

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 105 & 111 W. 4th Street**

**CASE #: SP-04-20
DATE: March 9, 2020**

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

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

CSO Architects, Inc.
8831 Keystone Crossing, Indianapolis

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

BACKGROUND:

Area: .7 acres
Current Zoning: CD – Downtown Core Overlay
Comp Plan Designation: Downtown
Existing Land Use: Vacant
Proposed Land Use: Commercial / Parking Garage
Surrounding Uses: North – Waldron Arts Center
 West – Bank / Dwelling, Multi-Family / Bar/Restaurant
 East – Office / Firestone Tire Company
 South – Office

REPORT: The property is located at the southwest corner of 4th and Walnut Streets and is zoned Commercial Downtown (CD), in the Downtown Core Overlay. Surrounding land uses include the Waldron Arts Center to the north; an office building and Firestone Tire Company to the east; a bank, bars, a restaurant, and apartments to the west; and an office building to the south. The Downtown Transit Center is in the vicinity at the southeast corner of 3rd and Walnut Streets. The property is currently vacant.

The petitioner proposes to redevelop this property constructing a new 7 story parking garage with commercial space and public amenity space on the first floor. The parking garage would contain 537 parking spaces. The design also includes 60 indoor bicycle parking spaces as well as a minimum of 4 outdoor bicycle parking spaces, office space for City Parking Staff, and 6,750 square feet of commercial space on the ground floor, as well as restrooms available to the public. The petitioner is proposing to include various green features, such as electric vehicle charging stations and solar panels. The petitioner is seeking a Silver level Parksmart designation.

The petitioner proposes vehicular and pedestrian entrances on 4th Street. The current design requires two variances related to the 4th Street vehicular entrance as its width exceeds the allowable maximum and its location is too close to Walnut Street per code.

An alley runs along the west side of the property, connecting 3rd and 4th Streets. There is at least

one business that derives primary access from the alley and the alley is often used by pedestrians.

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

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

SITE PLAN ISSUES:

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

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

Height: The maximum height in the DCO is 40 feet. The UDO defines building height as “the vertical dimension from the lowest point of the building, structure, or wall exposed above the ground surface to the highest point of the roof, parapet wall, or uppermost part. Chimneys, vents, mechanical equipment or utility service structures shall not be included in the measurement of vertical dimension.” The proposal measures 98 feet tall per the UDO definition. The southeast corner of the building measures 78 feet 10 inches tall from grade to the highest point and the northeast corner measures 76 feet 8 inches. The northwest corner is 90 feet tall to the top of the stair tower. The proposal does not meet this requirement.

Parking and Surrounding Roads: No minimum number of spaces are required for either the commercial space in the building or the parking garage use. The petitioner is proposing a total of 537 parking spaces in the building. Six (6) motorcycle parking spaces that do not meet minimum code dimensions are shown on the first floor, and need to be removed. The petitioner intends to include a minimum of eight (8) on-street parking spaces at the north end of Walnut Street. Any changes to the right-of-way will need Board of Public Works approval. The Department suggests bump-outs at the intersection of 4th & Walnut Streets to improve pedestrian infrastructure and better definition of vehicular lanes along Walnut Street, which appears to be included. A condition of approval has been added to clarify this type of design as a requirement.

Access: There is one proposed vehicular access to the parking garage on 4th Street. The entrance is for three total lanes. One dedicated entrance lane, one dedicated exit lane, and one lane to alternate as an entrance/exit as needed. The UDO allows for a maximum driveway width of 24 feet on 4th Street, and a maximum driveway width of 34 feet on any of the highest classified roads in the City. The petitioner is requesting a 39 foot entrance, which is comparable to the

entrance on the former garage at this location. The entrance width will require variance approval by the Board of Zoning Appeals. Additionally, a 100 foot separation from Walnut Street is required, and the petitioner is showing about 65 feet of separation. The entrance location will also require variance approval by the Board of Zoning Appeals.

Pedestrian access to the garage is shown in the southwest and northwest corners of the building, near the stair towers and pay locations. 20.03.130(b)(6) requires recessed entry for pedestrian entrances on primary facades to help identify and demarcate these locations. The petitioner is requesting deviation from that standard for the entrance at the northwest corner of the garage.

The Department has concerns about visibility of pedestrians on 4th Street from vehicles exiting the garage. The current design is open at the northeast corner, which may allow for more visibility, but a more interesting treatment of that interface, artistic bollards for example, would delineate the entrance as bicycle and pedestrian only. A condition of approval has been added to include that additional entrance. The Department asks that the petitioner continue to work on the pedestrian entrances to make them more visible and to improve pedestrian visibility in those areas. Additionally, the Department would like the entrances for the commercial space(s) to meet the intent of the remainder of that reference, 20.03.130(b)(6)(B) & (C), by incorporating distinctive awnings, canopies, or something similar identifying those entrances.

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

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

The primary material to be used on the majority of the garage is brick. There will be accents included that will be limestone at the pedestrian level (first floor and header above) and ‘cast-in-place’ concrete above. The UDO does not allow cement block in the DCO. The petition does not meet materials requirements (use of cast-in-place concrete). Much of the concrete will be concealed by artistic ‘urban fabric’ as shown in the packet. While no exact rendering has been submitted, all open modules will need to be treated with the art installation. A condition of approval to that effect has been included.

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

BMC 20.03.130(c)(3) requires that building facades over 45 feet in height shall step back the horizontal façade/wall plane a minimum of 15 feet from the horizontal façade/wall plane below

45 feet in height and above 45 feet in height. Again, the parking garage use makes meeting this requirement very difficult, as the spaces and aisles have standard lengths that need to be met. The petition does not meet this requirement.

The DCO sets a minimum first floor void-to-solid requirement of 60%, consisting of transparent glass or façade openings, for facades facing a street. Upper stories are required to have a minimum of 20% void area. The DCO also requires a height-to-width ratio of 1.5:1 for upper story windows and the incorporation of lintels and sills. Because the parking garage is being designed with open air facades to facilitate increased natural light and air circulation, the design of the structure does not support these more traditional building design requirements. The petition does not meet these requirements. The Department has asked for additional windows on the northwestern stair tower facing 4th Street, and a condition of approval has been included.

Streetscape: Street trees and pedestrian-scaled lighting are required along 4th and Walnut Streets. The current iteration of the site plan does not show plantings/trees in the tree plot along Walnut Street, but the petitioner has worked with the Department and is aware of the requirements. The total number of street trees for the site should be 1 tree per 40 feet of frontage, not excluding vehicular drive cuts. This site requires the incorporation of 10 street trees with separation ranging from 20 to 40 feet on center. The petitioner is seeking incorporation of bioretention in the tree plot area along Walnut Street. To that end, there may be a small reduction in the number of street trees, if alternative plantings are approved in their place. Street tree requirements are listed a condition of approval.

The petitioner is currently working with the Economic and Sustainability Department to incorporate art in the project to improve the aesthetics and pedestrian experience, and an example has been included in the packet.

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

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

No additional Bloomington Transit facilities are required with the development, and the Downtown Transit Center is in the vicinity of the development site.

The north/south alley that runs along the western edge of the site currently functions as a pedestrian connection and access to businesses along the alley. The Department would like to see the alley enhanced with a combination of pedestrian-scale lighting on the west side of the building and improvements to either the alley or the petition site to allow for more clear cues that the area is pedestrian-friendly. The Department encourages the petitioner to work with adjacent business owners to see what improvements might meet their needs.

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

an open design that allows for more natural light and passive air circulation.

CRITERIA AND FINDINGS FOR SITE PLANS

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

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

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

Findings:

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

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

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

Findings:

- The project does serve to protect and enhance the central business district by expanding parking options for its customers.
- The project does not provide high density development of mixed uses with storefront retail and residential dwelling uses, but does provide commercial space, as well as other public amenities.
- While the building is large, the desired use necessitates such design. The project does incorporate some pedestrian-oriented design through first-floor window design, and does accommodate active means of transportation by providing ample bicycle parking.
- The project does intensify the use of a vacant and previously under-utilized property by intensifying the garage capacity and adding improved commercial and office space.

- The proposal does further the Comprehensive Plan goals of sustainable development design through the incorporation of mixed use, and features such as EV parking and solar panels.

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

Findings:

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

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

Findings:

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

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

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

Findings:

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

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

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

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

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

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

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

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

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

Staff Response: The Department encourages green practices, and does desire pedestrian improvements in this area.

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

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

CONCLUSION: This petition is unique in the DCO area, as large public parking garages are not a common request. The site previously contained a large garage that was determined to require replacement. The petitioner has explored additional land acquisition to allow for a wider and shorter building that would still meet the City capacity goals, however no resolution was found. This proposal includes more parking than was previously available on-site, as well as commercial space, City office space, public restrooms, and a large enclosed bicycle parking area. The portions of the UDO that the petition does not meet largely relate to architecture and the desire for new downtown buildings to reflect traditional design. This parking garage is designed as a parking garage, as opposed to a faux office building, while incorporating pedestrian-level interest through material and design of the first level and a large artwork installation on the upper portions of the building. The petition also seeks to incorporate green development practices through the Parksmart certification process, including EV parking spaces and a solar panel installation.

RECOMMENDATION: Based on the findings of fact found in the report above, the Department recommends approval of SP-04-20 with the following conditions:

1. The approval is contingent upon approval of the variances by the Board of Zoning Appeals related to entrances and drives, as listed in this report.
2. The petitioner will continue to work with Planning and Transportation staff to improve the vehicular portion of the Walnut Street right-of-way by including bump-outs at the 4th Street corner.
3. Required bicycle parking for the commercial spaces will be added to the site plan before a grading permit is approved.
4. The petitioner will submit a site plan that meets the minimum street tree requirement. If the petitioner desires to use a portion of the tree plot area for bioretention to serve the site, the Senior Environmental Planner must review such a plan and approve any reduction in street trees.
5. The petitioner will submit a plan for pedestrian improvements to the alley east of the site,

while working in conjunction with adjacent property owners and tenants.

