyard parcels
- 2011 - B-Line completed
- 2012 - Switchyard Park Master Plan completed
- 2015-2018 - Switchyard Park design development and construction documents
- 2018 - Switchyard Park construction begins



Massing Plan Goals

- 1.** Develop a vision for the future design and aesthetics of the Switchyard Park area, in order to better communicate the City's intent for these transformational sites and market these redevelopment opportunities to local, regional, statewide, and national developers and investors.
- 2.** Develop an understanding of potential market demand for residential, retail, and office uses.
- 3.** Create opportunities for a range of for-sale and rental housing products that are affordable to families and young professionals.
- 4.** Promote mixed-use development that includes condominium and apartment units geared towards the non-student market.
- 5.** Maximize connectivity to the park, both visually and physically.
- 6.** Respect nearby single family neighborhoods.
- 7.** Use the S. Walnut corridor as an opportunity to support greater density in conjunction with affordability goals.
- 8.** Identify park adjacent restaurant opportunities.
- 9.** Use natural topography as an advantage to minimize the visual impacts of parking.
- 10.** Reflect local character and historical significance with a vision to the future.



View of B-Line and W Hillside site, looking north.

Stakeholder Summary

FOCUS GROUP MEETINGS

- Builders
- City Council
- Commercial Real Estate Brokers
- Developers
- Indiana University
- Ivy Tech
- Switchyard Area Property Owners

OVER-ARCHING THEMES

- Housing
 - Workforce affordability
 - Single family detached & attached products
 - Student housing pressures on market
 - Need modern apartments not geared towards students
 - Demand for condos
 - Opportunities for senior housing
 - Permit teardowns of poor stock - not everything old is historic
 - Need some up-zoning

- Commercial
 - Small to mid-size spaces with flexible leases
 - Park adjacent restaurants
- Need predictability in process
 - Zoning
 - Exactions/commitments
- 25-35 age group left out in terms of housing, retail, social activities
- Land assembly necessary and potentially challenging
- Infrastructure condition & capacity concerns
- Concerns with traffic/poor pedestrian facilities along Walnut



View of the S Walnut St - E Miller Dr intersection, looking north.

Market Analysis Summary

The following tables detail the area’s potential to support residential, office, and retail development over a five-year period. The ability to realize amounts of development over the base market is dependent on various x-factors, such as offering unique or missing products, rich amenities, or attracting anchor tenants. The City’s vision for the Switchyard Park Area establishes goals to offer a range of housing products and supporting development above the projected five-year potential. While not directly aligned with the results of the market analysis, the City is confident that once the park opens, these areas will see tremendous demand for additional housing, office, and retail uses.

5-YEAR RESIDENTIAL DEVELOPMENT POTENTIAL

BASE MARKET	SIMILAR DEVELOPMENT	MARKET-RESPONSIVE DEVELOPMENT	ONE-OF-A-KIND DEVELOPMENT	CITY’S VISION
110 units	175 units	230 units	475 units	565 - 710 units
55 SF / 55 MF	88 SF / 87 MF	115 SF / 115 MF	238 SF / 237 MF	77 SF / 488 - 633 MF
Assumes little to no change in development patterns from today	Assumes development that is similar to the current product offered is developed on non-residential properties	Assumes new development responds to market preferences and needs, but lacks the holistic neighborhood approach	Assumes development is unique within the market and fills current void for attainable workforce housing options, is focused toward young professionals and empty nesters, and fully embraces the park and trail within an amenity rich neighborhood setting	Recognizes the uniqueness of the park and the areas ability to support density as an opportunity to create a variety of affordable and mixed income residential options in both owner-occupied and for rent units.

5-YEAR OFFICE DEVELOPMENT POTENTIAL

BASE MARKET	SIMILAR DEVELOPMENT	ADVANCED IMPLEMENTATION	ANCHOR USER	CITY’S VISION
3,400 sqft	6,500 sqft	9,600 sqft	30,000+ sqft	14,200 sqft
Assumes little to no change in development patterns from today	Assumes development that is similar to the current product offered in surrounding areas	Assumes new space accommodates the needs non-traditional office users and service-based users	Assumes an anchor tenant is attracted to the site. This is likely to increase the development potential in a significant way	Promotes small-scale office spaces in conjunction with residential and retail development to create a vibrant mixed use district.

