

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT**

**CASE #: SP-23-19
DATE: July 8, 2019**

**Location: 222 S. Walnut Street
105 & 111 W. 4th Street**

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

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

CSO Architects, Inc.
8831 Keystone Crossing, Indianapolis

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

BACKGROUND:

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

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

The petitioner proposes to redevelop this property by demolishing the existing buildings on site and constructing a new 6 story parking garage with commercial space and public amenity space on the first floor. The parking garage would contain 510 parking spaces. The design also includes 50 indoor bicycle parking spaces as well as a minimum of 4 outdoor spaces, office space for City Parking Staff, and 11,189 square feet of commercial space on the ground floor, as well as restrooms available to the public. The petitioner is proposing to include various green features, such as electric vehicle charging stations and solar panels. The petitioner is seeking a Silver level Parksmart designation.

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

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

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

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

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

SITE PLAN ISSUES:

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

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

Height: The maximum height in the DCO is 40 feet. The UDO defines building height as "the vertical dimension from the lowest point of the building, structure, or wall exposed above the ground surface to the highest point of the roof, parapet wall, or uppermost part. Chimneys, vents, mechanical equipment or utility service structures shall not be included in the measurement of vertical dimension." The proposal measures 75 feet 8 inches tall per the UDO definition. The southeast corner of the building measures 65 feet tall from grade to the highest point and the northeast corner measures 60 feet 11 inches. The proposal does not meet this requirement.

Parking and Surrounding Roads: No minimum number of spaces are required for either the commercial space in the building or the parking garage use. The petitioner is proposing a total of 510 parking spaces in the building. While a total number of on-street spaces was not submitted, the petitioner does intend to continue on-street parking, and is showing a 'drop off zone' at the north end of Walnut Street. Any changes to the right-of-way will need Board of Public Works approval. However, the Department suggests bump-outs at the intersections of 3rd and Walnut Streets and 4th & Walnut Streets to improve pedestrian infrastructure and better definition of vehicular lanes along Walnut Street. A condition of approval has been added.

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

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

Pedestrian access to the garage is shown in the southwest and northwest areas of the building, near the stair towers and pay locations. 20.03.130(b)(6) requires recessed entry for pedestrian entrances to help identify and demarcate these locations. The petitioner is requesting deviation from that standard for the entrances to the garage. The Department has concerns about visibility of pedestrians from vehicles using the exits, and recessing of the pedestrian entrances may help to alleviate that concern. The Department asks that the petitioner continue to work on the pedestrian entrances to make them more visible and to improve pedestrian visibility in those areas. Additionally, the Department would like the entrances for the commercial space(s) to meet the intent of the remainder of that reference, 20.03.130(b)(6)(B) & (C), by incorporating distinctive awnings, canopies, or something similar identifying those entrances.

An additional pedestrian entrance which should be near the indoor bicycle storage area would allow users to access the area without having to utilize the vehicular entrance on 4th Street. A condition of approval has been added to include that additional entrance.

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

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

The primary material to be used on the majority of the garage is brick. There will be accents included that will be limestone at the pedestrian level (first floor and header above) and 'cast-in-place' concrete accents above. The UDO does not allow cement block in the DCO. The petition does not meet materials requirements (use of cast-in-place concrete). While much of this will be concealed by the large vertical louvers, the last module of the garage is open at the north end of the garage on Walnut Street, making the concrete levels quite visible. The Department prefers that that portion be treated in some way.

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

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

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

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

Streetscape: Street trees and pedestrian-scaled lighting are required along 4th Street, 3rd Street, and Walnut Street. The current iteration of the site plan does not show plantings/trees in the tree plot along Walnut Street. The Department has spoken with the petitioner about correcting this design. The total number of street trees for the site should be 1 tree per 40 feet of frontage, not excluding vehicular drive cuts. This site requires the incorporation of 14 street trees with separation ranging from 20 to 40 feet on center. 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.

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

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

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

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

Additionally, steps in the Walnut Street right-of-way are not a preferred design.

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

CRITERIA AND FINDINGS FOR SITE PLANS

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

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

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

Findings:

- The site is in the Downtown area of the Comprehensive Plan.
- Traditionally, downtowns have served as central hubs of activity. (p. 50)
The petition provides commercial space, as well as much needed public restrooms, and parking to support surrounding uses and the future planned expansion of development to the south.

- The Monroe County Convention Center and surrounding properties present another wonderful opportunity for growth of tourism, hospitality jobs, and investment in Downtown Bloomington. (p. 54) The petition provides parking and amenities to support the future expansion of the Convention Center and the existing needs of Downtown businesses.
- ...Vehicular parking demands have increased relative to a limited public parking supply. By some metrics, a parking 'problem' is a good indicator of a vibrant downtown. (p. 52) The petition is attempting to address the community desire for more public parking while remaining in scale with the surrounding existing and future developments.

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

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

Findings:

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

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

Findings:

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

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

Findings:

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

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

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

Findings:

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

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made two 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 we do encourage it.

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

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

1. This approval is contingent upon acquisition of the property at 222 S. Walnut Street. If the property is not acquired, a new petition will need to be filed for review and approval.
2. The approval is contingent upon approval of the variances by the Board of Zoning Appeals related to entrances and drives, as listed in this report.
3. The petitioner will work with Planning and Transportation staff to improve the vehicular portion of the Walnut Street right-of-way by adding bump-outs at the 3rd and 4th Street corners.
4. An additional pedestrian entrance will be included near the indoor bicycle storage area to allow users to access the area without having to utilize the vehicular entrance on 4th Street.
5. Required bicycle parking for the commercial spaces will be added to the site plan before a grading permit is approved.
6. 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.
7. 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.
8. The petitioner will amend the elevations of the northernmost module of the Walnut Street façade to treat or cover the exposed concrete elevations.



City of Bloomington
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

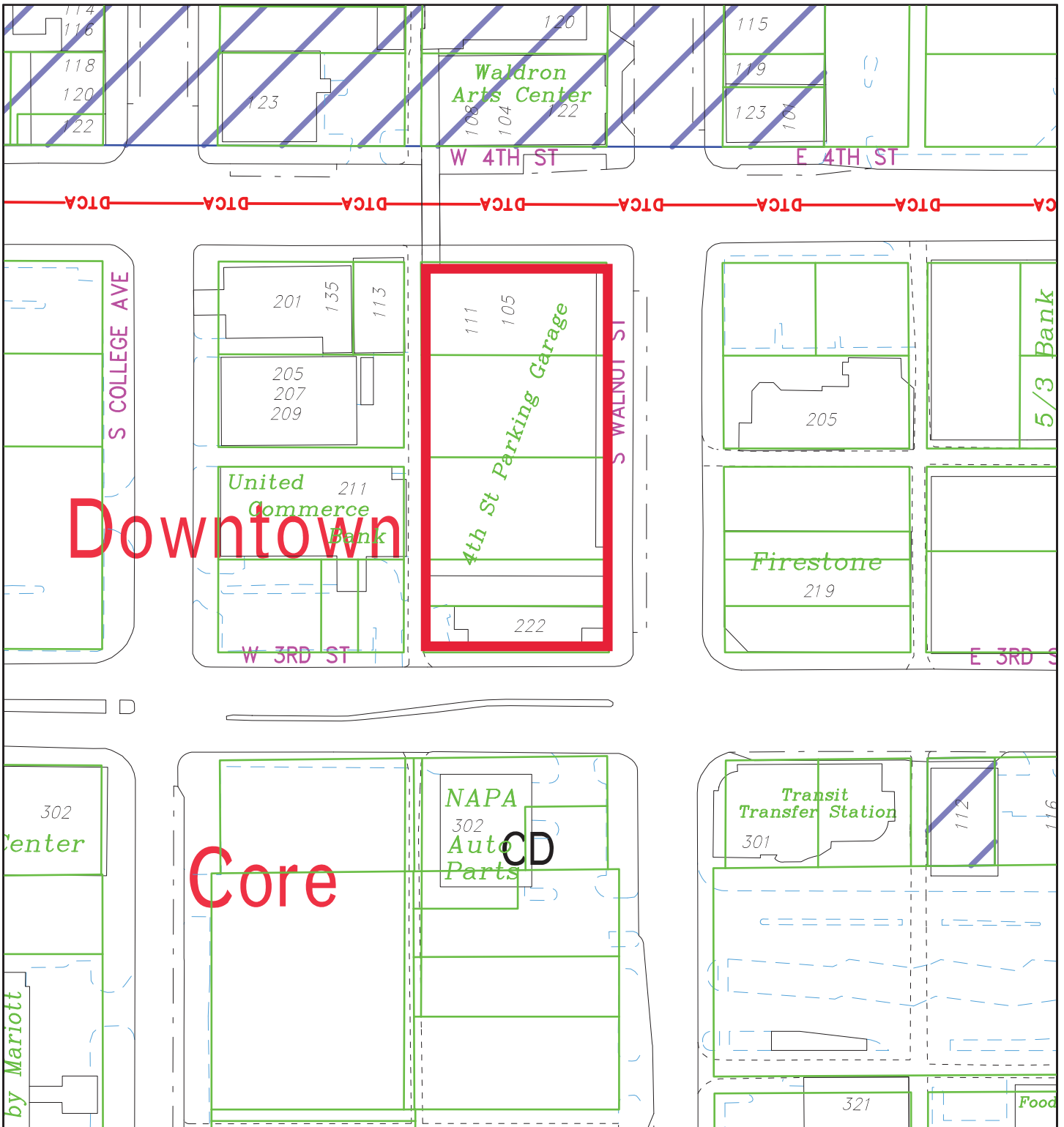
The EC recommends that the alley behind the parking garage be reconstructed using “green alley” techniques. The alley will no doubt be destroyed during construction and will have to be rebuilt anyway, so that makes it a good candidate for a green infrastructure best practice, called a green alley. The 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.