6. All exterior modules shall be treated with the art installation urban fabric that is shown as part of this development.
7. The petitioner shall include additional windows on the 4th Street side of the northwest stair tower.
8. The commercial space entrances of the building will be required to meet pedestrian entrance standards related to the inclusion of awnings and/or canopies.
9. The opening along 4th Street at the northeast corner of the building shall be improved to allow for passage of only pedestrian and bicycles into the building through that entrance.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: July 8, 2019

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

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

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

1.) LANDSCAPE

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

2.) ENVIRONMENT-PROTECTING BUILDING PRACTICES

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

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

3.) LOCAL MATERIALS

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

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

4.) GREEN ALLEY

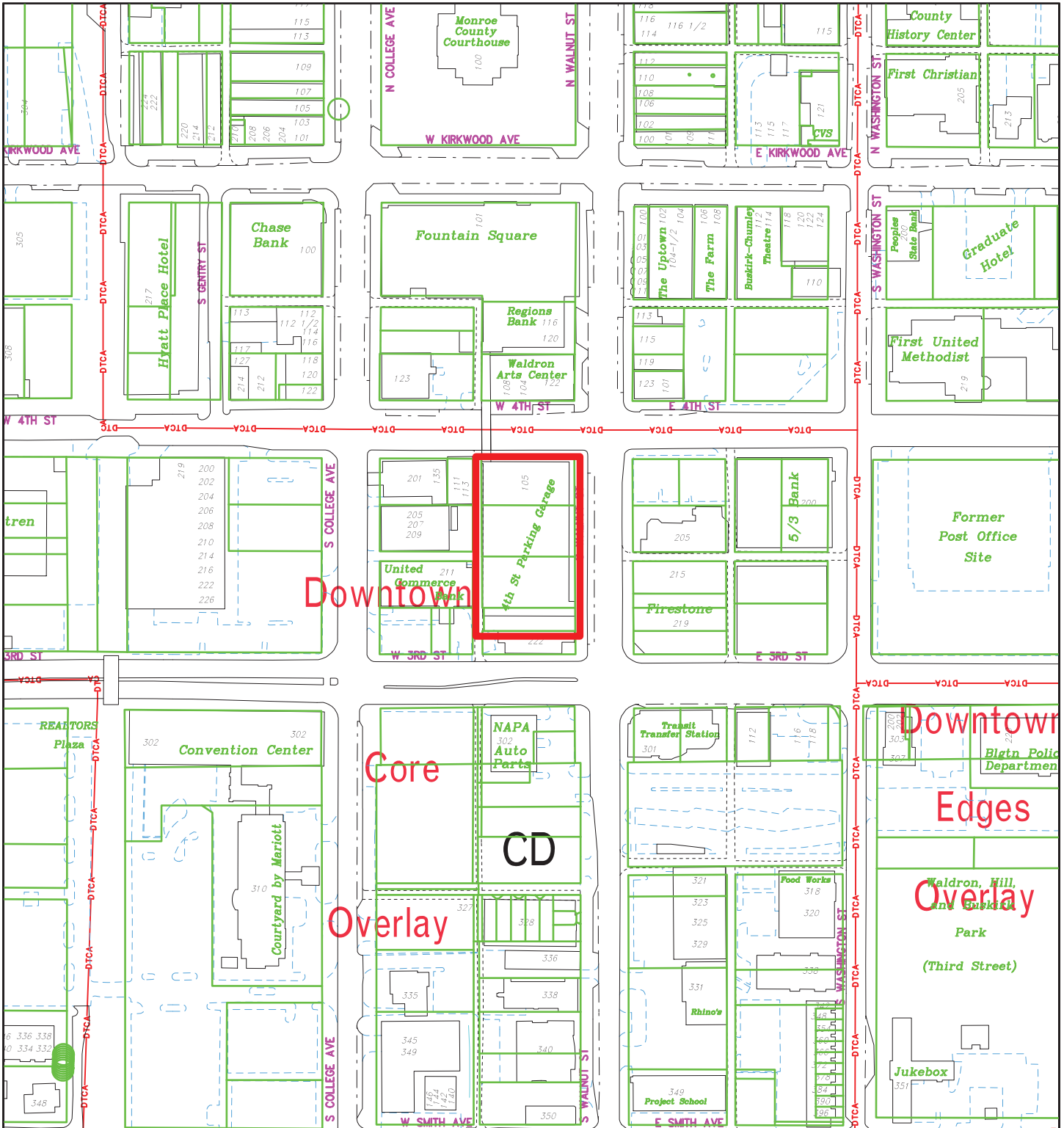
The EC recommends that the alley behind the parking garage be reconstructed using “green alley” techniques. The alley will no doubt be destroyed during construction and will have to be rebuilt anyway, so that makes it a good candidate for a green infrastructure best practice, called a green alley. The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

5.) BIOSWALES

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

RECOMMENDED CONDITIONS OF APPROVAL

- 1.) The Petitioner shall work with the Senior Environmental Planner to bring the plan into compliance.
- 2.) The Petitioner shall commit to achieving a Gold Parksmart Certification.
- 3.) All headers, accent courses, and cornice details shall be crafted from local limestone.
- 4.) The alley behind the parking garage shall be reconstructed using “green alley” techniques.
- 5.) The petitioner shall research the feasibility of stormwater capture using bioswales in the landscaped strips adjacent to Walnut Street.



Downtown

Core

CD Overlay

Downtown

Edges

Waldron Hill and Esplanade Park (Third Street)

Jukebox

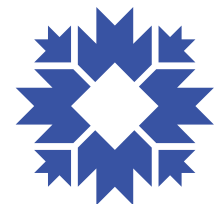
By: scanlanj
6 Mar 20



For reference only; map information NOT warranted.



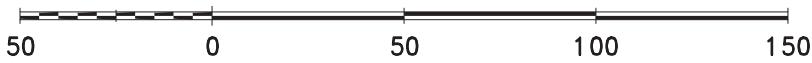
City of Bloomington
Planning & Transportation



Scale: 1" = 200'



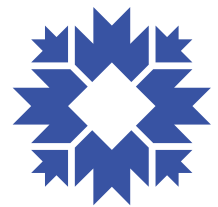
By: scanlanj
6 Mar 20



For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 50'



Jacqueline Scanlan <scanlanj@bloomington.in.gov>

[Planning] Comments for plan March 9th commission packet re: 4th street garage

Greg Alexander <btopgreg@galexander.org>
Reply-To: btopgreg@galexander.org
To: planning@bloomington.in.gov

Wed, Mar 4, 2020 at 9:38 AM

Hi -

I have a document I'd like the members of the plan commission to see at their March 9th meeting, in regards to the site plan for the 4th street garage. If you could include it in the meeting packet, I'd really appreciate it! Please email me confirmation, so I know that this email wasn't lost to a spam filter or whatever...

The document is at

<http://galexander.org/x/parking.pdf>

If there are any problems and you want me to bring down a hardcopy instead, just let me know.

Thanks!

- Greg Alexander
812-391-3535
1015 N Madison St / 47404

Feb 2020 parking counts by Greg Alexander. A survey of facilities that serve displaced 4th St garage users.

Previous counts indicated 4th St garage was mostly a 9-5 (work-day commuters) garage, so that is the focus. Michelle Wahl (Bloomington Parking Services Director) indicated permit-holders in the 4th St garage were offered the NAPA lot (301 S College), Morton garage (238 N Morton), or Walnut garage (300 N Walnut). I also counted the convention center west lot.

Counts represent the number of cars present.

307 S Madison, SE corner of 3rd & Madison
CAPACITY: 220 spaces

Convention center west lot
one block surface lot

Tue Feb 18 10:00A	37	(17%)	
Thu Feb 20 11:12A	50	(23%)	<-- PEAK 50 of 220
Fri Feb 21 1:11P	46	(21%)	
Mon Feb 24 11:07A	46	(21%)	

301 S College, SE corner of 3rd & College
CAPACITY: 129 spaces

NAPA lot, east of conv ctr
half block surface lot

Wed Feb 19 11:17A	90	(70%)	<-- PEAK 90 of 129
Thu Feb 20 11:16A	82	(64%)	
Fri Feb 21 1:15P	90	(70%)	
Mon Feb 24 11:11A	73	(57%)	

300 N Walnut, NE corner of 7th & Walnut
CAPACITY: 353 spaces*

Walnut garage
5-level garage

Tue Feb 18 10:15A	209	(59%)	
Wed Feb 19 11:28A	218	(62%)	
Thu Feb 20 11:22A	220	(62%)	
Fri Feb 21 1:22P	237	(67%)	<-- PEAK 237 of 353
Mon Feb 24 11:17A	220	(62%)	

238 N Morton, SE corner of 7th & Morton
CAPACITY: 522 spaces

Morton garage
8-level garage

Wed Feb 19 11:41A	395	(76%)	
Thu Feb 20 11:34A	422	(81%)	<-- PEAK 422 of 522
Fri Feb 21 1:36P	392	(75%)	
Mon Feb 24 11:31A	377	(72%)	

TOTAL PEAK OCCUPANCY:	799 of 1224	(65%)	425 available
PEAK OF GARAGES:	659 of 875	(75%)	216 available
PEAK OF LOTS:	140 of 349	(40%)	209 available

Notes:

EV CHARGING: Walnut garage has 2 EV charging spaces, and in my 5 visits I saw cars there 3 times: 2 petrol cars and 1 EV. Morton garage has 2 EV charging spaces, and in 4 visits they were always empty.

BIKE PARKING: Walnut garage has bike parking on the bottom floor, which was never used during my survey. Morton garage has bike parking on each floor, which was used on about 50% of the floors. Both garages have prominent signs on each floor that say "PROHIBITED: BICYCLING".

* CONSTRUCTION: Walnut St garage is under construction to replace a stairway, which caused irregularities in the counting. If the construction had not been occurring, the capacity would have been reported as about 10 spaces higher and the usage about 10 spaces lower, for a total extra available 20 spaces.

February 24, 2020

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

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

Dear Planning Commission Members:

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

20.03.120.b.(2) Maximum Structure Height: The facility program call for the development of between 500 – 550 parking spaces. To achieve that requirement 7 parking decks are being provided with the building facade maximum height reaching 98 feet above the lowest grade at the building.

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

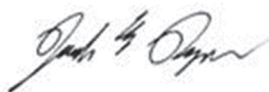
20.03.120.e.(6).(c).(B) Façade Modulation: The modulation of the façade will greatly impact the efficiency and cost of the garage. The required modulation does not lend itself to efficient garage layout or function.

20.03.120.e.(6).(c).2 Building Height Step Down: In order to accommodate the City's facility program of providing at least 500 – 550 spaces on the property available, in compliance other aspects of the UDO development standards, seven parking decks are required and thus the height of 98 feet is necessary.