5-YEAR RETAIL DEVELOPMENT POTENTIAL

BASE MARKET
6,500 sqft

Retail development potential highly dependent on the type and intensity of the final development program. Food and beverage is the likely target for future retail.



S. WALNUT MASSING PLAN

S. Walnut - Massing Plan



KEY

- ① Mixed Use
- ② Residential (Condos, Apartments)
- ③ Residential (Townhomes, owner-occupied and/or for rent)
- ④ Community Green
- ⑤ Structured Parking (Below Residential)
- ⑥ Surface Parking
- ⑦ Boardwalk
- ⑧ Switchyard Park - Trail
- ⑨ Switchyard Park - Performance Stage
- ⑩ Switchyard Park - Event Lawn

DEVELOPMENT SUMMARY

Townhomes: 77 units

Multi-family: 328 - 473 units

Office: 14,200 square feet

Retail: 5,400 square feet









Structured Parking: 288

Surface Parking: 96 spaces

S. Walnut - Parking, Access & Circulation



KEY

-  Community Green
-  Boardwalk
-  Pedestrian/Bicycle Connections to Park
-  Vehicular Access to Site
-  Vehicular Circulation
-  Surface Parking
-  Structured Parking
-  Garage Access

S. Walnut - North Detail



BUILDING ①

Total Floors: 5 - 7 (with affordable units for increased floors)
 Footprint: 38,500 sf
 Office: n/a
 Multi-Family Residential: 5 - 7 floors / 105,780 - 144,490 sf / 105 - 145 units
 Retail / Restaurant: 5,400 sf
 Green Roof: 24,200 sf

BUILDING ②

Total Floors: 4 - 6 (with affordable units for increased floors)
 Footprint: 7,100 sf
 Office: 1 floor / 7,100 sf
 Multi-Family Residential: 3 - 5 floors / 21,300 - 35,500 sf / 21 - 35 units
 Retail / Restaurant: n/a
 Green Roof: 5,600 sf

BUILDING ③

Total Floors: 4 - 6 (with affordable units for increased floors)
 Footprint: 8,400 sf
 Office: n/a
 Multi-Family Residential: 4 - 6 floors / 33,600 - 50,400 sf / 33 - 50 units
 Retail / Restaurant: n/a
 Green Roof: 6,200 sf

BUILDING ④

Townhomes: 38 units

S. Walnut - South Detail



BUILDING ⑤

Total Floors: 4 - 6 (with affordable units for increased floors)
 Footprint: 8,400 sf
 Office: n/a
 Multi-Family Residential: 4 - 6 floors / 33,600 - 50,400 sf /
 33 - 50 units
 Retail / Restaurant: n/a
 Green Roof: 5,900 sf

BUILDING ⑥

Total Floors: 4 - 6 (with affordable units for increased floors)
 Footprint: 7,100 sf
 Office: 1 floor / 7,100 sf
 Multi-Family Residential: 3 - 5 floors / 21,300 - 35,500 sf /
 21 - 35 units
 Retail / Restaurant: n/a
 Green Roof: 5,900 sf

BUILDING ⑦

Total Floors: 5 - 7 (with affordable units for increased floors)
 Footprint: 40,900 sf
 Office: n/a
 Multi-Family Residential: 5 - 7 floors / 117,180 - 158,290 sf /
 115 - 158 units
 Retail / Restaurant: n/a
 Green Roof: 27,800 sf