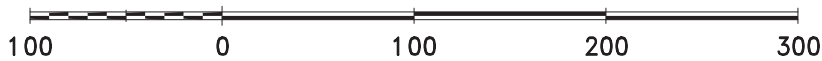
Downtown

Core

4th St Parking Garage

CD

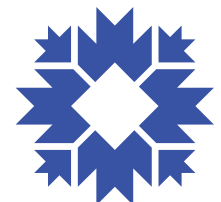
By: greulice
24 May 19



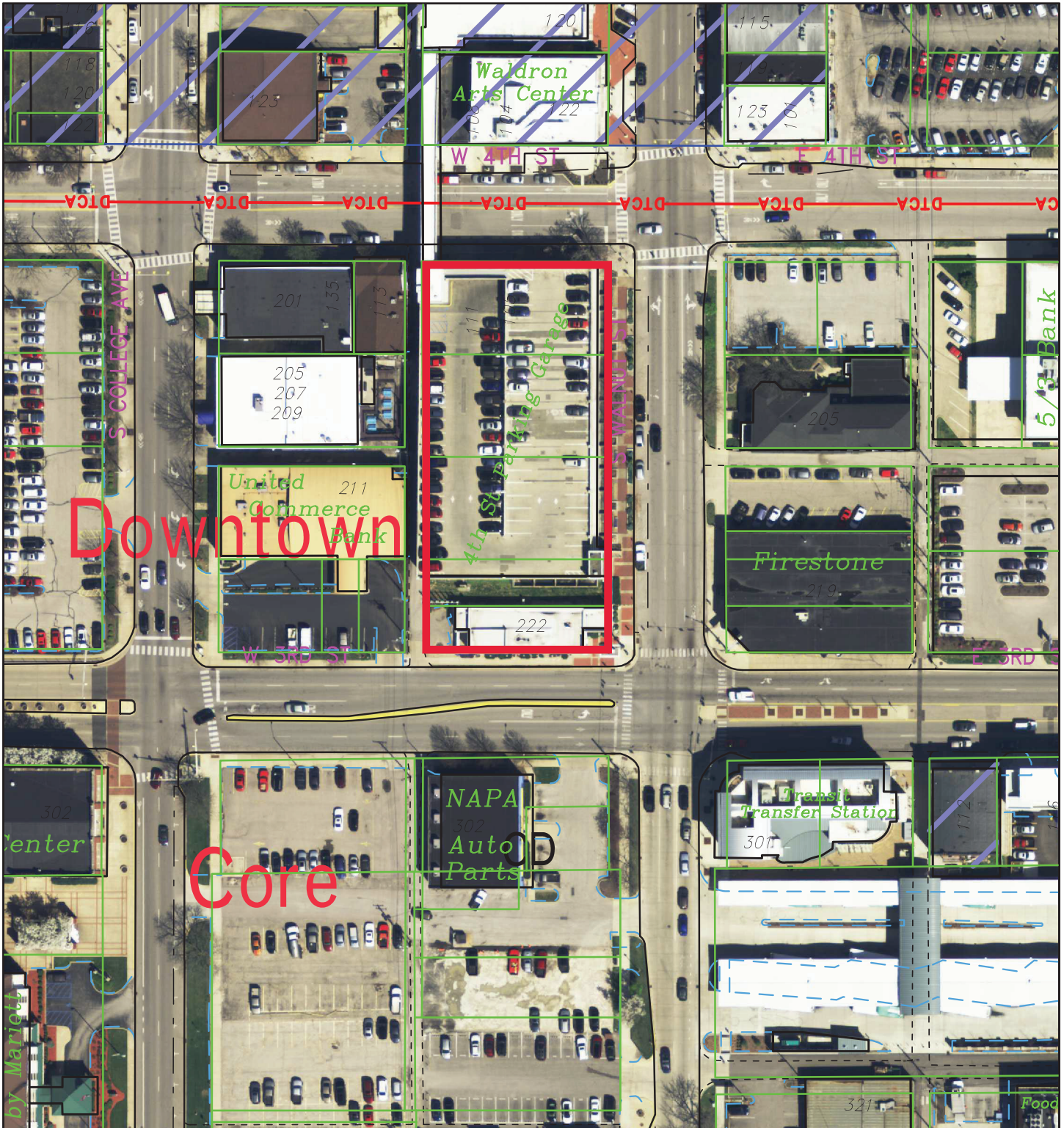
For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 100'



Downtown

Core

4th St Parking Garage

NAPA Auto Parts

Transit Transfer Station

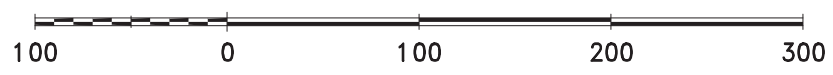
United Commerce Bank

Firestone

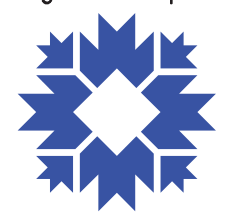
Waldron Arts Center

5/3 Bank

By: greulice
24 May 19



City of Bloomington
Planning & Transportation



Scale: 1" = 100'

For reference only; map information NOT warranted.

June 3, 2019

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

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

Dear Planning Commission Members:

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

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

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

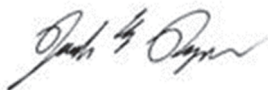
20.03.120.e.(6).(c).(B) Façade Modulation: The modulation of the façade will greatly impact the efficiency and cost of the garage. The required modulation does not lend itself to efficient garage layout or function.

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

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

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

Sincerely yours,



Joseph E. Raper. AIA
Project Manager

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	REMARKS
Ace-x	5	Acer rubrum 'Armstrong'	Armstrong Red Maple	B & B	2' Cal	full, strong central leader, matched
Car-c	4	Carpinus caroliniana	American Hornbeam	B & B	2' Cal	full, strong central leader, matched
Gh-p	3	Gleditsia triacanthos 'Princeton Sentry'	Princeton Sentry Ginkgo	B & B	2' Cal	full, strong central leader, matched
Gle-d	2	Gleditsia triacanthos 'Draives'	Street Keeper Honeylocust	B & B	2' Cal	full, strong central leader, matched
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	REMARKS
Bux-k	18	Buxus x koriana 'Winter Gem'	Winter Gem Boxwood	container	24"	space @ 3'-0" o.c., allow to masts
Car-v	45	Carex vulpinoidea	Brown Fox Sedge	#1 pot	24"	space @ 2'-0" o.c.
Cor-c	37	Cornus sericea 'Kelsey'	Kelsey Red Twig Dogwood	container	24"	space @ 2'-6" o.c.
Ile-s	21	Ilex virginica 'Spitchi'	Little Henry Virginia Sweetspire	container	24"	space @ 3'-0" o.c.
Pan-x	38	Panicum virgatum 'Proterabush'	Red Switch Grass	pot	#2	space @ 2'-6" o.c.

ORDINANCE CHART

Zoning: CD
STREET TREES:
 Requirement: Provide 1 canopy tree/40 l.f.
 Required:
 4th Street @ 132 l.f. - 38 l.f. (drive) = 2.35 trees
 Walnut Street @ 275 l.f. = 6.875 trees
 3rd Street @ 132 l.f. - 36 l.f. (drive) = 2.4 trees
Provided:
 4th Street = 2 trees
 Walnut Street = 7 trees
 3rd Street = 2 trees

BUFFERS - Same surrounding zoning; no buffers required

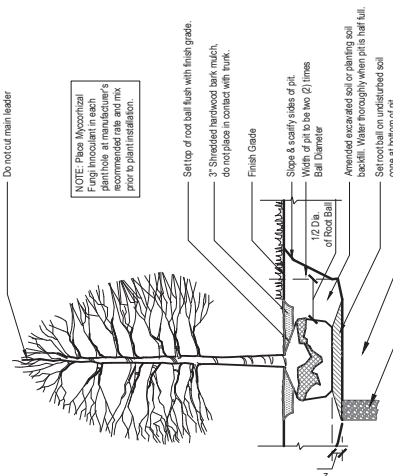
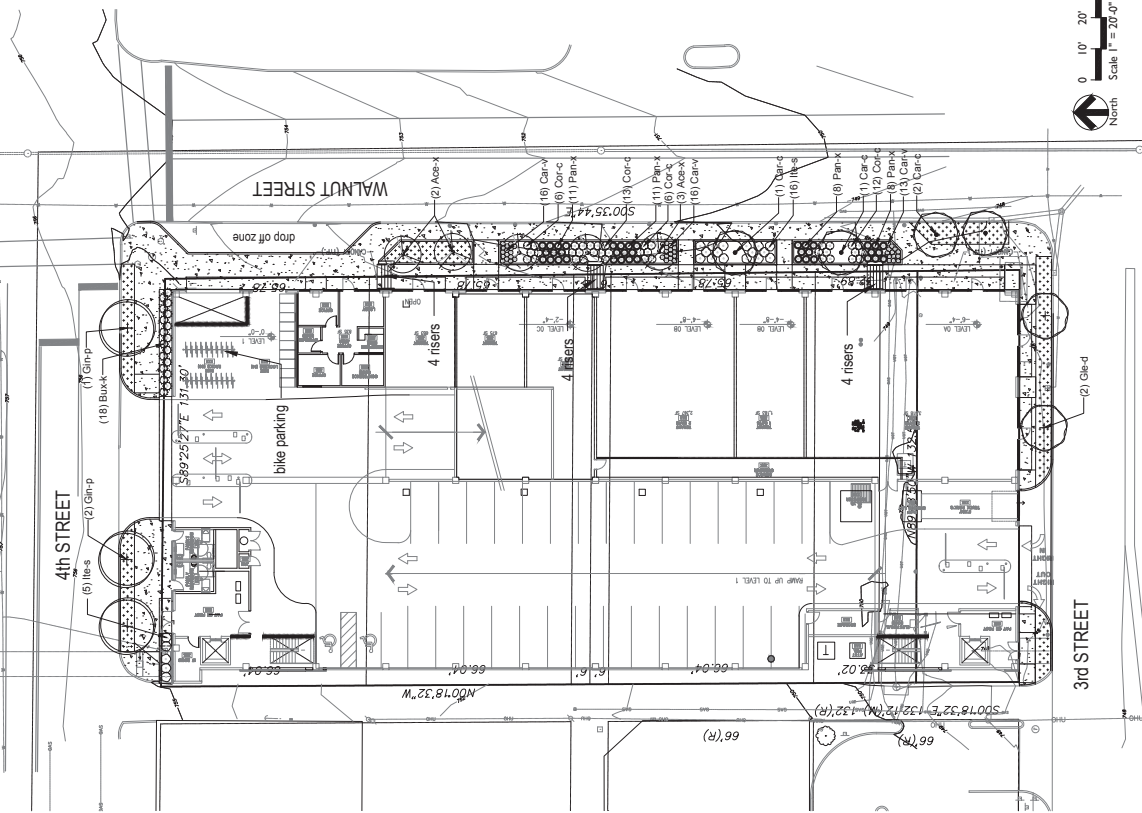
INTERIOR PLANTINGS

Requirement: Provide 1 tree + 8 shrubs/500 s.f. of lot not covered by structure or parking
 Required: 1,590 s.f. not covered = 3 trees + 25 shrubs
 Provided: 3 trees + 25 shrubs (18 evergreen)