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

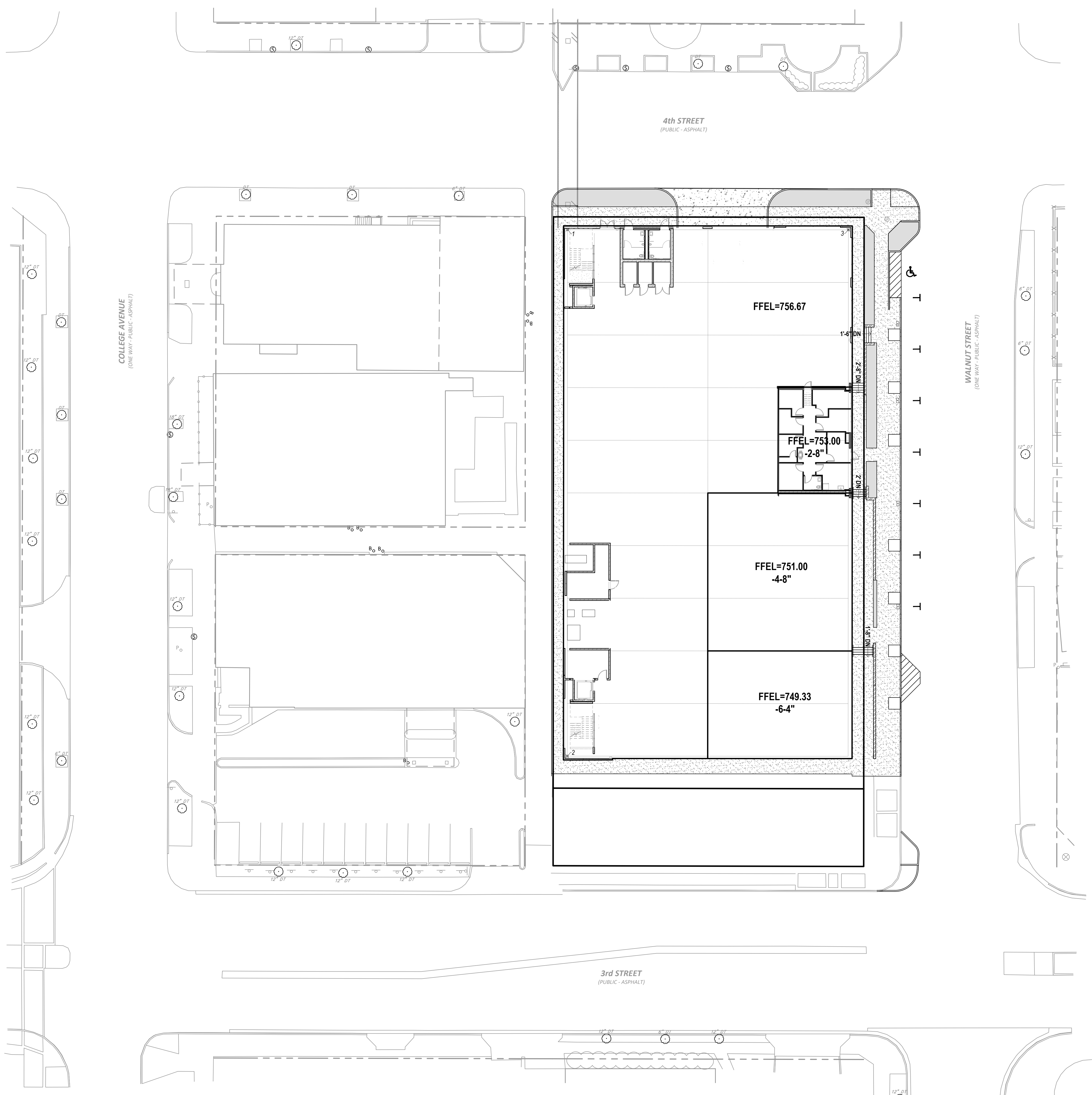
We greatly appreciate your affirmative consideration of our request for the above waivers.

Sincerely yours,



Joseph E. Raper. AIA
Project Manager





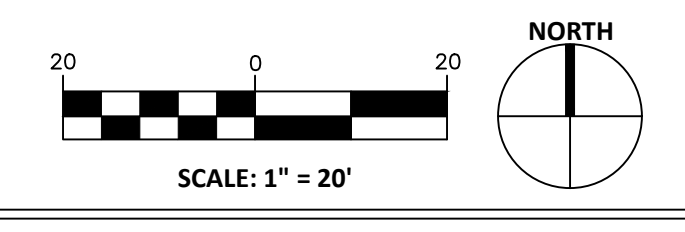
LAYOUT POINTS		
POINT #	NORTHING	EASTING
1	1427189.881	3108446.611
2	1426964.881	3108446.490
3	1427189.816	3108566.611

-4'-8"

GENERAL NOTES

PLAN NOTES

LEGEND



3042_CSD-CityBloomington-1070889.dwg
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 02/24/2020 10:49:14 AM

BRCJ
 Blodgett Riggett Cooper, James
 LAND SURVEYING • CIVIL ENGINEERING • GIS
 1351 West Tappan Road
 Bloomington, Indiana 47403
 Phone: 812-336-8277
 www.brcjinc.com

BRCJ PROJECT: 10089

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

SCOPE DRAWINGS:
 These drawings indicate the general scope of the project in terms of vertical structure, grade, and drainage. The drawings do not necessarily indicate or describe all work required for the performance and completion of the requirements of the Contract.
 On the basis of the general scope indicated on these drawings, the State contractor shall furnish all items required for the proper execution and completion of the work.

REVISIONS:

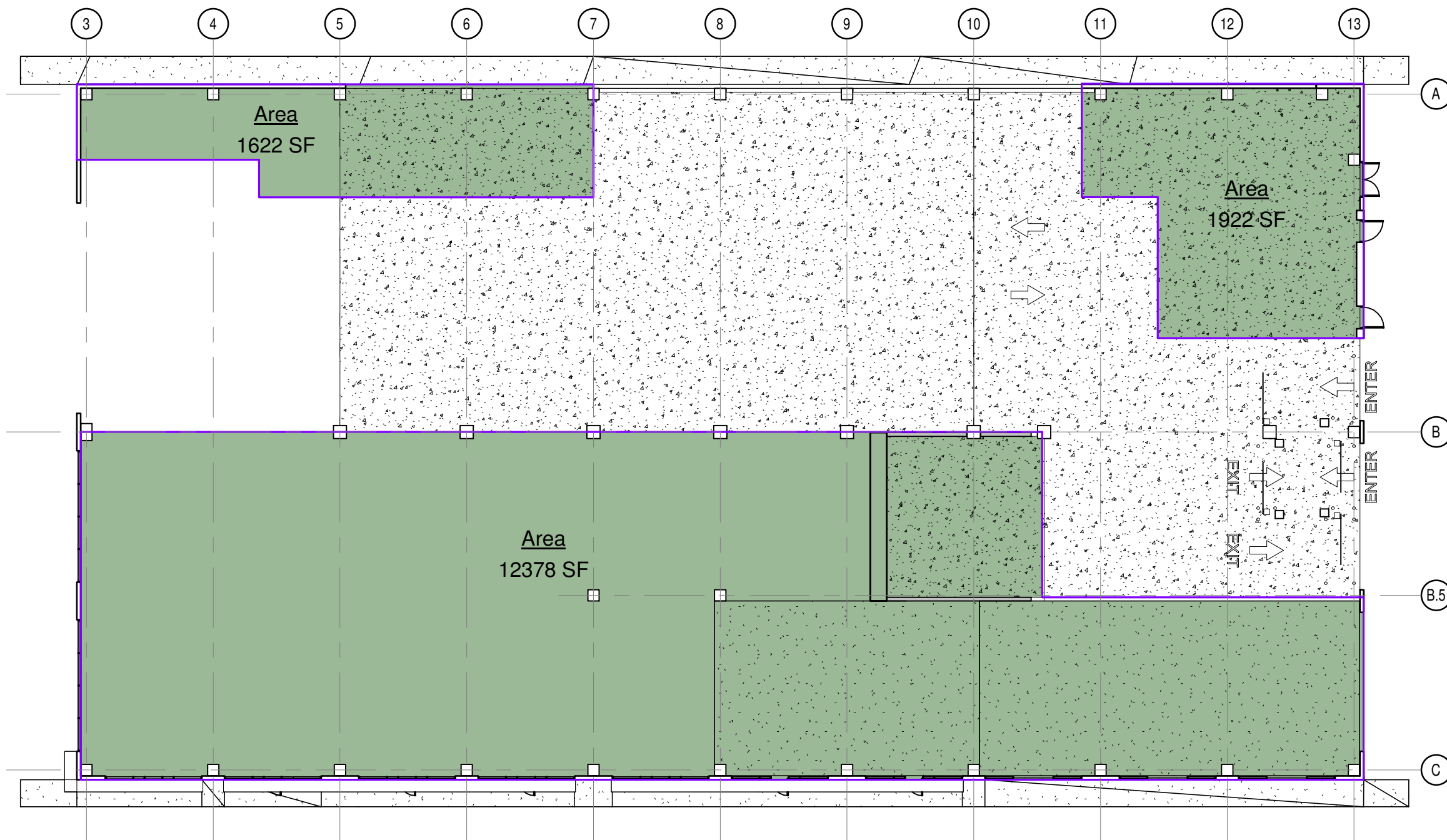
ISSUE DATE	DRAWN BY	CHECKED BY
02/24/2020	DLN	WSR


DRAWING TITLE:
PRELIMINARY SITE PLAN

CERTIFIED BY:
 WSR-SEAL.tif

DRAWING NUMBER
C401

PROJECT NUMBER
19053



 Building Common Area
/Non-Parking: 15,922 SF

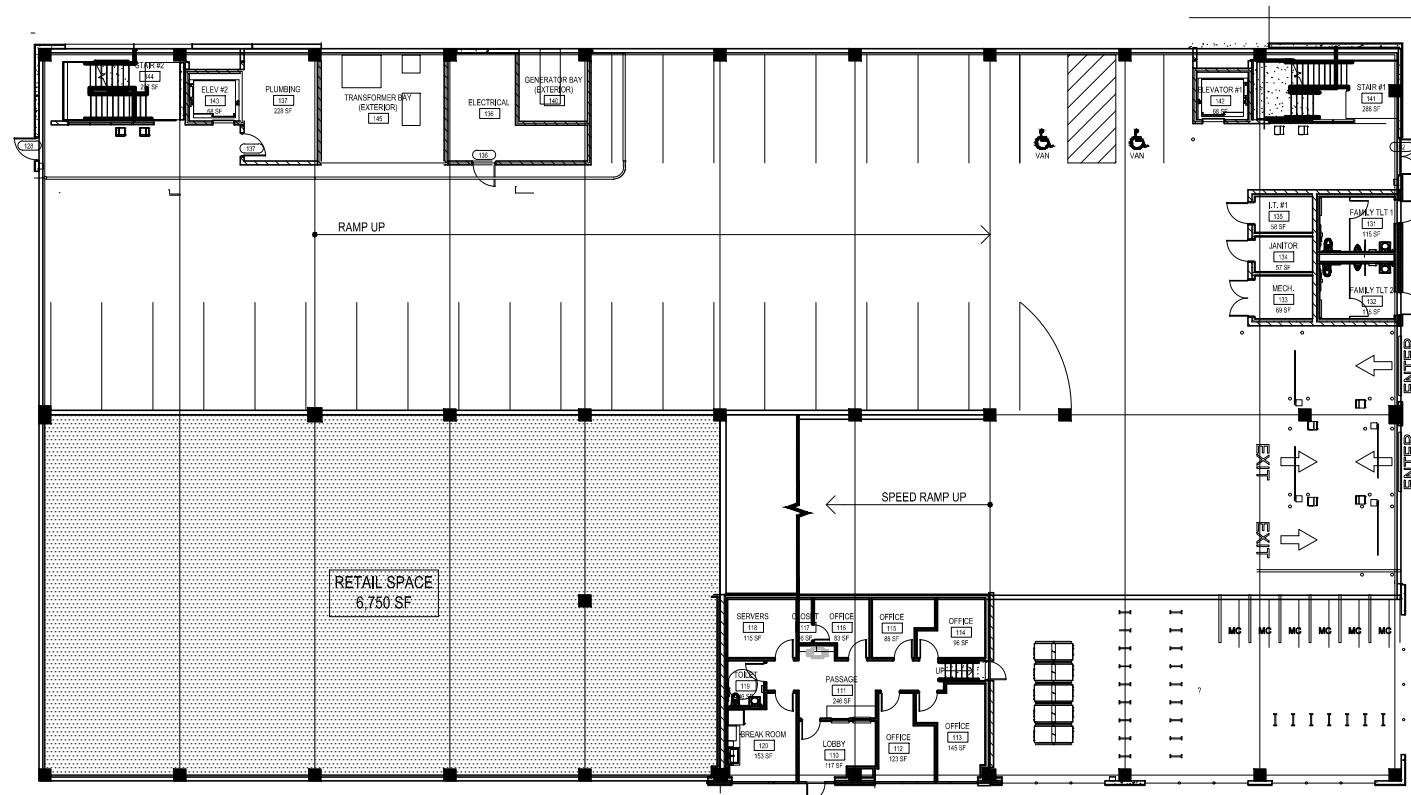
15,992 SF > 50% of 28,192
Gross Level 1 SF (14,096 SF)