BUILDING ⑧

Townhomes: 39 units

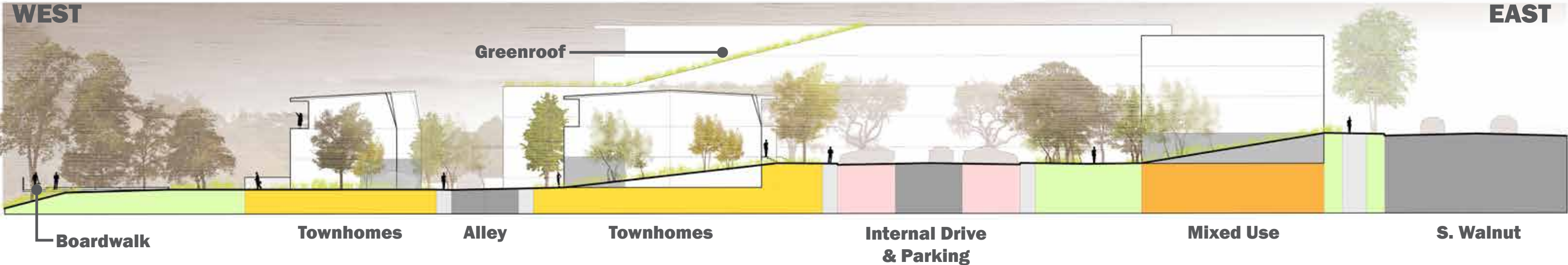
S. Walnut - Massing Model



S. Walnut - Birdseye Looking Northwest



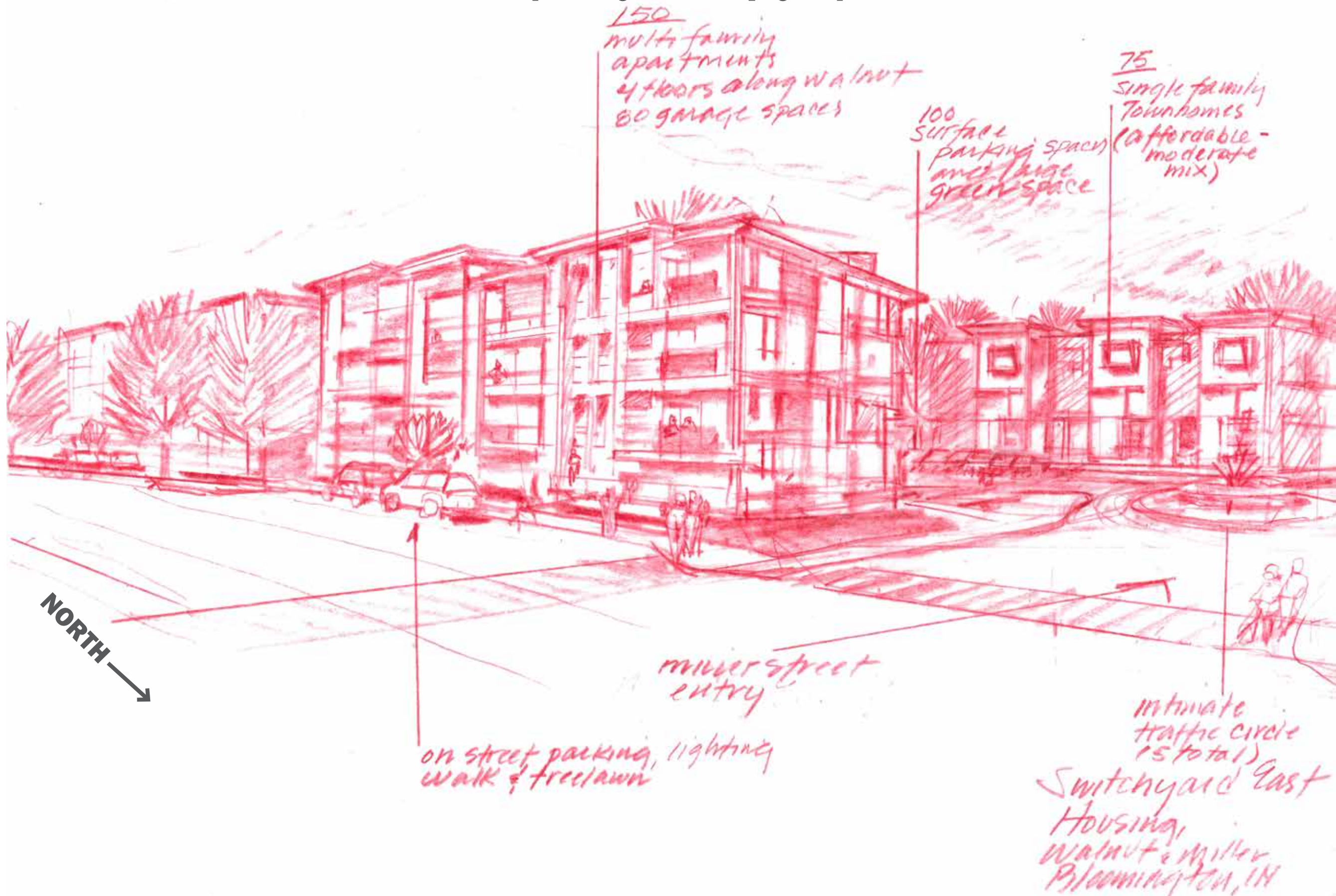
S. Walnut - East/West Site Cross Section