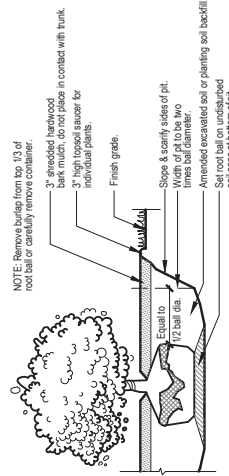
BIKE PARKING - REFER TO ARCHITECTURE PLANS

LANDSCAPE AND PLANTING NOTES

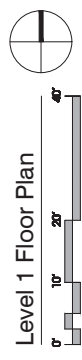
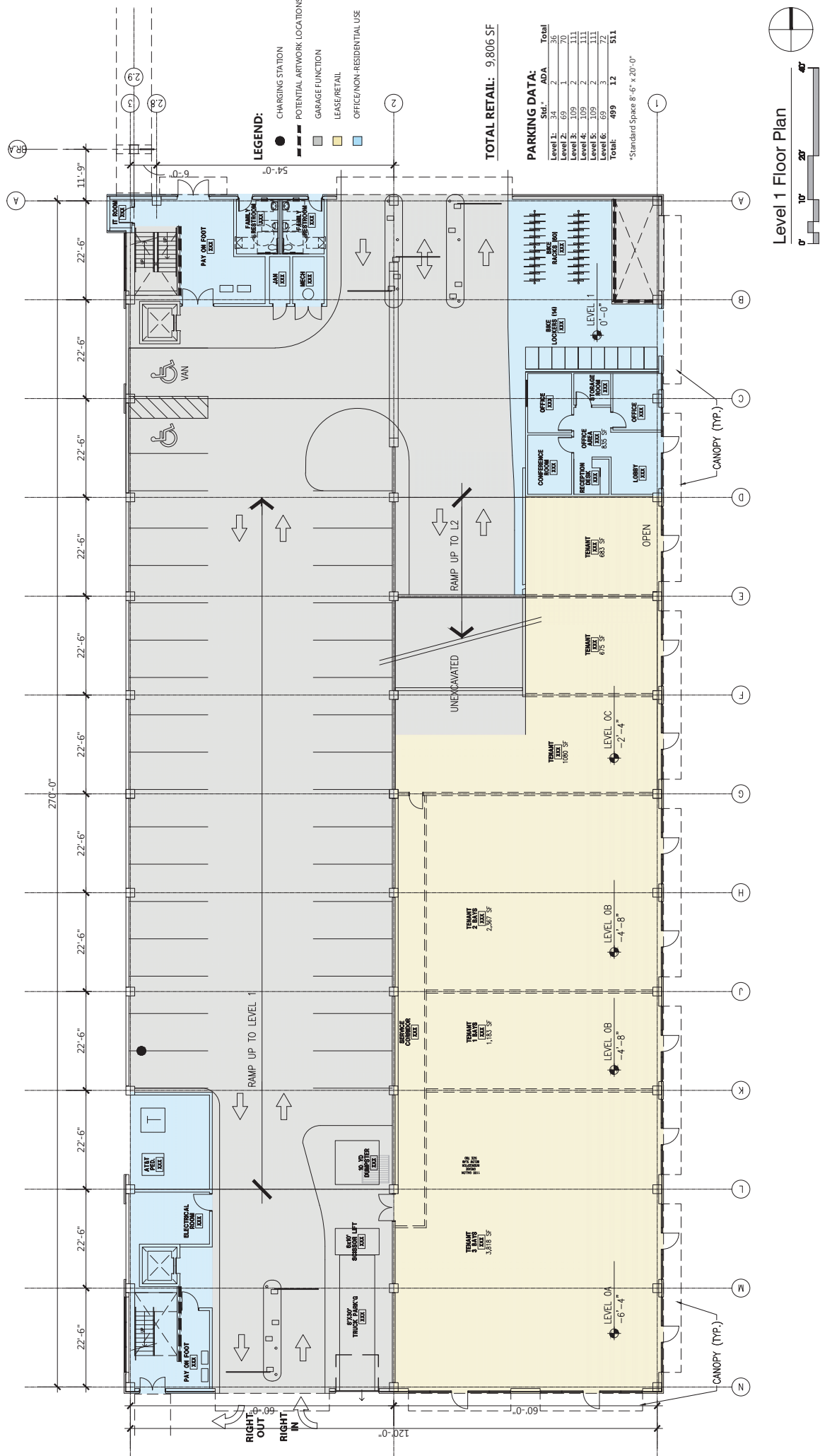
- Plant material to be installed and maintained by a qualified and experienced landscape installer. All materials are subject to the approval of the Landscape Architect and Owner at any time. Landscape Architects to inspect all plant locations and planting conditions prior to installation. Stake all plant locations to be approved by the landscape architect prior to installation. On-site adjustments may be made to the planting plan to accommodate site conditions. The contractor shall not destroy the natural shape, composition, health, or other characteristics of plant materials.
- MAIN LEADERS OF ALL TREES SHALL REMAIN INTACT.** Remove from the site any plant materials that show or indicate signs of disease, insect damage, or other damage. Replace immediately with approved, specified material.
- Plant counts indicated on drawings are for Landscape Architect's use only. Contractor shall make own plant quantity takeoffs using drawings, specifications, and plant schedule requirements (i.e., spacing, unless otherwise directed by Landscape Architect). Contractor to verify field measurements and install plants in accordance with specifications. All plant materials shall be installed in accordance with specifications. All plant beds shall receive 3" minimum of genuine shredded hardwood bark mulch (unless otherwise noted). Apply pre-emergent herbicide as directed by the manufacturer prior to installing mulch. Stake all areas established by construction activities that are not otherwise noted to receive pavement, planting bed, or other construction materials. Contractor shall install and/or amend topsoil in all proposed bed areas to meet ASTM D2688 standards. Landscape shall verify depth and quality of topsoil prior to plant installation. A minimum 4" of topsoil is required for lawn areas; 12" for plant beds. Topsoil sources shall include the reuse of surface soil stockpiled on site, clean or roots, plants, sod, stones, clay lumps, and other extraneous or foreign material. Do not obtain supplemental topsoil from agricultural land, bogs, or marshes. Biogenic amendments, organic amendments, and fertilizers shall be used to amend topsoil as needed for long term plant health. Irrigations in the field prior to beginning work. Repair all damaged utilities to satisfaction of the Owner and Operating Authority, at no additional cost.
- Install all plant material in accordance with all local codes and ordinances. Coordinate with the Owner to obtain any required permits necessary to complete work. All workmanship and materials shall be guaranteed by the Contractor for a period of one (1) calendar year after Final Acceptance. Maintenance shall include pruning, cultivating, watering, weeding, fertilizing, restoring plant saucers, spraying for disease and insects, and replacing tree wrappings. Recommended long-term maintenance procedures shall be provided to the Owner before expiration of this period.
- After installation of plants, the contractor shall immediately install a 3" high topsoil saucer for individual plants. The saucer shall be made of 1/2" diameter pipe, with concrete extending 30" around any tree. The saucer shall be 10 sq. ft. (0.32 sq. m) and bars spots not exceeding 3 by 3 inches. Reestablish lawn that do not comply with requirements and continue maintenance until lawn is fully satisfactory to the Owner.

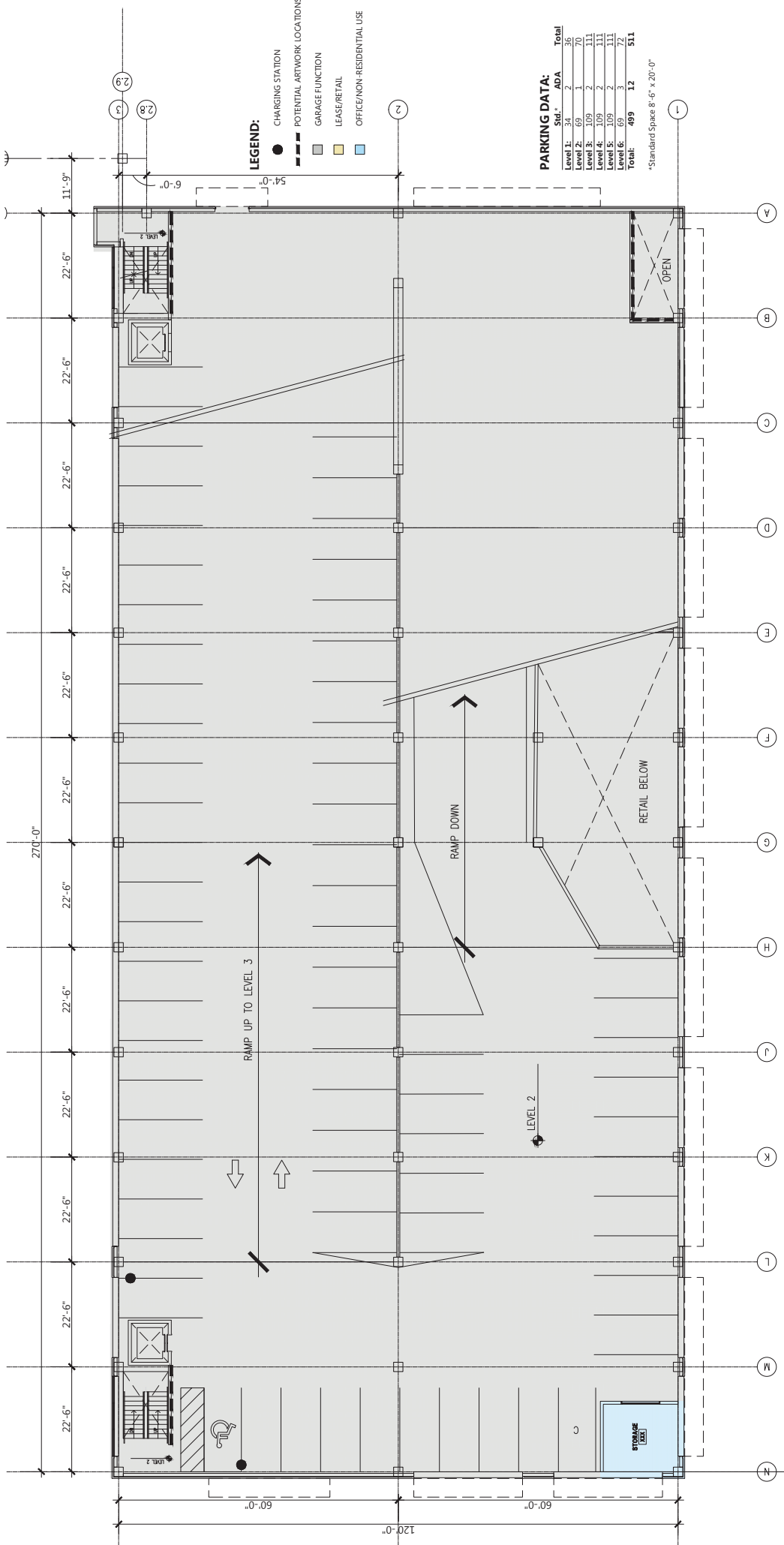


TREE PLANTING
Not to Scale



SHRUB PLANTING
Not to Scale



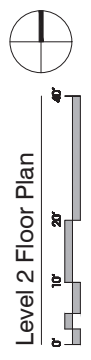


PARKING DATA:

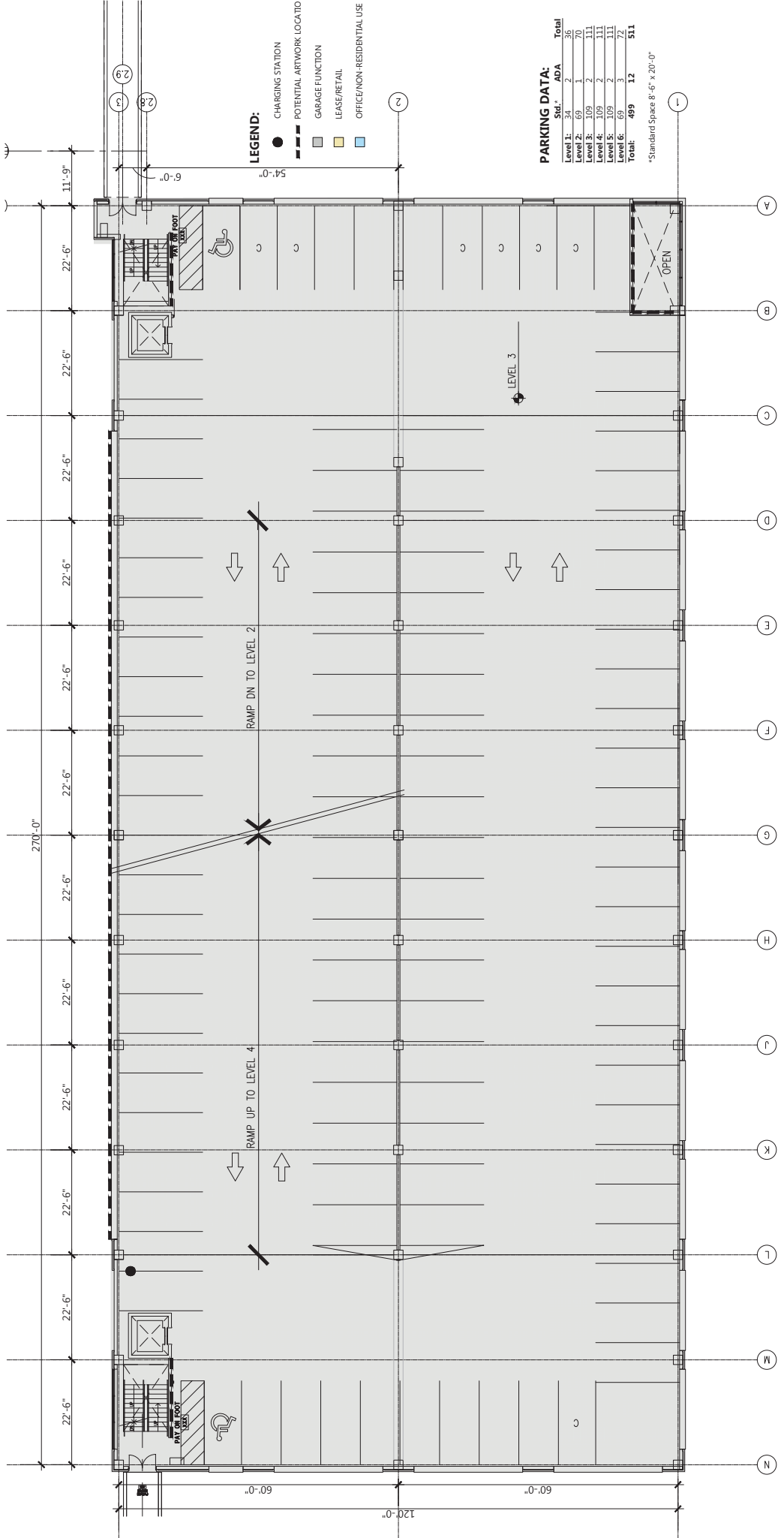
Level	Std.	ADA	Total
Level 1	2	20	22
Level 2	69	2	71
Level 3	109	2	111
Level 4	109	2	111
Level 5	109	2	111
Level 6	69	3	72
Total:	499	12	511

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

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



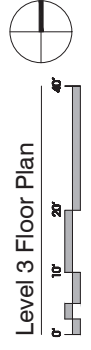
Level 2 Floor Plan



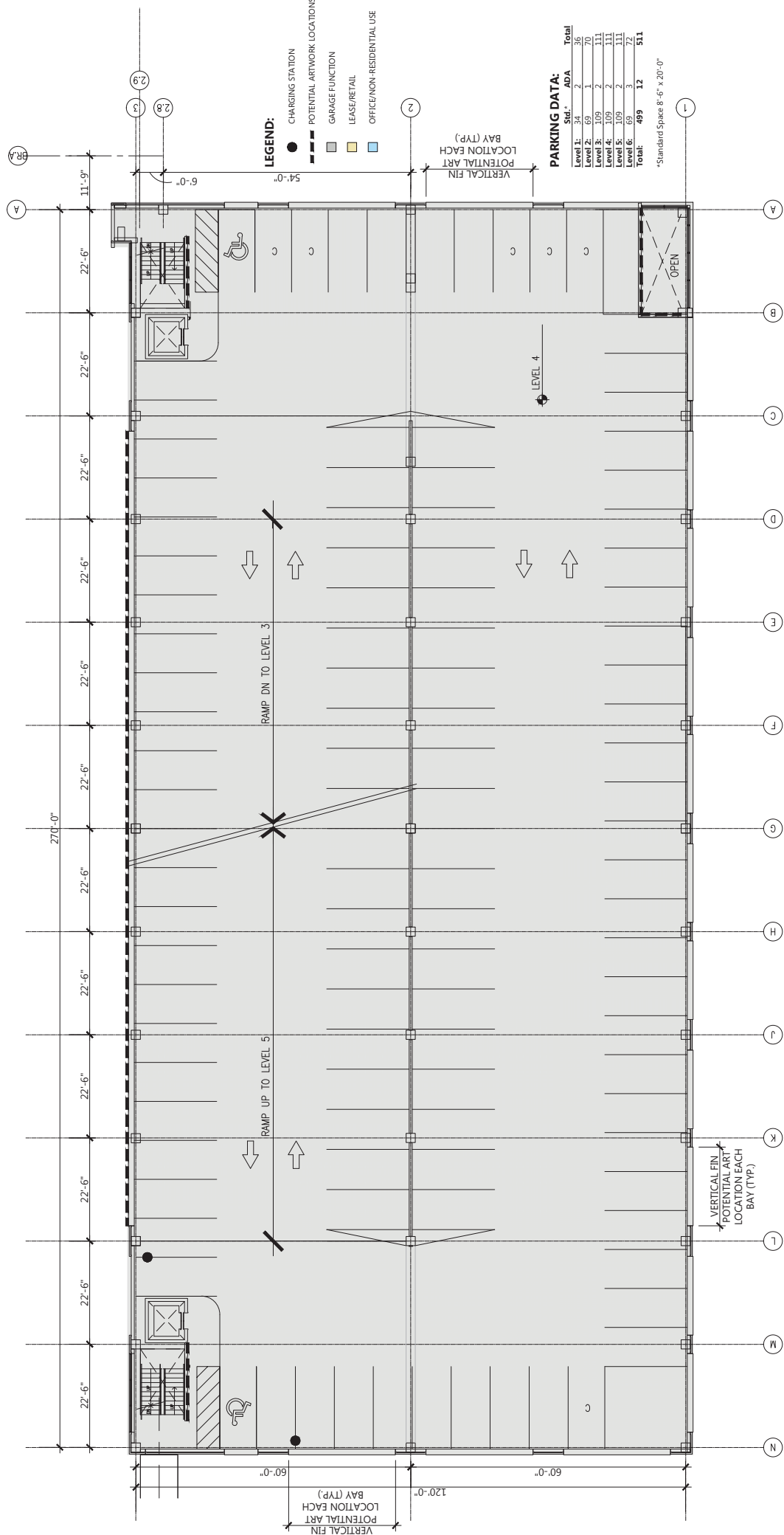
PARKING DATA:

Level	Std.	ADA	Total
Level 1:	69	2	71
Level 2:	69	2	71
Level 3:	109	2	111
Level 4:	109	2	111
Level 5:	109	2	111
Level 6:	69	3	72
Total:	499	12	511

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



Level 3 Floor Plan

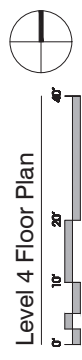


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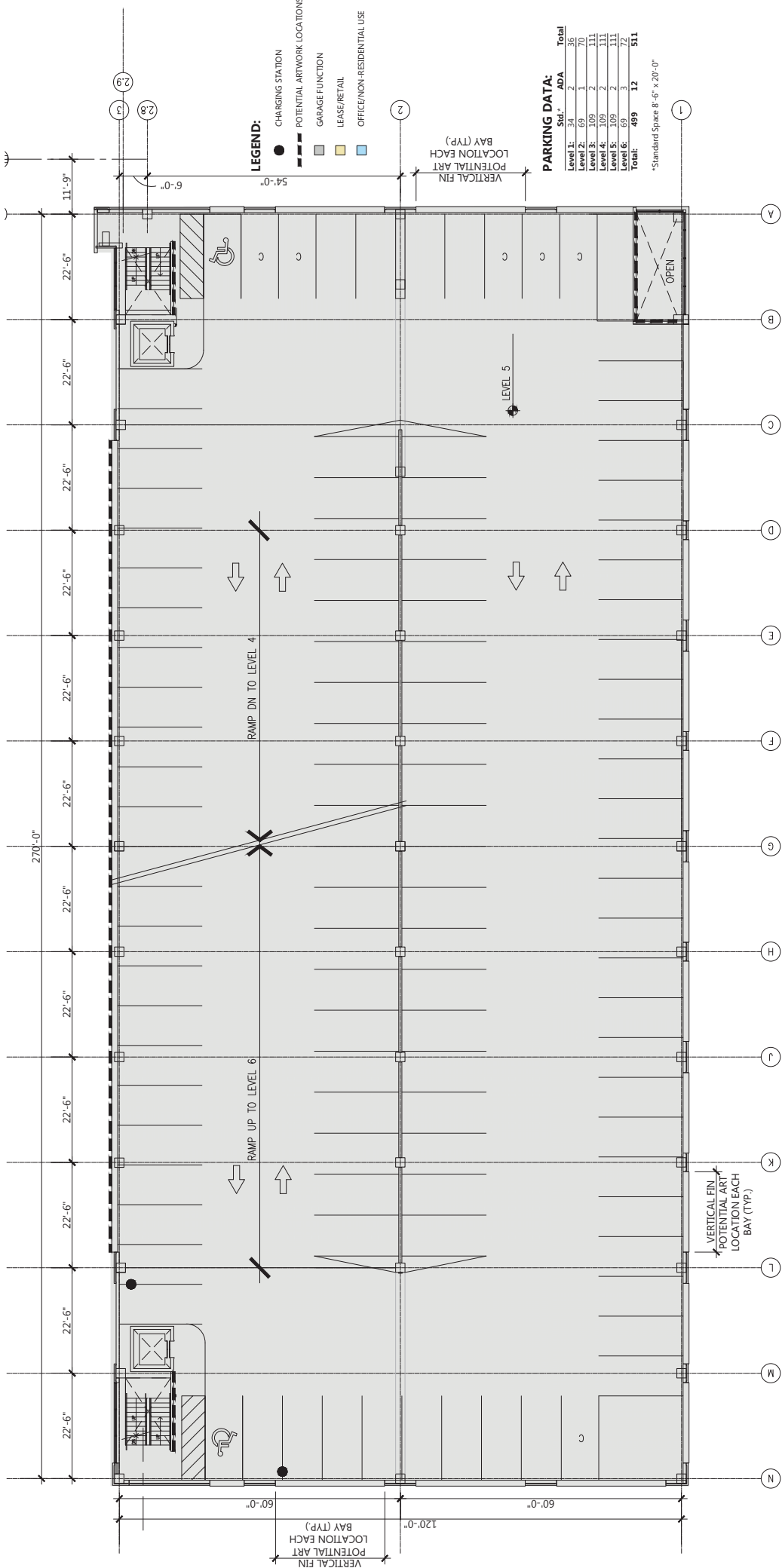
Level	Std.	ADA	Total
Level 1	69	2	71
Level 2	69	2	71
Level 3	109	2	111
Level 4	109	2	111
Level 5	109	2	111
Level 6	69	3	72
Total:	499	12	511

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

- LEGEND:**
- CHARGING STATION
 - ▬ POTENTIAL ARTWORK LOCATIONS
 - GARAGE FUNCTION
 - LEASE/RETAIL
 - OFFICE/NON-RESIDENTIAL USE