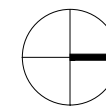
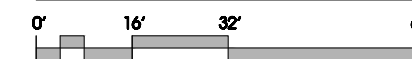
PARKING DATA (plan w/ Retail):

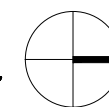
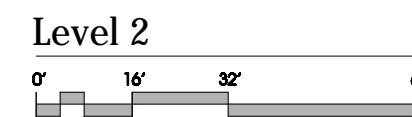
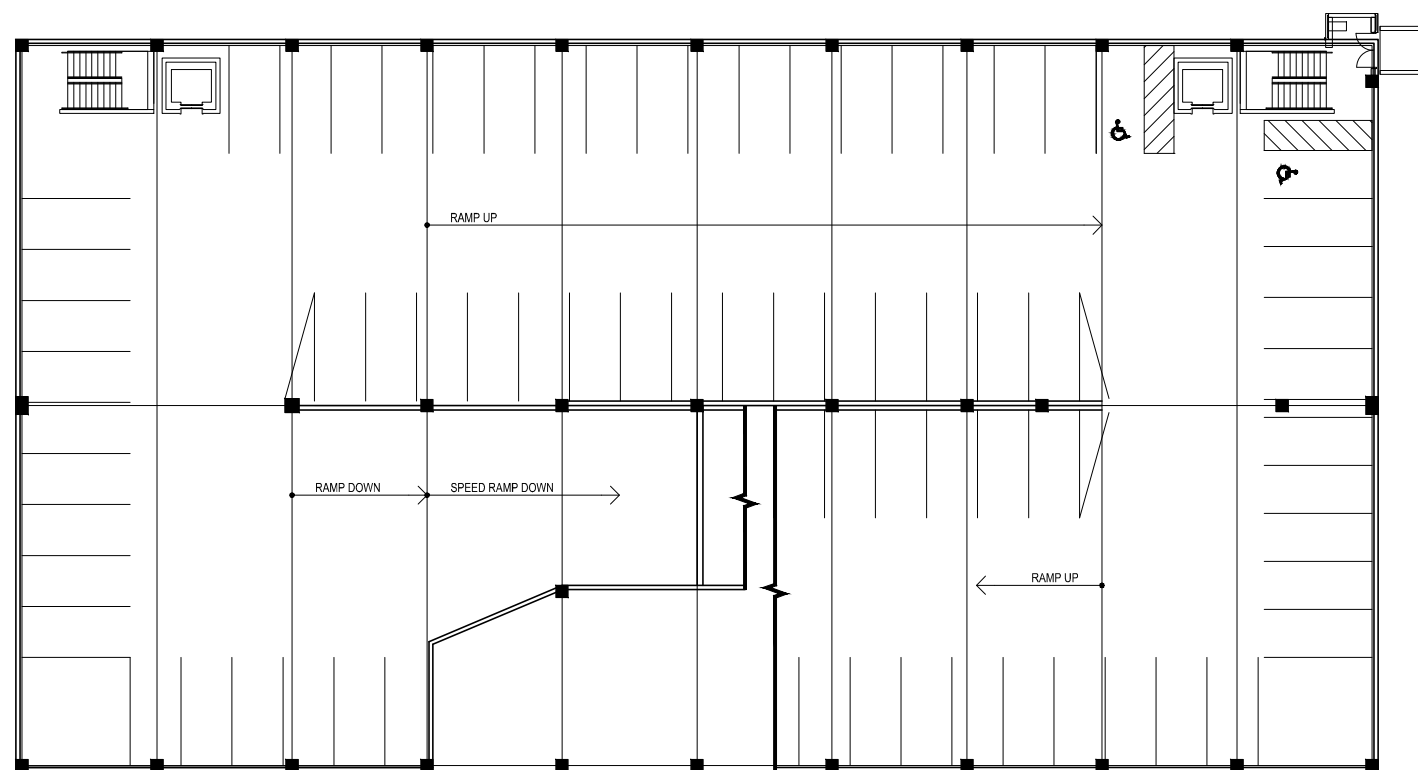
Level	Std.*	C**	ADA	Total
0B-1:	27	0	2	29
1B-2:	69	0	2	71
2B-3:	87	0	2	89
3B-4:	87	0	2	89
4B-5:	87	0	2	89
5B-6:	87	0	2	89
6B-7:	81	0	0	81
Total:	525	0	12	537

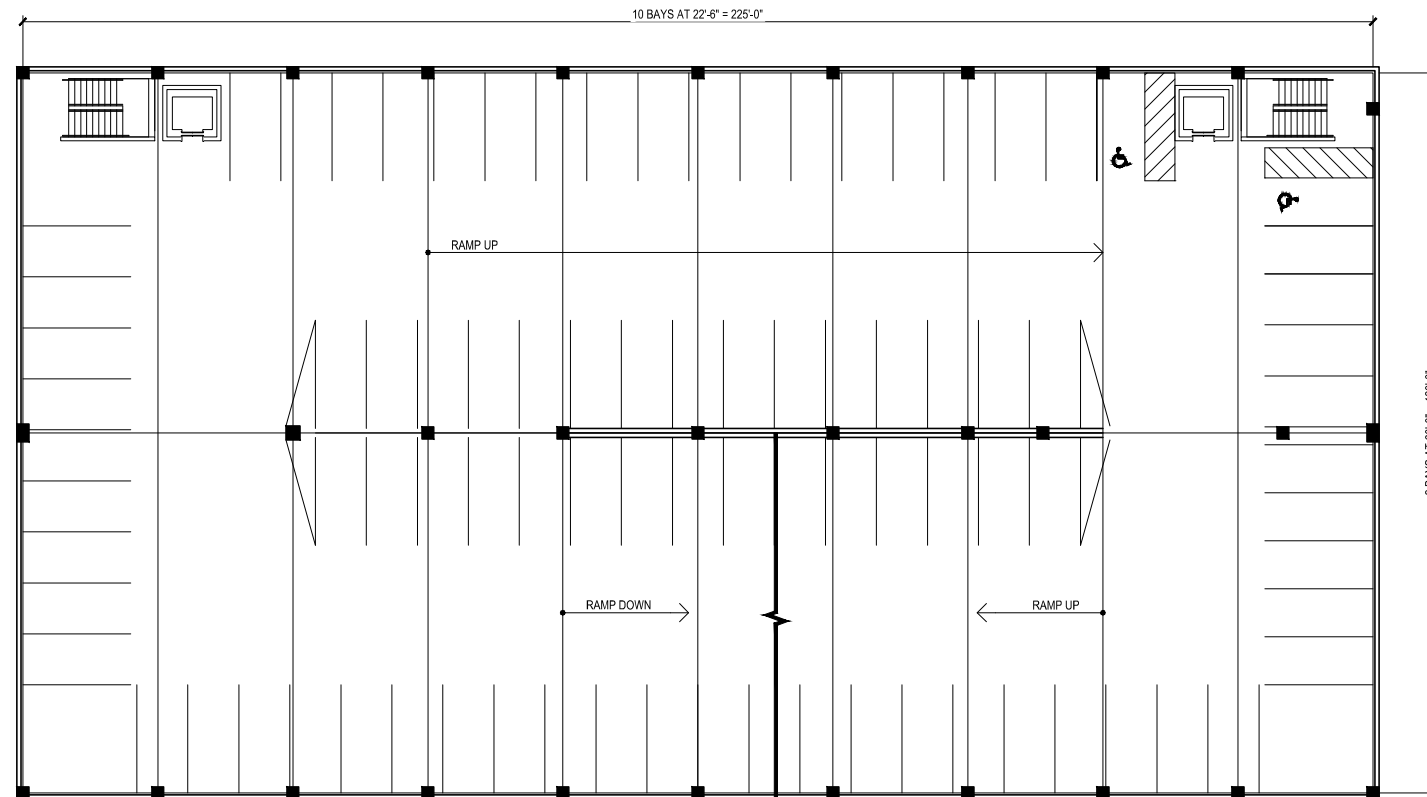
* Standard Space 8'-6" x 20'-0"
 ** Compact Space 8'-0" x 20'-0"



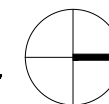
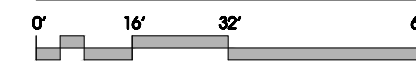
Level 1 w/ Commercial/
Public Use

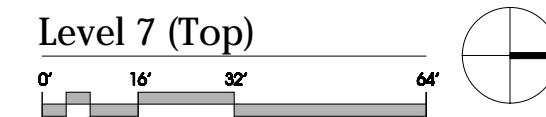
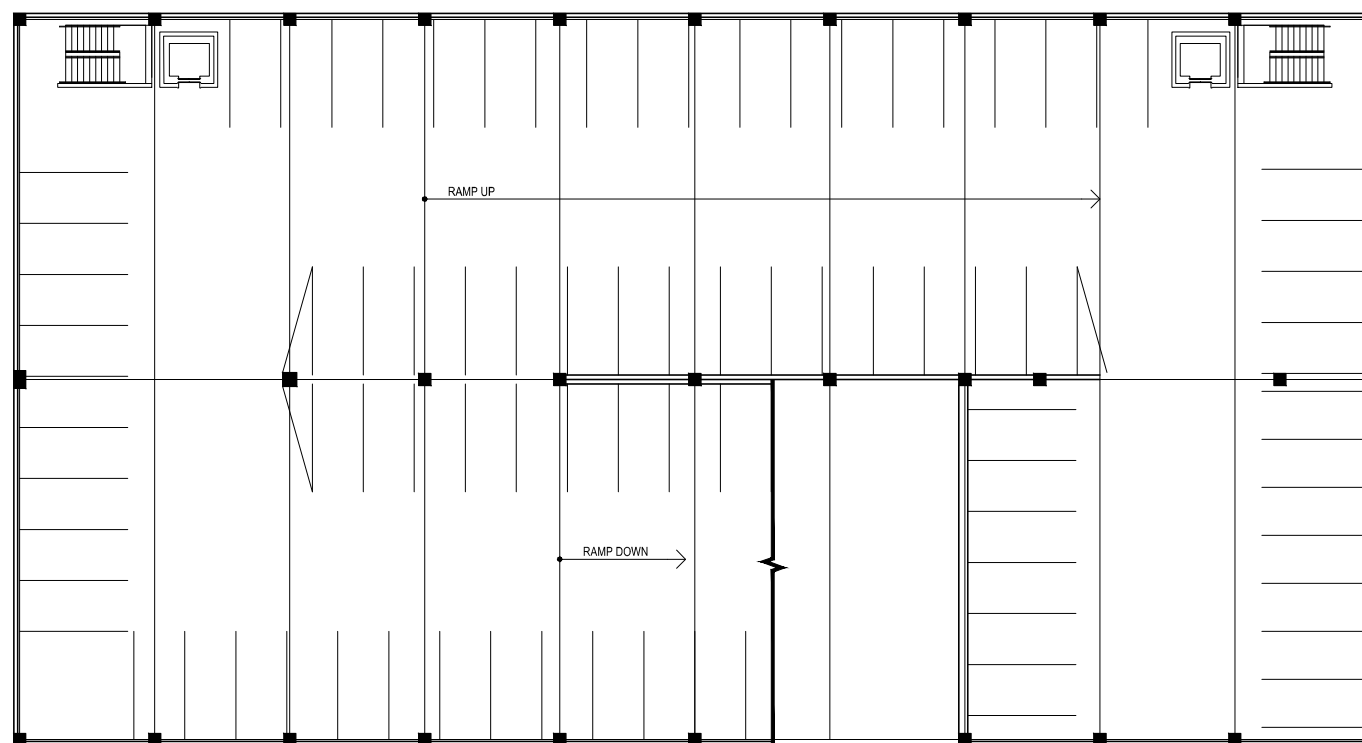