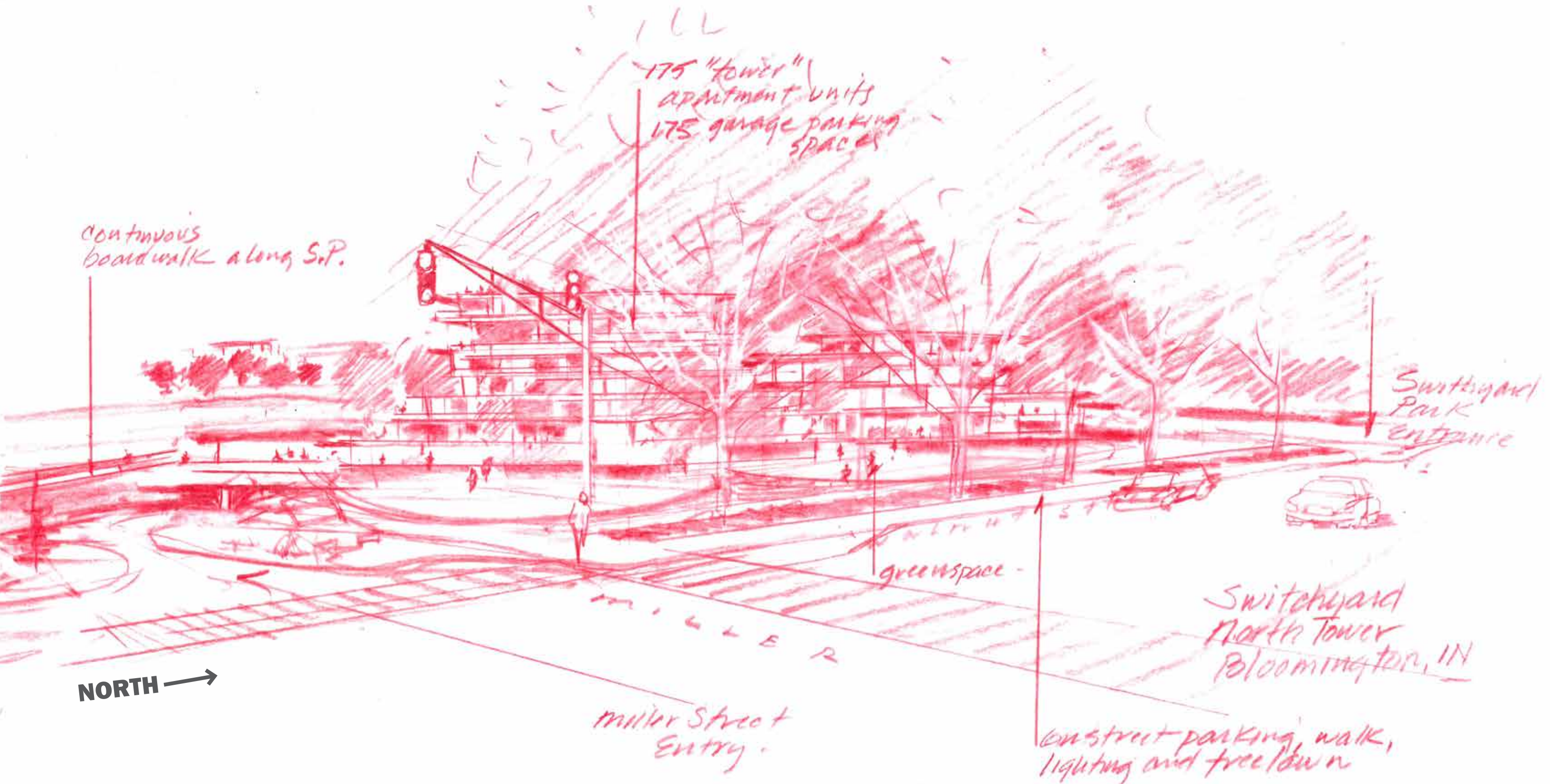
KEY

- Sidewalk
- Open Space / Courtyard / Tree Lawn
- On-Street Parking
- Structured Parking
- Travel Lane
- Subgrade

S. Walnut - Character Sketch [Buildings 2, 3, 4 on page 11]



S. Walnut - Character Sketch [Building 1 on page 11]



S. Walnut - Character Imagery [Buildings 1,7 on pages 11,12]



Proposed Mixed Use | Denver, CO

S. Walnut - Character Imagery [Buildings 2, 3, 5, 6 on pages 11,12]



Mixed Use | Bend, OR

S. Walnut - Character Imagery [Buildings 2, 3, 5, 6 on pages 11,12]



Mixed Use | Nashville, TN

S. Walnut - Character Imagery [Buildings 4, 8 on pages 11,12]



Townhomes | Nashville, TN



Townhomes | Vancouver, Canada



Townhomes | San Diego, CA



Townhomes | Hillsboro, OR



W. HILLSIDE MASSING PLAN

W. Hillside - Massing Plan



KEY

- ① Apartments / Condos
- ② Apartments / Condos over parking
- ③ Restaurant / Retail
- ④ Parking
- ⑤ Amenity / Open Spaces
- ⑥ Park/B-Line Connections
- ⑦ B-Line
- ⑧ Switchyard Park - Community Garden
- ⑨ Switchyard Park - Sport/Game Courts