Level 4 Floor Plan

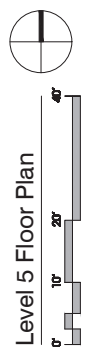


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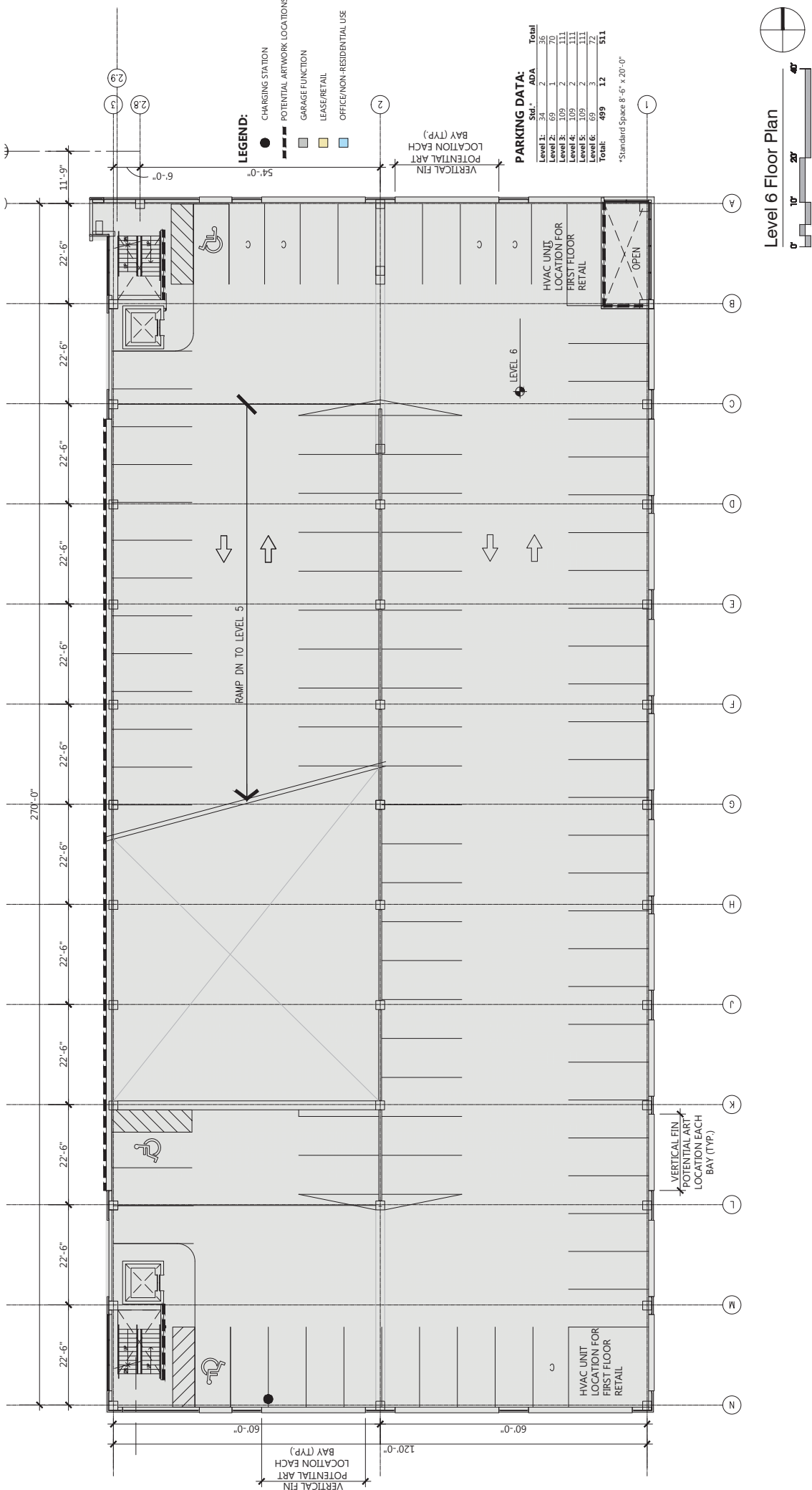
Level	Std.	ADA	Total
Level 1:	69	2	71
Level 2:	69	2	71
Level 3:	109	2	111
Level 4:	109	2	111
Level 5:	109	2	111
Level 6:	69	3	72
Total:	499	12	511

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

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



Level 5 Floor Plan

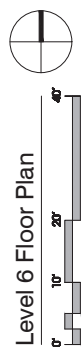


- LEGEND:**
- CHARGING STATION
 - - - POTENTIAL ARTWORK LOCATIONS
 - GARAGE FUNCTION
 - LEASE/RETAIL
 - OFFICE/NON-RESIDENTIAL USE

PARKING DATA:

Level	Std.	ADA	Total
Level 1	63	2	65
Level 2	63	2	65
Level 3	109	2	111
Level 4	109	2	111
Level 5	109	2	111
Level 6	63	3	72
Total:	499	12	511

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

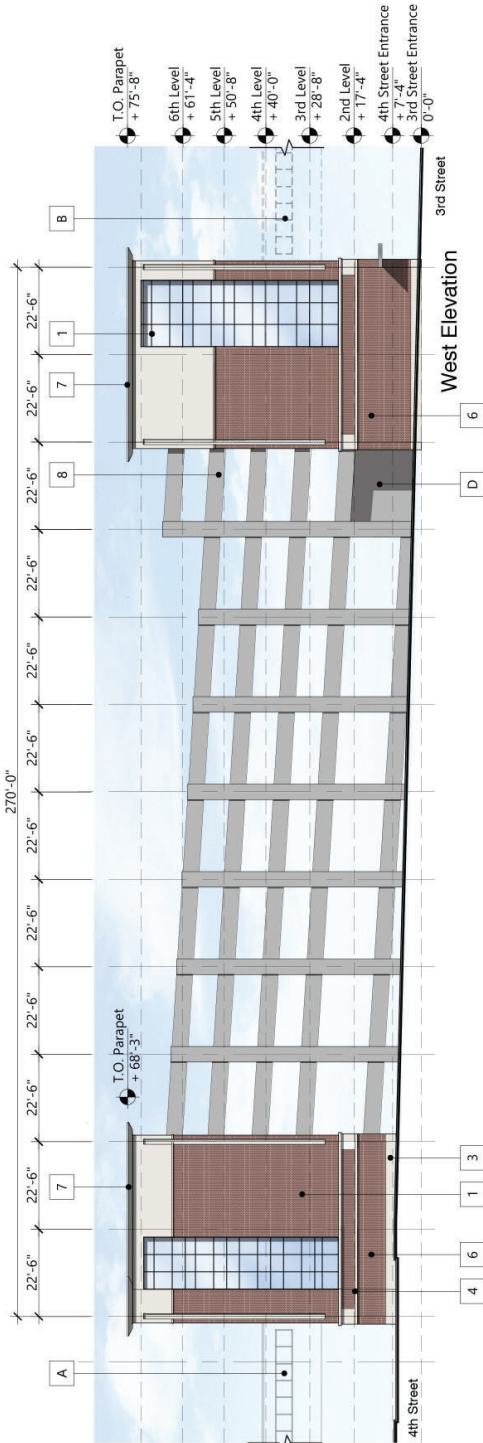
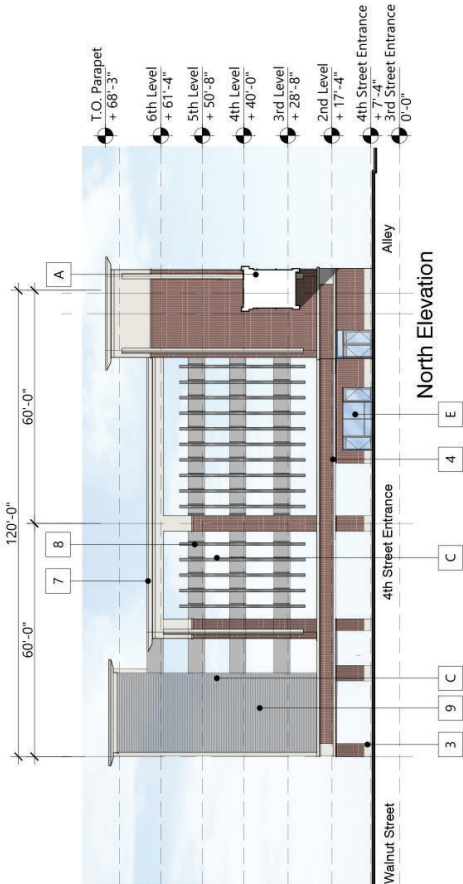


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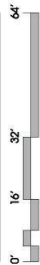
- 1 Clear Anodized Aluminum Storefront with Aluminum Canopy
- 2 Masonry Base - Limestone Color
- 3 Masonry Header - Limestone Color
- 4 Accent Course - Limestone Color
- 5 Brick Masonry Veneer
- 6 Concrete Detail - Precast Concrete, Limestone Color
- 7 Cast-in-Place Concrete
- 8 Perforated Metal Screen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

GENERAL NOTES:

- A Existing Skywalk To Remain in This Location
- B Proposed Skywalk Anticipated Near This Location, I.B.D.
- C Art Opportunity
- D Utility Area (Open to Alley)
- E Restroom Entrance with Frosted Glass (Back Lit)



Exterior Elevations

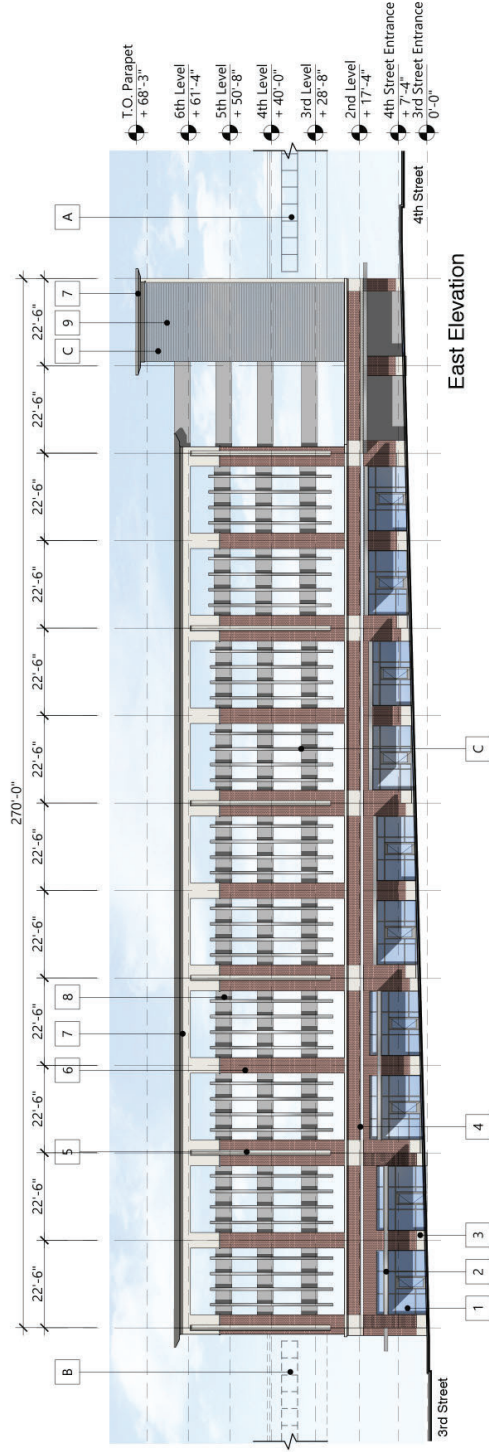
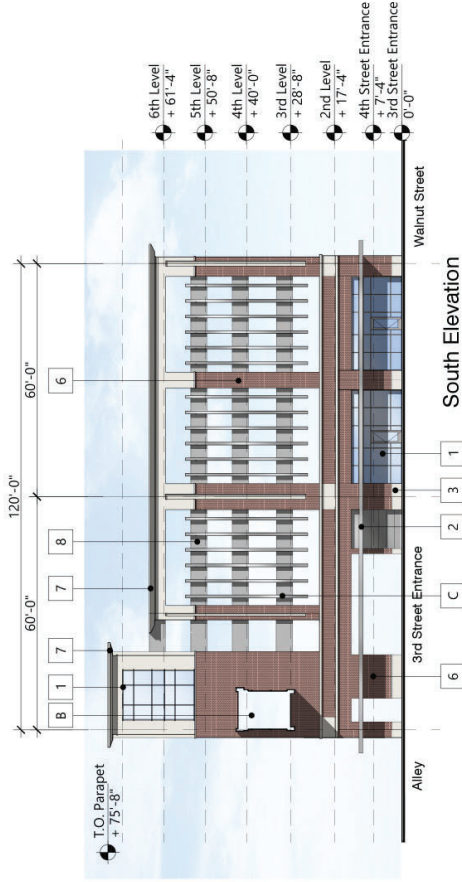