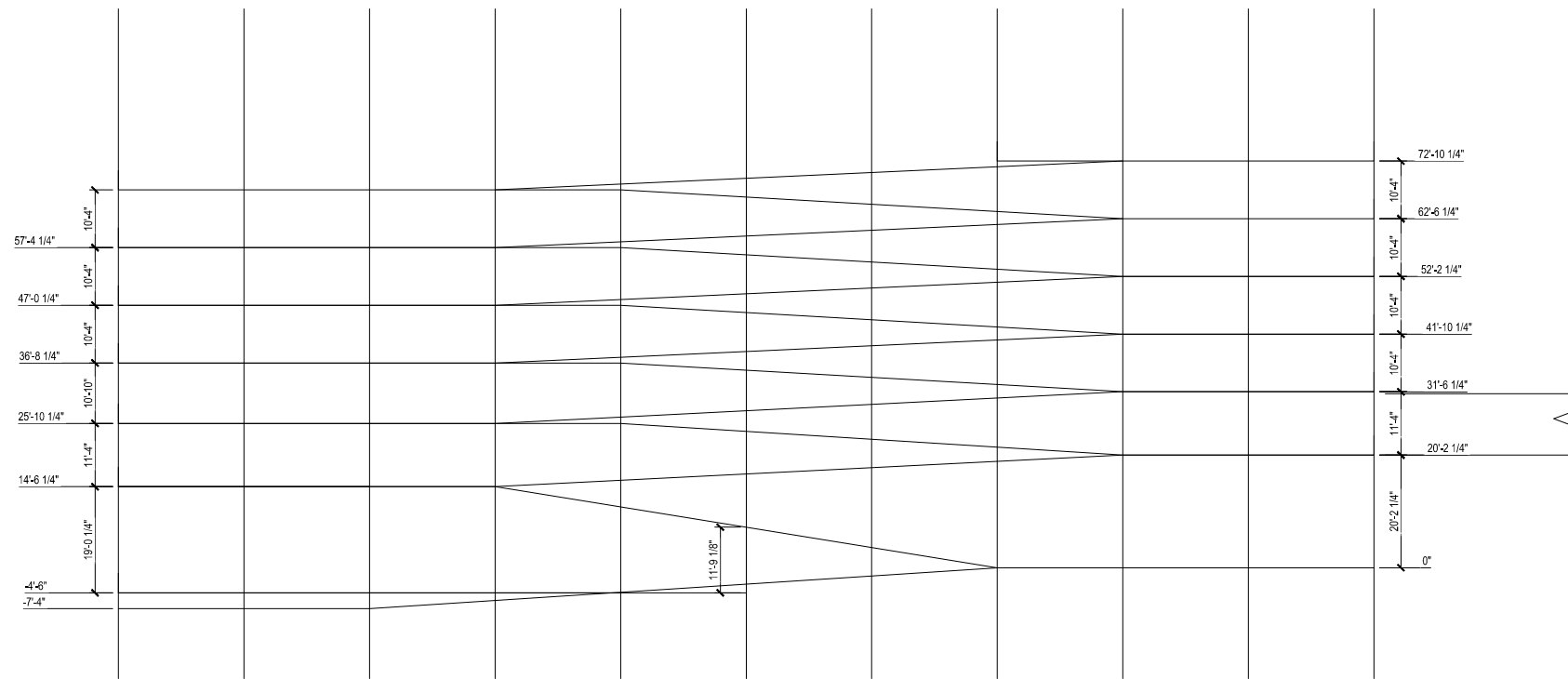




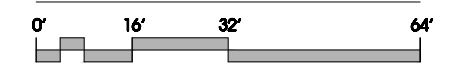
Levels 3-6 - Typical

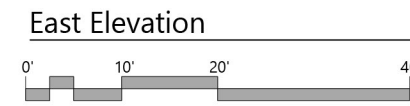
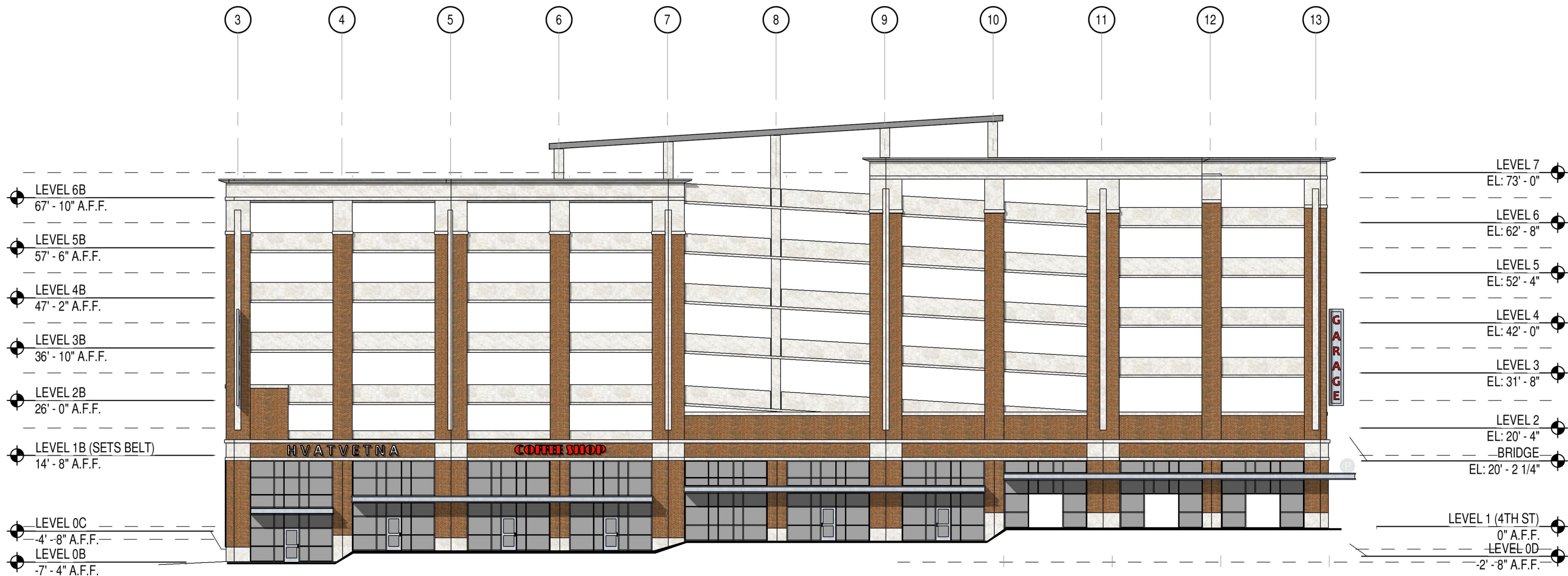


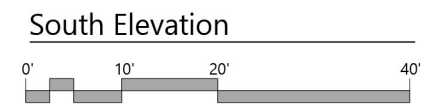
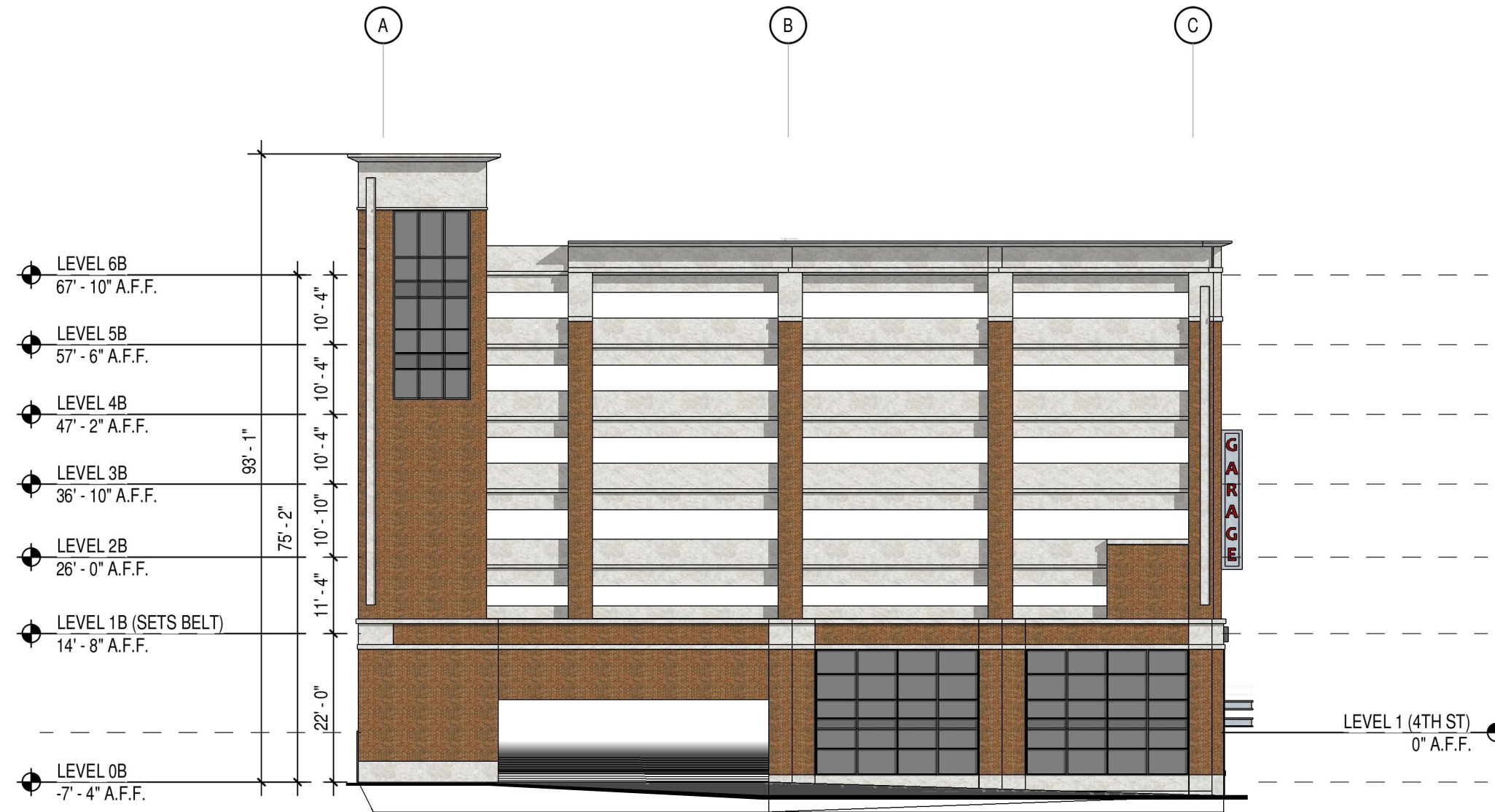