DEVELOPMENT SUMMARY

Multi-family: 160 units

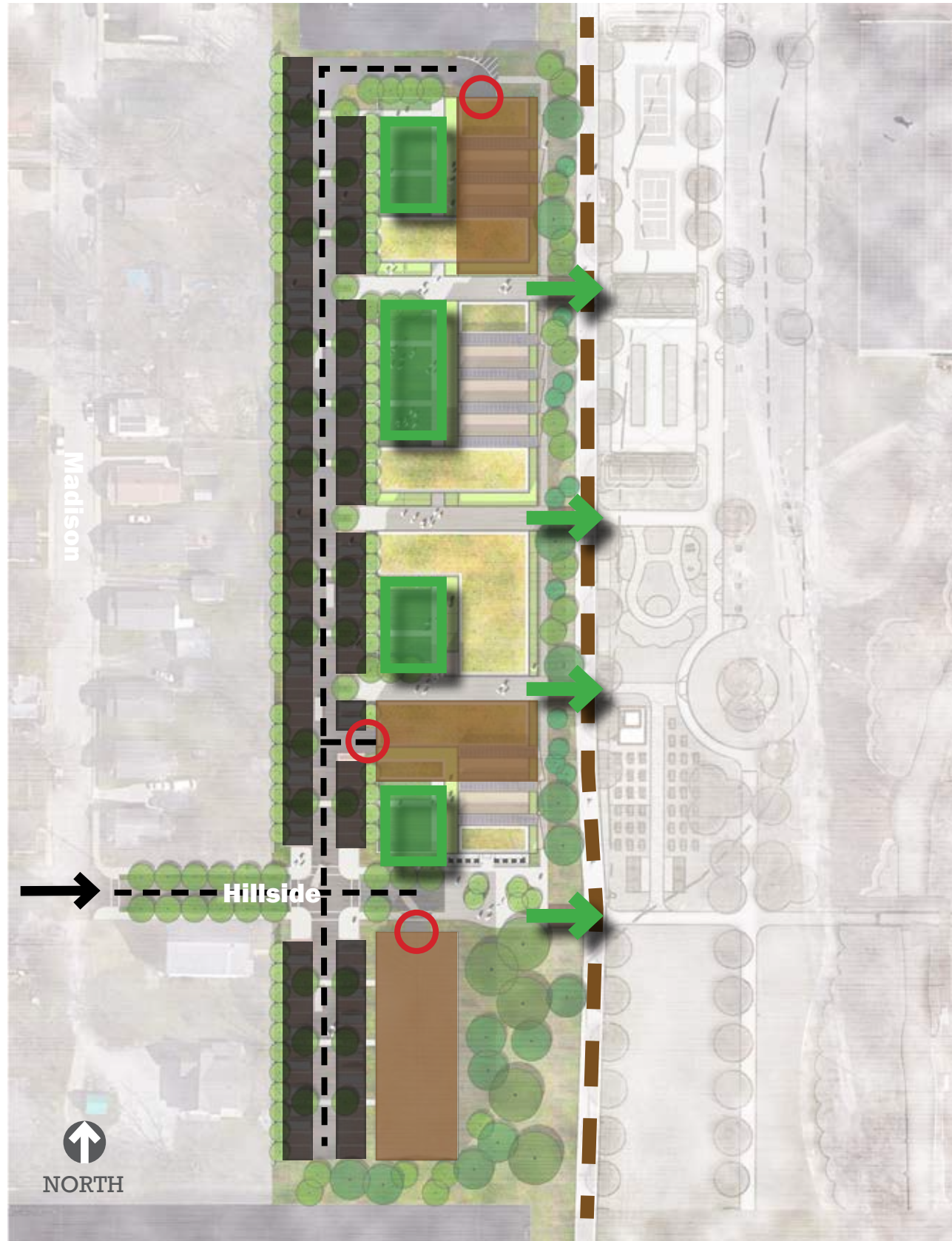
Restaurant / Retail: 3,300 square feet

Surface Parking: 98 spaces









Structured Parking: 86 spaces

Density: 43.7 units/acre

W. Hillside - Parking, Access & Circulation



KEY

-  Amenity / Open Spaces
-  B-Line
-  Pedestrian/Bicycle Connections to Park
-  Vehicular Access to Site
-  Vehicular Circulation
-  Surface Parking
-  Structured Parking