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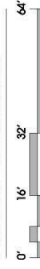
- 1 Clear Anodized Aluminum Storefront with Aluminum Canopy
- 2 Masonry Base - Limestone Color
- 3 Masonry Header - Limestone Color
- 4 Accent Course - Limestone Color
- 5 Brick Masonry Veneer
- 6 Concrete Detail - Precast Concrete, Limestone Color
- 7 Cast-in-Place Concrete
- 8 Perforated Metal Screen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

GENERAL NOTES:

- A Existing Structure To Remain in This Location
- B Proposed Future Structure Anticipated Near This Location, I.B.D.
- C Art Opportunity
- D Utility Area (Open to Alley)
- E Restroom Entrance with Frosted Glass (Back Lit)



Exterior Elevations





Parksmart Information

Parksmart Scorecard								
Project Name:		Bloomington 4th Street Garage (as of 4/29/19) THP 19201.00						
Project Registration #:								
Add Points Attempted for Each Option in White Columns Below								
Parksmart Certification Measure	Options	Max Points Available	Attempt	Maybe	Not Attempt	Objective/Option Description	Required Documentation	Notes/Remarks
MANAGEMENT								
A1 - Parking Pricing	Parking Pricing	6	6			Parking structure charges for the use of parking spaces, allowing for economic and market conditions to impact patrons' decisions on mode of travel.	<input type="checkbox"/> Narrative description of Parking Pricing Program <input type="checkbox"/> Income and expense statement for facility <input type="checkbox"/> Images, pricing list, and other evidence of active Parking Pricing Program	
A2 - Shared Parking	Shared Parking Program	2			2	Parking structure has implemented or participates in a shared parking program by including patrons with offsetting demand peaks.	<input type="checkbox"/> Narrative documenting complementary uses	
	Oversubscription of Parking Permits	2			2	Identify appropriate oversell percentages for permits, (110-140 percent depending on tenant/patron mix), and manage and maintain leasing agreements with mixed use properties and adjust oversell of permits as land uses change.	<input type="checkbox"/> Narrative documenting oversell permits, leasing agreements, and copies of leasing agreements	
	Shared Parking Analysis	6			6	Provide shared parking analysis documenting complementary parking facility uses that reduce spaces required by at least 25 percent from the requirements specified by code or standard off-street parking requirements.	<input type="checkbox"/> Shared parking analysis demonstrating 25 percent reduction in parking spaces required	
A3 - TMA/TMO	Transportation Management Association / Organization	4			4	Parking structure management actively engages with a TMA or TMO and its programs.	<input type="checkbox"/> Documentation of active membership in a local TMA/TMO (i.e.: paid invoice for membership dues) <input type="checkbox"/> One of the following: 1. Narrative of the TMA activities the parking operator or property owner/manager has participated in during the past 12 months. 2. Documentation (including materials) of efforts to work with the TMA/TMO to promote carpooling, transit, biking, and walking	If there is a TMA, does the City participate.
A4 - Recycling Program	Active Recycling Program	2	2			Facility has an established recycling program, meeting all criteria for both Employee and Patron Programs.	<input type="checkbox"/> Narrative documenting program, including the specific materials being recycled and the waste stream hauling contracts <input type="checkbox"/> Images of the public recycling areas verifying signage and availability to users of parking structure <input type="checkbox"/> If facility is seeking points relating to the	
	Percentage of Recycling: At least 25% but less than 50%	1	1			At least 25 percent but less than 50 percent of all solid waste removed from the parking structure is recycled. Measurement must be made by weight, as recorded by trash hauler invoices or by manual measurement.		

	percentage of recycling, provide documentation demonstrating the percentage of recycled material to overall water stream including a minimum of three (3) months of data	At least 30 percent of all solid waste removed from the parking structure is recycled. Measurement must be made by weight, as recorded by trash hauler invoices or by manual measurement.	1		2	Percentage of Recycling: 50% or more
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<p>A5 - Sustainable Purchasing Program</p>	<p>Organized Sustainable Purchasing Program</p>	<p>2</p>	<p>2</p>	<p>1</p>	<p>Facility participates in a recognized sustainable purchasing buying program (or can demonstrate a history of sustainable purchasing), and at least 50% of the non-capital purchasing activity (by dollar amount) is sustainable. The facility management commits to continue this level of sustainable purchasing.</p> <p>All product purchases within five (5) or more product groups are environmentally sustainable and/or regionally manufactured. The facility management commits to continue this level of sustainable purchasing.</p>	<p>a Narrative describing the nature and content of materials purchased on a regular basis a Contract with a third-party that verifies the organization's participation in a green purchasing program, or invoices demonstrating a one year history purchasing environmentally sustainable or regional products a Written statement committing the parking structure to continue environmentally sustainable purchasing practices on an ongoing basis</p>	<p>Proactive maintenance program will be developed</p>	<p>a Copy of facility maintenance manual as well as all associated invoices, logs, schedules, and punch lists that verify the procedures outlined in the manual are being followed a Written commitment by facility owner to adhere to maintenance manual procedures on a continuing basis</p>
<p>A6 - Proactive Operational Maintenance</p>	<p>Purchasing of Product Groups</p>	<p>2</p>	<p>6</p>	<p>1</p>	<p>Facility adheres to a maintenance manual that includes the practices outlined in the standard.</p>	<p>a Copy of facility maintenance manual as well as all associated invoices, logs, schedules, and punch lists that verify the procedures outlined in the manual are being followed a Written commitment by facility owner to adhere to maintenance manual procedures on a continuing basis</p>	<p>Proactive maintenance program will be developed</p>	<p>a A copy of an invoice from the parking structure's cleaning supply distributor detailing supplies purchased with distributor contact information a Documentation of maintenance personnel training describing their education in proper cleaning supply procurement, use, maintenance, and disposal a Photographs of step-by-step instructions next to all cleaning supplies a One of the following: 1. Written statement from parking structure operator indicating a commitment to adhere to environmentally safe cleaning practices on an ongoing basis 2. If a facility does not utilize any cleaning supplies in the occupied spaces, they must provide a written statement attesting to the use of no cleaning supplies.</p>
<p>A7 - Cleaning Procedures - Occupied Spaces</p>	<p>Cleaning Products & Hand Cleaners</p>	<p>2</p>	<p>2</p>	<p>2</p>	<p>Parking structure meets criteria (1) 75 percent of all cleaning chemicals meet criteria (2) and 75 percent of all hand cleaners meet criteria (3) (calculation based on cost).</p>	<p>a A copy of an invoice from the parking structure's cleaning supply distributor detailing supplies purchased with distributor contact information a Documentation of maintenance personnel training describing their education in proper cleaning supply procurement, use, maintenance, and disposal a Photographs of step-by-step instructions next to all cleaning supplies a One of the following: 1. Written statement from parking structure operator indicating a commitment to adhere to environmentally safe cleaning practices on an ongoing basis 2. If a facility does not utilize any cleaning supplies in the occupied spaces, they must provide a written statement attesting to the use of no cleaning supplies.</p>	<p>Proactive maintenance program will be developed</p>	<p>Cleaning products etc used in retail spaces</p>

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

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

Materials	At least 20% but less than 50% reused, repurposed or recycled	2	2	At least 20 percent by less than 50 percent of all construction materials (by weight), used in project(s), are reused, repurposed, or recycled.	Contractor or manufacturer certification that demonstrates the materials were repurposed, reused, or recycled. This documentation must identify the percentage of recycled content in recycled materials used.	
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A14 - Third Party Sustainability Certification	Platinum LEED 2009 or v4	12							12	<p>Documentation demonstrating LEED, Green Globes, or other qualifying program certification. Include relevant documents pertaining to certification levels, project boundaries, active registration, and program application submission package. Documentation and certification need to be current at the time of Green Garage Certification application submission.</p> <p>Recognize parking structures that have achieved a third-party environmental sustainability certification.</p>	<p>a Copy of certificate earned, including name of manager and expiration date of credential where relevant a Letter documenting that the accredited person is responsible for management of day-to-day operations of the facility pursuing Green Garage Certification</p> <p>Review if parking manager has a certification</p>
	Gold LEED 2009 or v4	10							10		
	Silver LEED 2009 or v4	8							8		
	Certified LEED 2009 or v4	6							6		
	Certified any level LEED v2.2	4							4		
	Four Green Globes	12							12		
	Three Green Globes	10							10		
	Two Green Globes	8							8		
	One Green Globes	6							6		
	Energy Conservation or Environmental Sustainability Program	2							2		
	LEED Professional Credential (AP or AP with specialty)	4							4		
	Green Globes Assessor (GGA)	4							4		
	LEED Green Associate	3							3		
	Green Globes Professional (GGP)	3							3		
Certified Administrator of Public Parking (CAAPP)	2							2			
Certified Parking Professional (CPP)	2						2				
Facilities Management Administrator (FMA) or Real Property Administrator (RPA)	1							1			
Certified Facility Manager (CFM)	1							1			
Parksmart Advisor (formerly Green Garage Assessor)	1							1			
Alternative Program	4							4			
A15 - Credentialed Management	LCA performed and savings implemented on project totaling over \$2 million	8							8	<p>a LCA reports describing the various construction options, including the typical baseline, and the data associated with each option. Data required in support of the LCA should include six primary categories: 1. resource extraction processing 2. product manufacturing 3. on-site construction of assemblies 4. related transportation 5. maintenance and replacement cycles over an assumed building service life 6. structural system demolition and transportation to landfill a Invoices and/or images to demonstrate that the construction option(s) with the savings determined by the LCA was implemented.</p>	
	LCA performed and savings implemented on project totaling over \$1 million	6							6		
	LCA performed and savings implemented on project totaling over \$500,000	4							4		
	LCA performed and savings implemented on project totaling over \$100,000	2							2		
A16 - Life Cycle Assessment										<p>Perform a life cycle assessment LCA, before undertaking new construction or major renovations and retrofits, that validates the construction decisions.</p>	
(Must be at least 20)											
Subtotal		90	32	16							