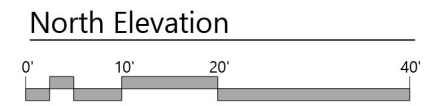
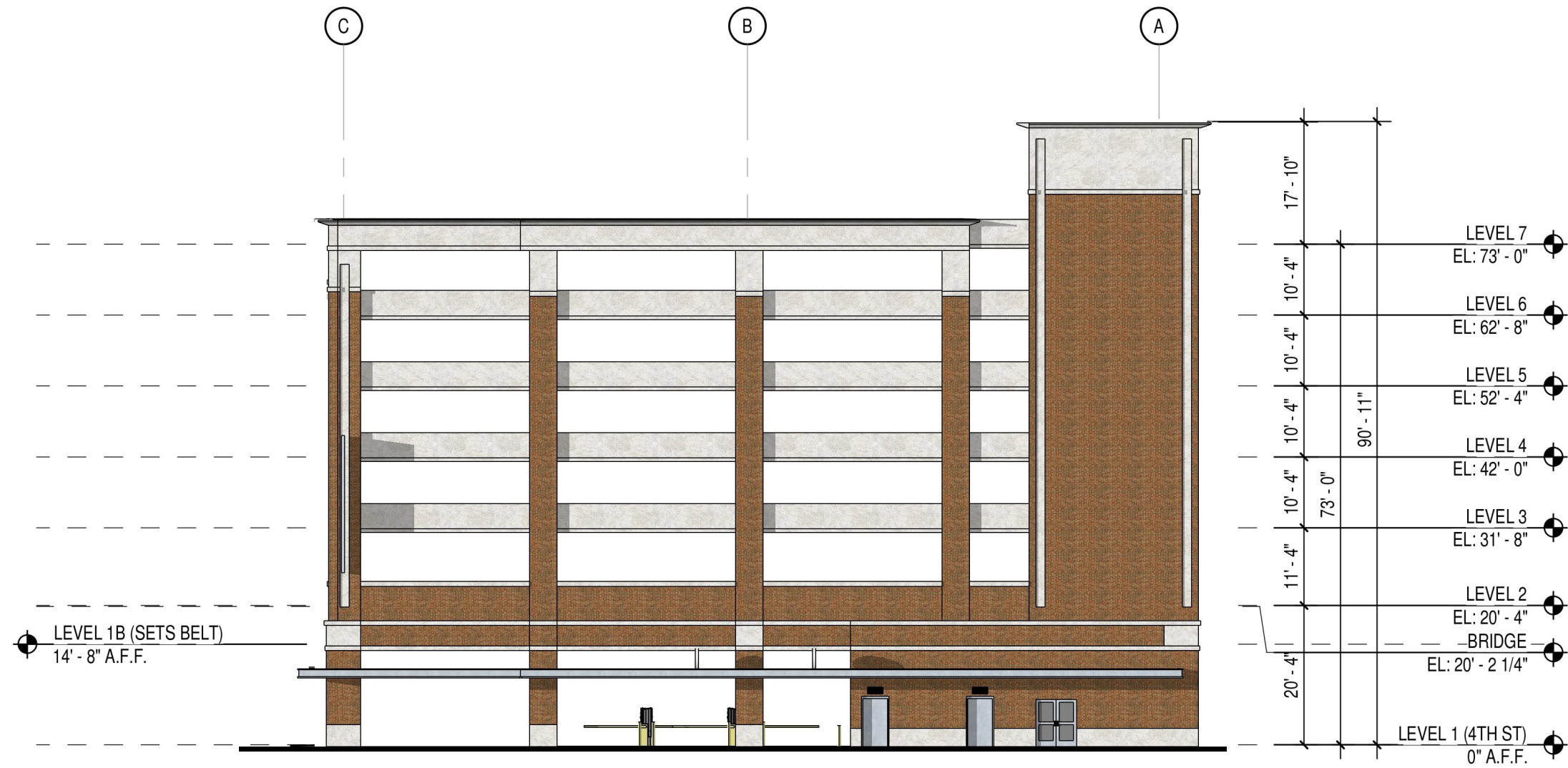


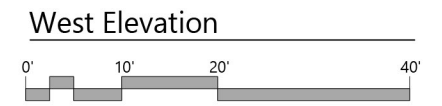
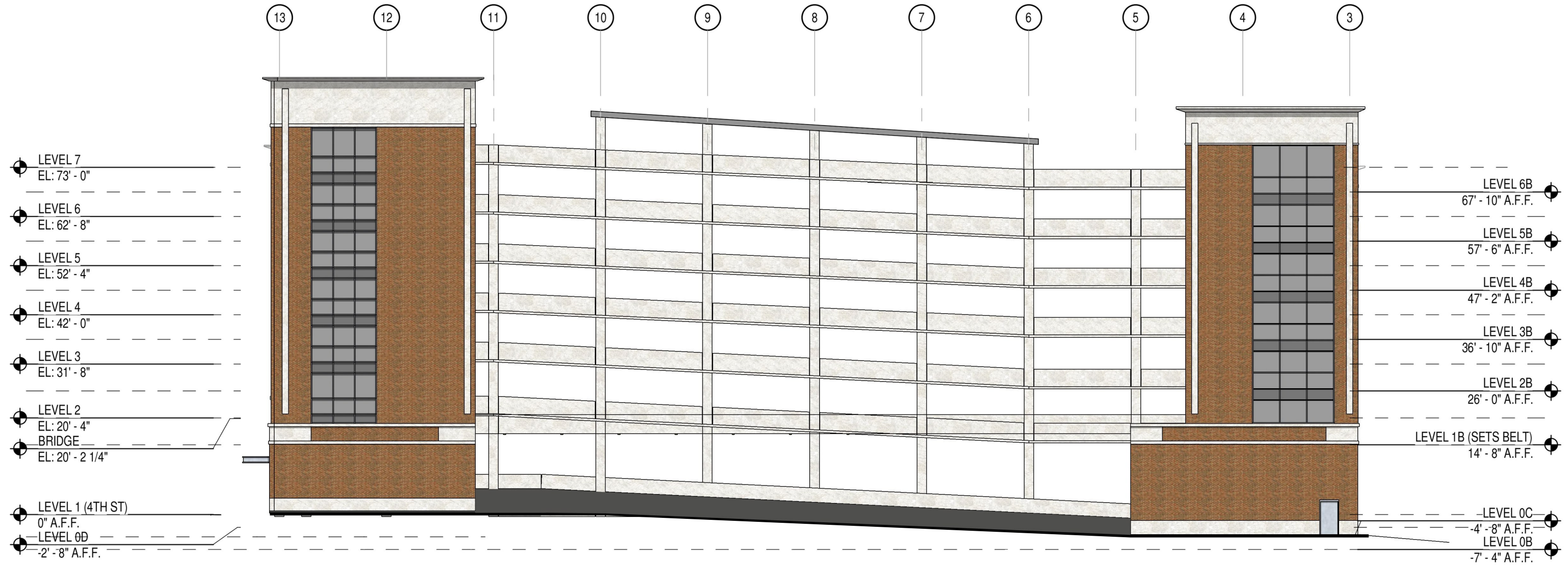
Section w/ Half Deck

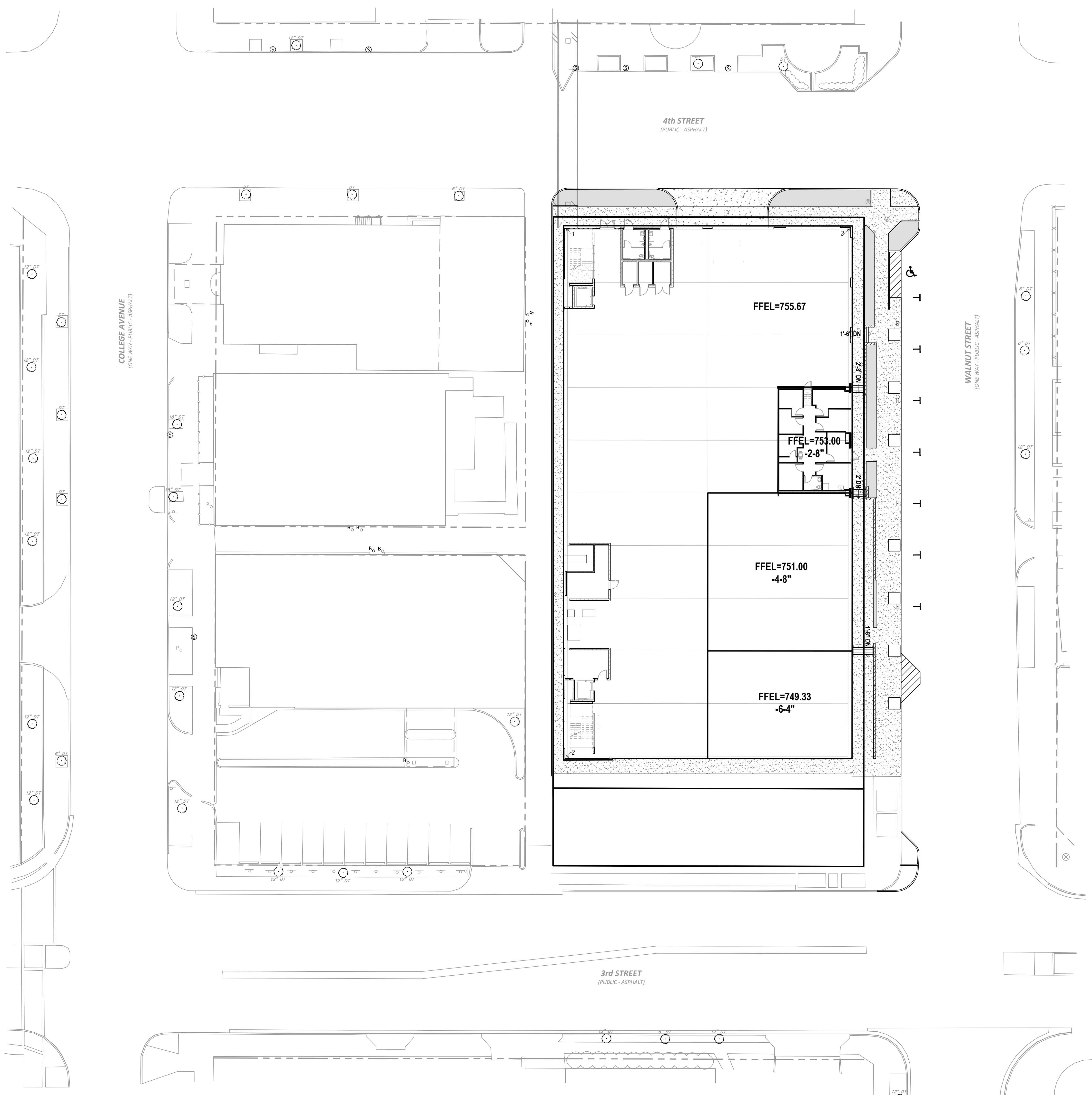












LAYOUT POINTS		
POINT #	NORTHING	EASTING
1	1427189.881	3108446.611
2	1426964.881	3108446.490
3	1427189.816	3108566.611

GENERAL NOTES

PLAN NOTES

LEGEND

3042_CSD-CityBloomington-1079860.dwg
 3042_CSD-CSD-official_Booker-1079860.dwg
 02/24/2020 10:48:10 AM

Blairline Riggett Cooper, James
BRCCJ
 LAND SURVEYING • CIVIL ENGINEERING • GIS
 1351 West Tapco Road
 Bloomington, Indiana 47403
 Phone: 812-336-8277
 www.brccj.com

BRCCJ PROJECT: 10089

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

SCOPE DRAWINGS:
 These drawings indicate the general scope of the project in terms of vertical structure, grade, and drainage. The drawings do not necessarily indicate or describe all work required for the performance and completion of the requirements of the Contract.
 On the basis of the general scope indicated on these drawings, the State contractor shall furnish all items required for the proper execution and completion of the work.