-  Garage Access

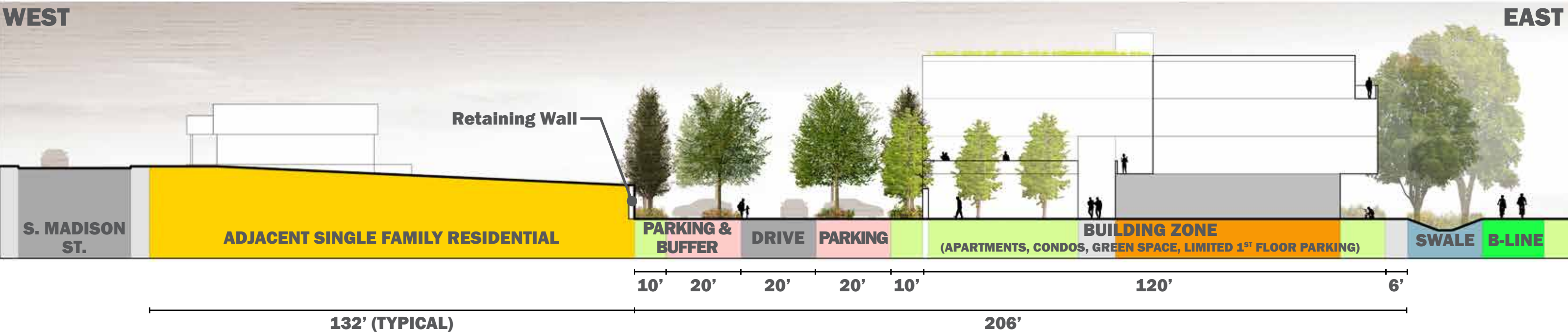
W. Hillside - Massing Model



W. Hillside - Birdseye Looking Northwest



W. Hillside - East/West Site Cross Section



W. Hillside - Character Imagery



Condos | Toronto, Canada

W. Hillside - Character Imagery



Mixed Use | Denver, CO

W. Hillside - Character Imagery



Apartments | Vancouver, Canada



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