Parksmart Certification Measure	Options	Max Points Available	Attempt	Maybe	Not Attempt	Objective/Option Description	Required Documentation	Notes/Remarks
PROGRAMS	Placemaking	6	2			Parking structure has implemented placemaking features and/or programming on the property that successfully integrate the garage into the surrounding community.	<ul style="list-style-type: none"> ▫ Detailed narrative describing the program, idea, or innovation, associated participants and demonstrated results. Include the points sought for each placemaking initiative. ▫ Images or physical placemaking features, and/or schedules and literature demonstrating placemaking ▫ Images of signage, websites, flyers, and other communications that demonstrate the parking structure is promoting the use of and access to local mass transit ▫ Mapping imagery (i.e.: Mapquest, Google Maps) confirming the distance to the side via a pedestrian friendly path 	Placemaking part of street level retail or garage used at times for community events.
	Access to Mass Transit	4			4	Parking structure is located within a publicly maintained one-half mile walk of a mass transit station, or the facility runs a shuttle service that carries patrons to a mass transit station.	<ul style="list-style-type: none"> ▫ Images of dynamic signage that are labeled with location of signage 	
	Dynamic Signage	1	1			Parking structure vacancy is updated on dynamic signage in the local area to provide drivers with parking vacancy information.	<ul style="list-style-type: none"> ▫ One of the following: <ol style="list-style-type: none"> 1. Signed contract with reservation services company 2. Memorandum of understanding with a parking reservation company 3. Screen shot images of the parking facility's listing on a parking application or web site 	
	Wayfinding System	2		2		Parking structure is listed on an external wayfinding platform technology (such as a smart phone application or web site) that provides location, navigation, and pricing information.	<ul style="list-style-type: none"> ▫ One of the following: <ol style="list-style-type: none"> 1. Signed contract with reservation services company 2. Memorandum of understanding with a parking reservation company 3. Screen shot images of the parking facility's listing on a parking application or web site 	Review if there is a web site smart phone application.
B3 - Wayfinding Systems - External	Reservation System	1			1	Parking structure is listed on an external wayfinding platform (such as a smart phone application or web site) that allows customers to make reservations prior to entering the facility.	<ul style="list-style-type: none"> ▫ Narrative describing <ol style="list-style-type: none"> 1. Wayfinding technologies and practices in use 2. For level counting, details of the space boundaries 3. System/process for monitoring the vehicle counts 4. Process for manually validating and correcting vehicle count discrepancies 5. Make/model of automatic electronic signage and sensor technology 6. Floor plan (or description) of sign and sensor locations 	
	Parking Guidance via Single Space Detection	4			4			
	Parking Guidance via Electronic Level Occupancy Detection	3			3	Implement internal wayfinding systems to reduce the time required to locate and park vehicles once drivers have entered the parking facility.		
	Parking Guidance via Automatic Variable Signage	2	2					
B4 - Wayfinding Systems - Internal	Parking Guidance via Manual Count and Static Signage	1			1			

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

89 - Alternative Fuel Vehicles	AFV: Reserved Parking Spaces	3	3	3	Reserve two percent (2%) of the parking spaces within the project boundary for AFVs (minimum of two spaces per structure). These spaces shall be clearly marked for AFV use. If a facility provides electric vehicle charging stations or other AFV fueling stations, these spaces may be included in AFV count.	<ul style="list-style-type: none"> a Documentation that the AFV incentives are sufficiently promoted and displayed a Narrative describing the policies for verifying proper use of AFV spaces, as well as procedures and penalties for handling violators a Images of preferred, exclusive AFV parking locations amassing at least 2 percent of the total number of spaces a Documentation or images of discounted AFV parking rates if applicable 	
	AFV: Rate Discount	3		3	Provide a rate discount to all monthly and reservation AFV patrons of at least 20 percent.	<ul style="list-style-type: none"> a Summary listing of all vehicles in fleet with fuel source denoted a Narrative detailing any special circumstances a Invoices related to purchases of AFVs or copies of vehicle registration(s) 	Review if AFVs used in vehicles used for security or other services
810 - Alternative Fuel Fleet Vehicles	At least 50% of fleet vehicles are powered by alternative fuels	4		4	Encourage the use of shuttle, security, and other fleet vehicles that use alternative fuels.		
	At least 25% but less than 50% of fleet vehicles are powered by alternative fuels	2		2			
	Meets Tier One and Tier Two criteria	6		6	<p>Tier 1 Criteria includes providing 100 bicycle parking spaces for every 20 vehicle parking spaces within the project boundary, providing a rack or other means for locking or securing bicycles, signage, both interior and exterior, directing people to the designated bicycle parking areas, and providing at least 50 percent of all bicycle parking covered via permanent structure, such as roof, overhang, awning, or bicycle locker. Tier 2 Criteria includes providing restrooms and water fountains/access to drinking water, showers and/or private changing rooms, storage lockers for personal gear, and a mechanic station or work bench with tools to fix simple bicycle repairs, air pump, and proper lighting.</p>	<ul style="list-style-type: none"> a Invoices related to equipment purchases a Images of each installed feature and associated signage a Site aerial view (image or architectural schematic) showing bicycle facilities relative to building entrances a Documentation listing vehicle and bicycle capacity 	
811 - Bicycle Parking	Meets Tier One criteria	4		4			
	Contains bicycle sharing or bicycle rental hub	6		6	Promotes a bicycle sharing/rental hub(s) within one quart mile walking radius of the garage, featuring signage within the garage promoting and encouraging the use of the hub.	<ul style="list-style-type: none"> a For on-site bicycle sharing, plans showing capacity of garage, location of bicycles and number of bicycles a Image showing bicycles and storage mechanism a Printed map showing the parking structure and bicycle sharing locations within or near the parking structure a Images or copies of program marketing materials a Images depicting the program, photos or other files as appropriate a Narrative description of the program, objective and its implementation 	Review if rental hub within quarter mile of garage
812 - Bicycle Sharing/Rental	Promotes bicycle sharing or bicycle rental hub	4		4			
	Marketing/Educational Program	4		4	Parking structure incorporates a public, permanent educational program to demonstrate environmentally sustainable design and operations.		
813 - Marketing/Educational Program		64		21			
(Must be at least 20)	Subtotal			13			

Parksmart Certification Measure	Options	Max Points Available	Attempt	Maybe	Not Attempt	Objective/Option Description	Required Documentation	Notes/Remarks
TECHNOLOGY AND STRUCTURE DESIGN								
C1 - Idle Reduction Payment Systems	Idle Reduction Payment Systems	4	4			Parking structure has implemented a payment system that reduces or eliminates idling in the egress parking lanes.	<ul style="list-style-type: none"> □ Images of entrance and exit lanes □ Images of payment systems □ Narrative describing the facility's payment system and how it reduces vehicle idling upon exit 	There will be a pay-on-foot system
	Halon Free Fire Suppression Systems	2	2			All of the fire suppression equipment in the parking structure is documented to be free of halon.	<ul style="list-style-type: none"> □ One of the following for every fire suppression device installed in the parking structure: <ol style="list-style-type: none"> 1. Image of fire extinguisher or suppression system label or inspection tag that demonstrates a halon-free system 2. Bill of sale showing model number(s) and accompanied specifications describing the system fire suppression materials □ Manufacturer and product name of all coatings applied over the past two (2) years and documentation demonstrating that these coatings are no- or low-VOC □ Listing of areas where coatings have been applied, including application dates and description □ Copy of policies put in place regarding no- or low-VOC materials or commitment that only no- or low-VOC materials will be procured and applied in the future 	
C3 - No/Low VOC Coatings, Paints, Sealants	No/Low VOC Coatings, Paints, Sealants	2	2			Parking structure has procured and applied only no- or low-VOC materials, as defined above, over the last two years and intends to continue utilizing these materials in the future.	<ul style="list-style-type: none"> □ Device make and model with year purchased □ Image of the dedicated area where patrons can access initiation station □ Image showing proper signage and instructional information for patrons □ Description of maintenance and operational plan 	
	Fire Initiation Stations	2	2			Parking structure meets the criteria outline in the standards for the initiation station, including having installed pedestal or wall-mounted electric fire initiation station, signage directing patrons to the stations, and a dedicated area or stall for safe operation.	<ul style="list-style-type: none"> □ Make, model, charging level (J1, DC) and quantity of each EVSE □ Number of charging points installed □ Images of installed device(s) with signage □ Description of plan to enforce access rules for EV spaces 	
C4 - Fire Initiation Stations	Two or more DC Fast Chargers	5			5			
	One DC Fast Charger	4			4			
	Two or more AC Level II EV Chargers, equaling at least 1% of all parking spaces	5	5					
	Two or more AC Level II EV Chargers, equaling at least 0.5% but less than 1% of all parking spaces	4	4			4		
C5 - EV Charging Stations	At least one AC Level II EV Charger, equaling less than 0.5% of all parking spaces	2						
	Level I equipped spaces equaling at least 0.5% of all parking spaces	1			1			
	No additional payment is required to charge vehicles	1			1			

C6 - HVAC Systems - Occupied Spaces	Energy Efficient System	2	2			One or more of the energy efficient mechanical systems listed in the standard has been installed in equipment serving the occupied spaces.	<ul style="list-style-type: none"> □ Narrative describing efficient energy systems, energy sources, and the size/location of the conditioned zones □ Specification data sheet for each HVAC system □ Images of rating plates of each heating and cooling device, showing the model number and ENERGY STAR rating 	Retail space considered "Occupied space" as part of garage.
	CO Sensors	1	1			Sensors capable of detecting unsafe levels of CO are installed and engage the ventilation system at appropriate power levels to maintain safe air quality at all occupied times.	<ul style="list-style-type: none"> □ Narrative describing the air quality sensor system, make and model of components, locations of sensors, and types of contaminants being monitored □ Specification data sheet for the air quality sensors and control systems 	
	Programmable Thermostats	2	2			Programmable thermostats have been installed and programmed with temperature setbacks to reduce the system demand when the occupied spaces are vacated.	<ul style="list-style-type: none"> □ Narrative describing each make, model, and quantity of thermostat units in use, heating/cooling zones and locations of thermostats □ Description of Building Management System (BMS), if in use □ Documented plan detailing the time and temperature setbacks and setbacks, along with procedures for altering the plan to accommodate changes of season, daylight savings time shift, holidays, and any other applicable scheduling changes □ Images of thermostat devices showing units are not obstructed 	
	Environmentally Safer Coolants	1	1			Parking structure does not use any CFC or HCFC as HVAC coolants.	<ul style="list-style-type: none"> □ One of the following: <ol style="list-style-type: none"> 1. Model, make, and specification data sheet for each system that utilizes coolant, with the coolant type clearly identified 2. Images of equipment label showing the coolant type in use for each HVAC system in use 	