REVISIONS:

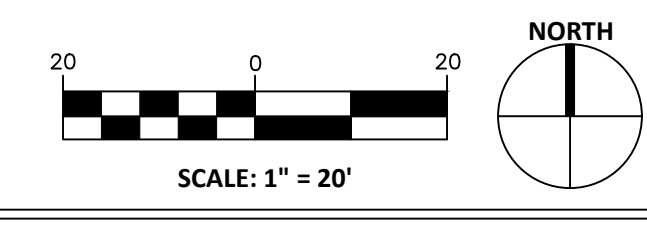
ISSUE DATE	DRAWN BY	CHECKED BY
02/24/2020	DLN	WSR

DRAWING TITLE:
PRELIMINARY SITE PLAN

CERTIFIED BY:
 WSR-SEAL.tif

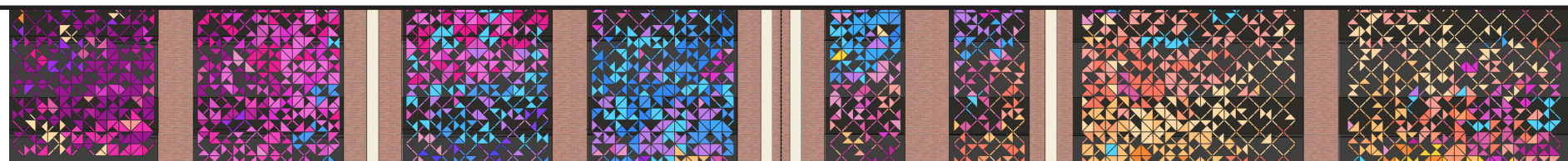
DRAWING NUMBER
C401

PROJECT NUMBER
19053



4th St Parking Garage Public Art - *Urban Fabric*

Concept Design - 12/2/19

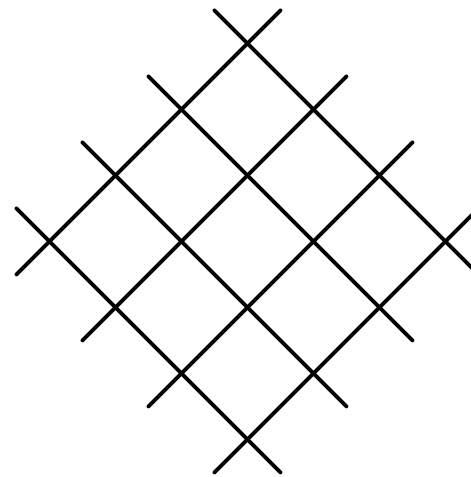


Project Description:

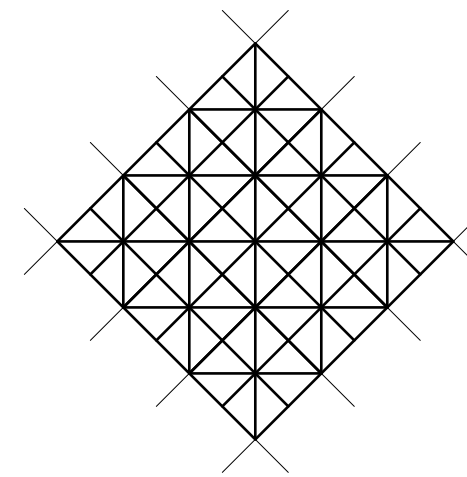
A critical element of this design challenge was creating a highly complex and visually interesting piece, while meeting a budget that would fit in the scope of the overall construction project. Typically over-designed art projects are “value engineered” and simplified down to a reduced version of the original design. We took a different approach, focusing on developing a system from the ground up that is simple to fabricate, install, and quote, while also accomplishing all of our conceptual goals right from the beginning.

Conceptually we sought to create an exciting and uplifting piece that represents the diversity and inclusiveness of Bloomington, as well as its dedication to public art. Our approach to the project looks at traditional quilts for inspiration. A basic quilt block is subdivided in a few simple ways using numerous types of fabric to create unique patterns. Through design and limited variables, a few key moves transform very modest parts into a complex textural fabric.

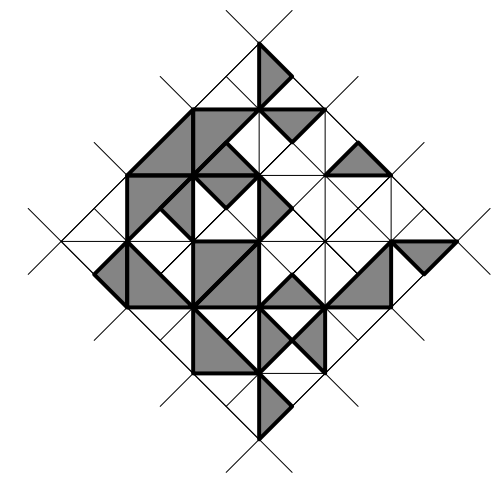
We drew a connection from this to the vibrancy and uniqueness of the city and its visitors. Local businesses and life-long residents interact with thousands of students from all over the globe in this diverse community. We were able to take formal cues from a quilt to describe the vibrant *Urban Fabric* of Bloomington in a very bold way. Nearly 10,000 colorful parts come together to transform a typically underutilized parking garage facade into a representation of the city.



Quilt grid



Subdivided blocks



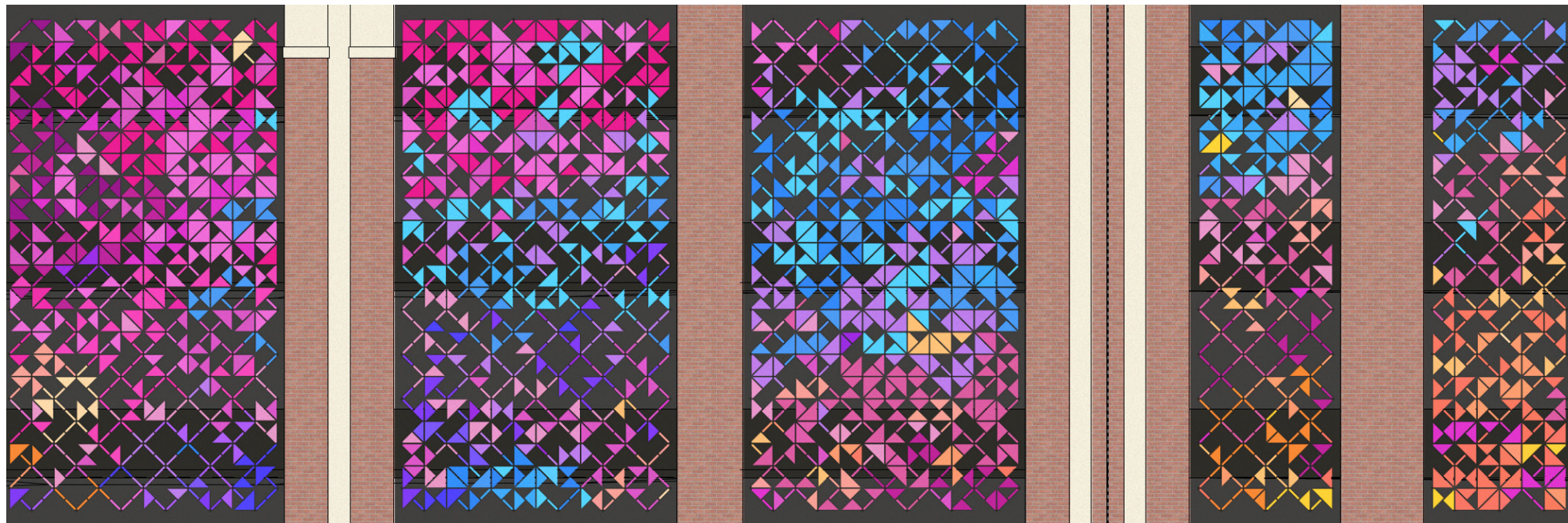
Block patterns



South Elevation

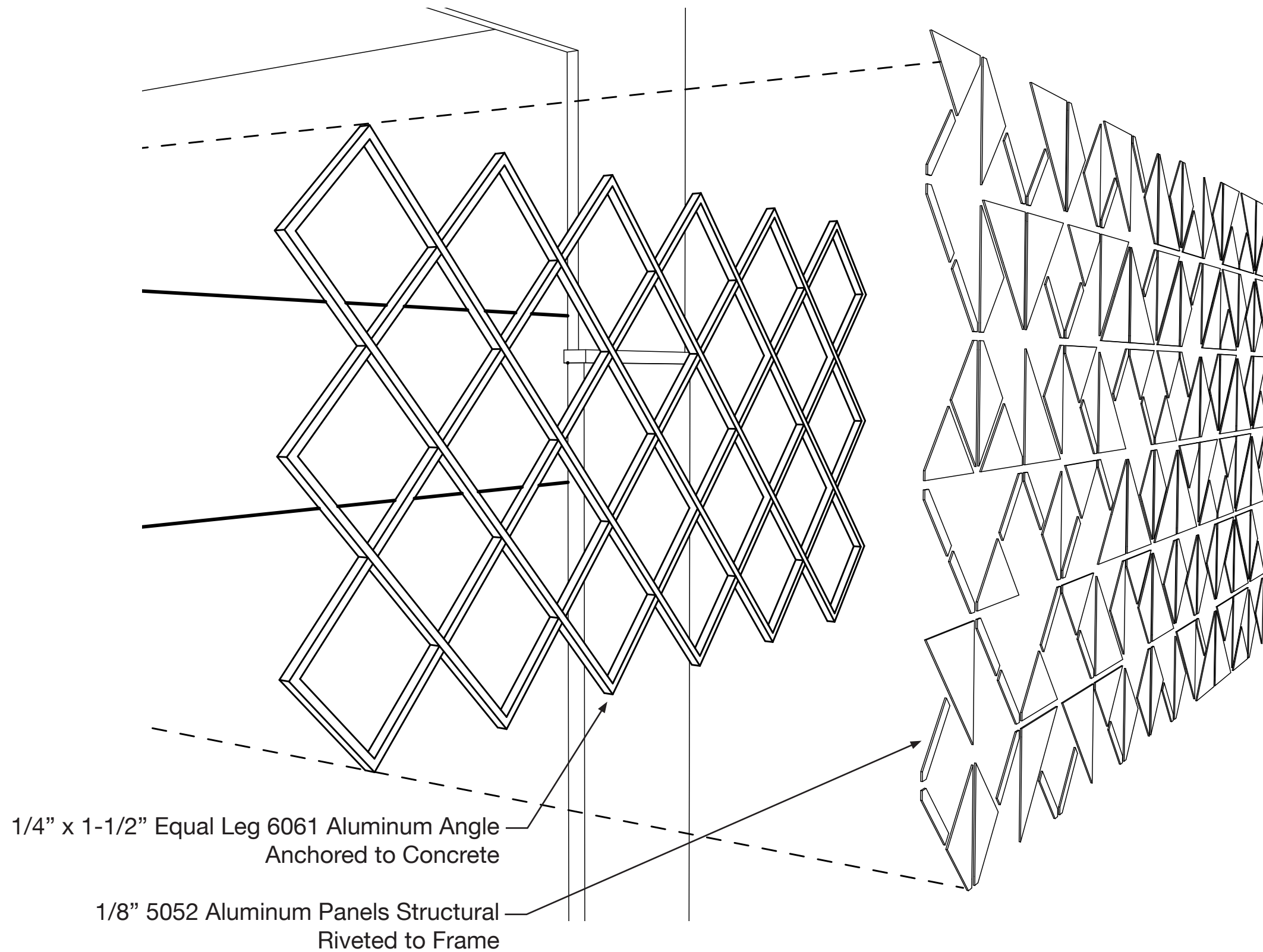
East Elevation

North Elevation



Project Statistics:

- 9440 panels
- 3134 sqft of panel surface area
- 36% coverage within artwork boundary
- 64% open for natural lighting and fume exhaust
- Frame: Aluminum Angle
- Panels: Aluminum (painted finish)



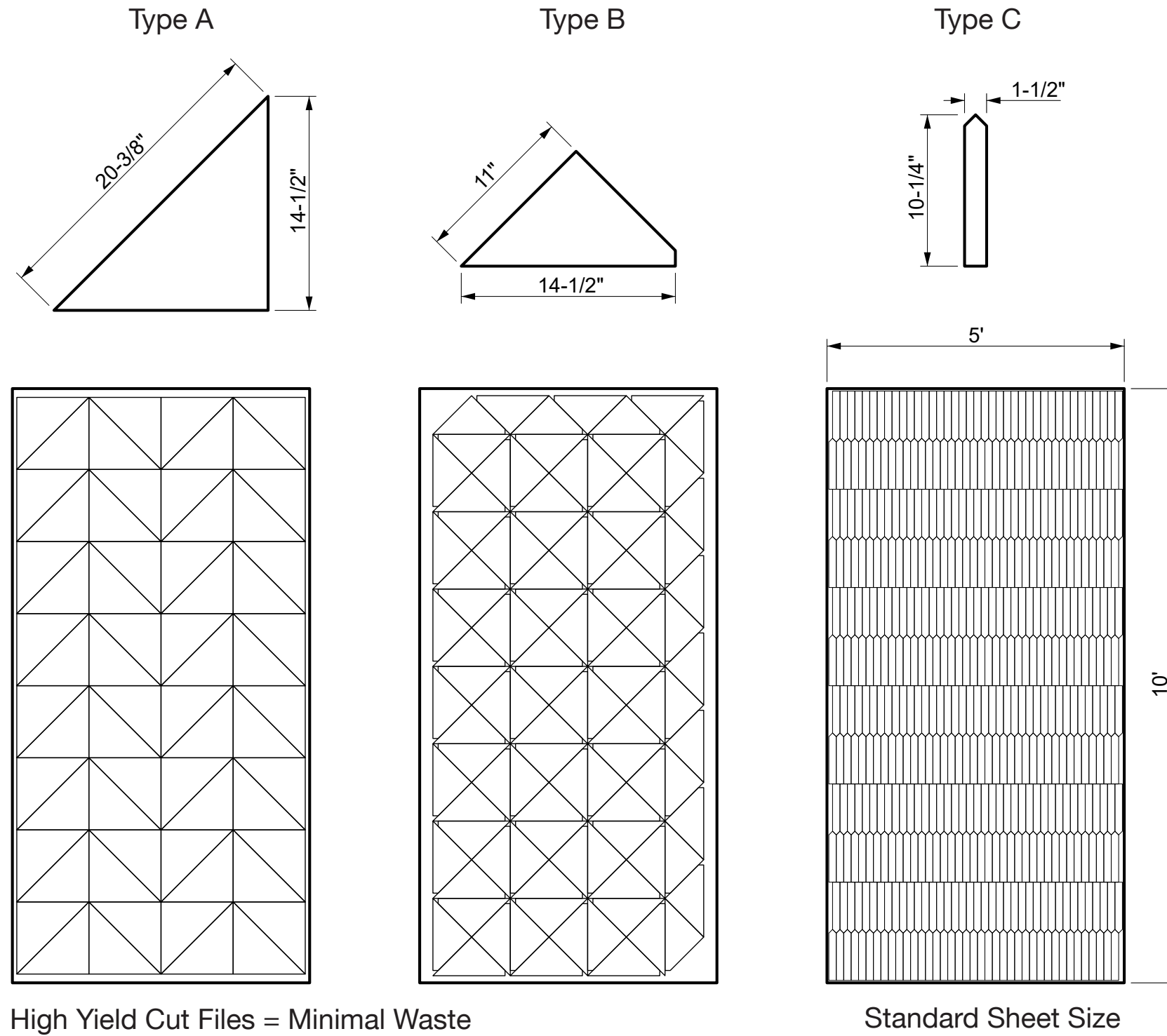
Basic Assembly Diagram

Budget Conscious Design:

Frame dimensions developed to fit well in standard material lengths.

Frame is a repetitive system with all 90 degree cuts (no custom angles) and unfinished to reduce cost.

Simple fabrication, assembly, and installation techniques using custom organization creates complexity from simplicity.



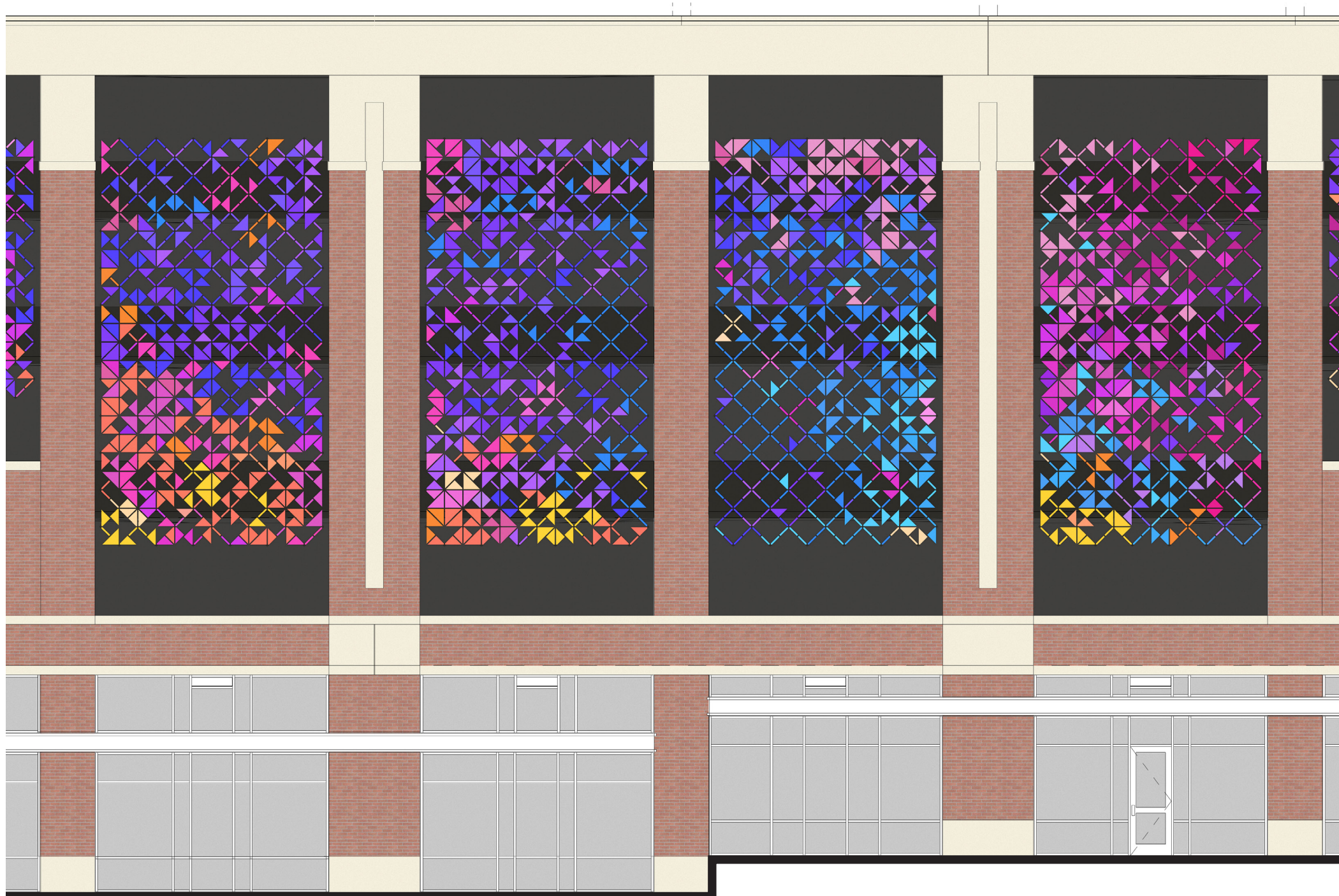
Budget Conscious Design:

3 part types to limit customized component count. Rotation, placement, and color provides variation across the facade.

Panel dimensions developed to fit in standard material sheet sizes.

Scale, surface area, and materials have been chosen through budget discussions with an Indianapolis-based, large-scale public art fabrication company, Ignition Arts, who we have a good working relationship with.

Part Type Diagram



Color and Composition:

Each bay thoughtfully considered as an individual composition within the whole.

Hues were selected to compliment the architectural material palette.

Color range limited to 30 specific colors, without losing interest in the overall composition.

Levels of porosity are balanced throughout the project to provide variation and visual interest.



Preferred Dark Concrete Crashwalls

Light Concrete Crashwalls

Crashwall Color:

A dark finish on the concrete would allow them to blend in with the natural shadow of the garage openings and be less visually dominant. This would help the artwork appear cohesive across the facade, and won't wash out the vivid colors.

We recommend this detail be added to the architectural package, as it cannot fit within the artwork budget/scope.