C7 - Ventilation Systems - Parking Decks	Demand Controlled Ventilation	3			3	Facility uses air quality sensors mounted throughout the garage to detect undesirable levels of carbon monoxide (CO). Sensors must be configured to (1) directly control fan operation, or (2) be continuously connected to a dedicated monitoring and control instrument which controls the fans, or (3) be continuously connected to a building automation system that controls the fans.	<ul style="list-style-type: none"> a Manufacturer's specifications for air quality sensors that demonstrate at least +/- 5% accuracy, drift not to exceed 5% per year, and calibration is not required more than once per year 	
	Variable Air Flow System	2			2	Fans are configured to provide proportional ventilation (i.e. equipped with VFD or multi-fan arrays in all zones with individual fan controls).	<ul style="list-style-type: none"> a Complete inventory of the existing ventilation system, including model numbers, age, specifications (full electrical and capacity information) and average run time of all system components (fans, motors, sensors) 	
	Schedule or Occupancy Controls	1			1	Fan motors are directly controlled by scheduled timers, occupancy sensors, or other systems that are programmed or detect human or environmental behavior in order to predict the gas levels inside of the structure, as opposed to measuring the air quality levels in real time.	<ul style="list-style-type: none"> a For timers, include documentation on manufacturer's specifications, table showing the time schedule that is programmed, operating hours of facility, and manager's procedure for updating the schedule for changes in operating hours a For occupancy sensors, include specification for all equipment and narrative describing the system operation 	
	Calibration and Maintenance	1			1	Ventilation system, including all sensors and motors, are inspected and calibrated at least once every two years.	<ul style="list-style-type: none"> a Invoice of maintenance, inspection, and calibration service performed within the last 24 months a Written policies for having maintenance performed or written statement that operator commits to inspection and calibration service at least once every two years 	
	Design for Natural Ventilation	6	6			Facility has been designed with natural ventilation chimneys or is open air and does not have any ventilation systems installed in any of the parking decks.	<ul style="list-style-type: none"> a Architectural drawings or images demonstrating that facility was designated for open air natural ventilation, highlighting the ventilation chimneys and exterior vents or windows. a Written statement declaring the facility does not have any mechanical ventilation systems serving any of the parking decks 	
	At least 75% of lighting fixtures controlled by occupancy sensors	6				6		<ul style="list-style-type: none"> a List of the lighting control equipment (including make and model) a Image of each type of lighting control device a Lighting plan that illustrates the type, quantity, and location of each controlled fixture a Schedules of all timer control sequences (if applicable)
	At least 50% of lighting fixtures controlled by occupancy sensors	4	4					
At least 50% of lighting fixtures controlled by advanced programmable system	3				3			
At least 50% of lighting fixtures controlled by simple timer	2				2			
At least 25% of lighting fixtures on lighting controls	1				1			
At least 60% of (exterior) lighting fixtures controlled by photocells or occupancy sensors	2	2						
At least 60% of (exterior) lighting fixtures controlled by programmable timer	1				1			
C8 - Lighting Controls								

C9 - Energy Efficient Lighting System	Lighting Power Density (LPD)	7	4		The ratio of wattage of the installed luminaires compared to the floor area of the illuminated space. The lower the ratio, the more efficient the lighting technology system is.	<ul style="list-style-type: none"> a Calculations of Lighting Power Density supported by all of the following data: <ol style="list-style-type: none"> 1. Installed lighting count and specifications (showing average lamp life) 2. Floor plan denoting facility square footage 	
	Average Rated Lamp Life	1	1		A light source with a higher Average Rated Lamp Life (>=45,000 hours) has a reduced environmental impact.	<ul style="list-style-type: none"> a Invoices or contract with lighting recycling company that handles the removal of expired lamps 	
C10 - Stormwater Management	Implement an Erosion and Sedimentation Control Plan	2	2		Implement an Erosion and Sedimentation Control Plan (ESC) that meets or exceeds municipal and local watershed flood and erosion control targets, or comply with the Green Globe Stormwater Management Criteria for quantity.	<ul style="list-style-type: none"> a Erosion and Sedimentation Control Plan (ESC) or documentation of compliance with Green Globe Stormwater Management Criteria for quality 	
	Meet or exceed Municipal and Local Watershed Water Quality Control Targets	2	2		Meet or exceed municipal and local watershed water quality control targets, (i.e. 80 percent TSS removal) or demonstrate compliance with Green Globe Stormwater Management Criteria for quality.	<ul style="list-style-type: none"> a Documentation demonstrating adherence to municipal and local watershed quality control targets with respect to Total Suspended Solids Plan, or compliance with Green Globe Stormwater Management Criteria for quality 	
	Retain minimum of 50% of total average rainfall	2		2	Retain minimum of 50 percent of the total average rainfall volume, verified by a Site Water Balance Assessment or demonstrate compliance with Green Globe Stormwater Management Criteria.	<ul style="list-style-type: none"> a Site Water Balance Assessment for a minimum of 50 percent of the total average rainfall volume, or compliance with Green Globe Stormwater Management criteria 	
C11 - Rainwater Harvesting	Rainwater Harvesting	4		4	Parking structure harvests rainwater with a collection system containing a storage capacity of 7,500 gallons or more.	<ul style="list-style-type: none"> a Narrative describing the system, process for utilizing the rainwater, and estimates for amount of fresh water that is saved by the rainwater collection system a Images of rainwater catchment, storage, and delivery system a Rainwater harvesting system design plans a Equipment and installation invoices 	
C12 - Greywater Reuse	Greywater Reuse	2		2	Parking structure has installed a system to capture and properly use greywater.	<ul style="list-style-type: none"> a Narrative describing the system and the amount of fresh water it conserves a Images of the greywater system a Design plans of the greywater system a Equipment and installation invoices 	
C13 - Indoor Water Efficiency	Efficient Fixtures	2	2		All faucets, toilets, and urinals within the project boundary meet the criteria in the standard including (1) all faucets are EPA WaterSense approved or have WaterSense-approved aerators (or equivalent), (2) all public faucets have a maximum flow rate of 0.4 gallons/minute, and (3) all toilets and urinals within the structure are WaterSense-approved (or equivalent) or are waterless.	<ul style="list-style-type: none"> a WaterSense Credit-provide one of the following: <ol style="list-style-type: none"> 1. A copy of all faucet and toilet receipts and specification sheet for each fixture 2. A dated plumbing inspection report confirming installation of acceptable fixtures a LEED Credit-provide one of the following: <ol style="list-style-type: none"> 1. Copy of the LEED certification demonstrating the acceptance of WE3 2. Calculations of documented baseline versus design case water use 	Retail space considered "Occupied space" as part of garage.

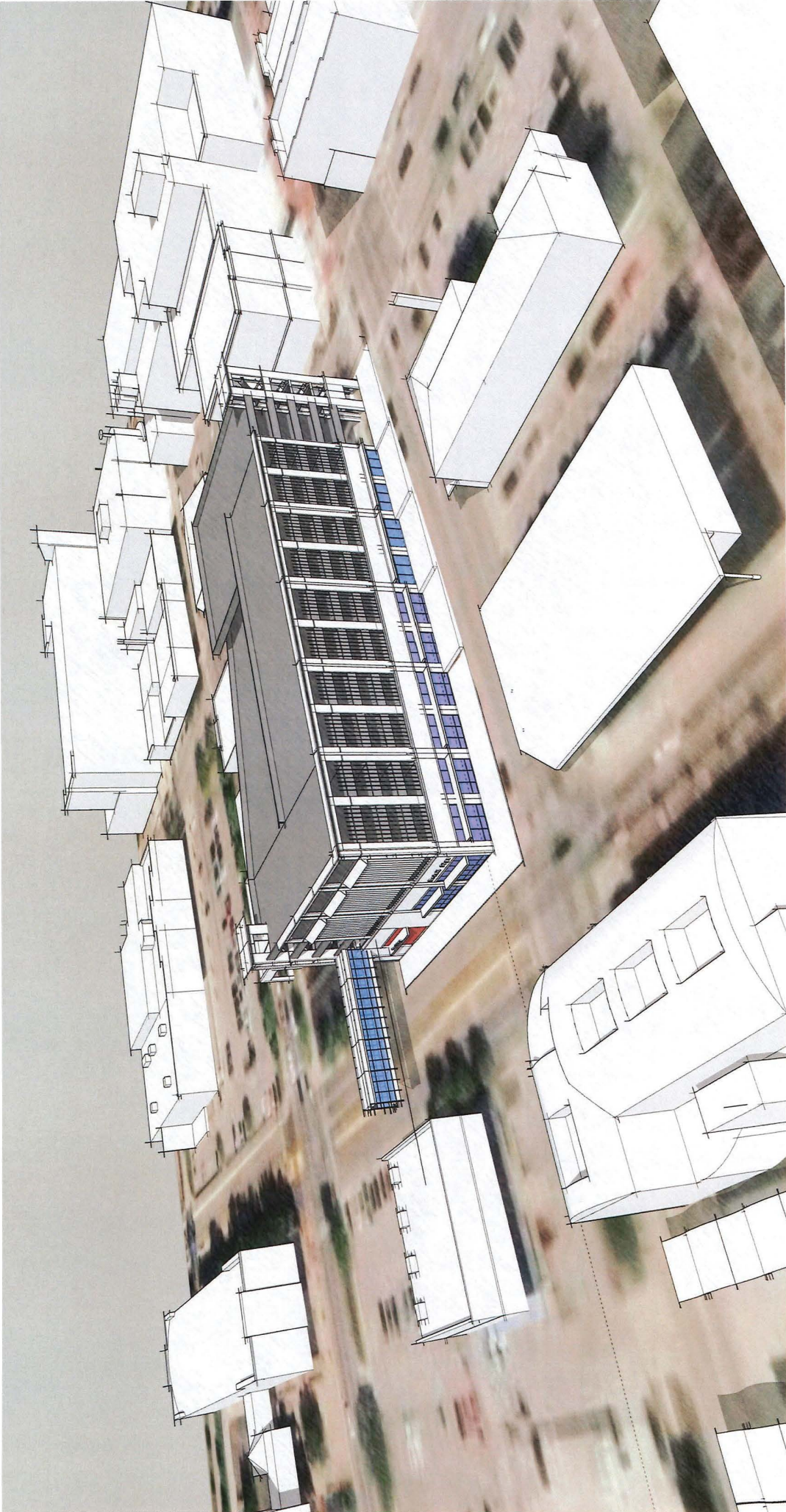
C14 - Water Efficient Landscaping	Water Efficient Landscaping	2	2				<p>Parking structure has installed water-efficient landscaping to meet one of the criteria outlined in the standard and the landscaping covers at least 10% of the total project boundary.</p>	<p>a One of the following: 1. Narrative and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

	At least 5% and less than 25% of energy is offset by RECs	1			1		RECs at the same or higher percentage of the energy consumed by the facility.	
C17 - Design for Durability	Design for Durability	6	6				<ul style="list-style-type: none"> Complete documentation confirming compliance with applicable options outlined above. If more than one construction form has been employed, provide the appropriate documentation for each form. Written statement by a licensed professional endorsing the project's adherence to these options. 	
C18 - Energy Resiliency - Storage	Grid Interactive Energy Storage	2			2		<ul style="list-style-type: none"> Electrical single line drawing demonstrating the design of the grid interactive storage solution Images of the installed energy storage solutions Narrative describing renewable energy integration 	
	Grid and On-site Renewable Interactive Energy Storage	4			4			
		88	51	11				
INNOVATION								
D1 - Innovative Approach	Innovative Approach	6	2	2			<p>Innovative Approach</p> <ul style="list-style-type: none"> Detailed narrative describing the innovative approach and strategies used to achieve environmental sustainability benefit Supporting documentation for the metrics used to verify compliance, demonstrating quantitative performance improvements for environmental benefit (establishing a baseline of standard performance for comparison) Documentation demonstrating the facility has exceeded an existing Green Garage Certification Measure's maximum metric by at least 50% Assumptions made to determine baseline and justification for improvements over the baseline 	Additional durability provisions and detailing

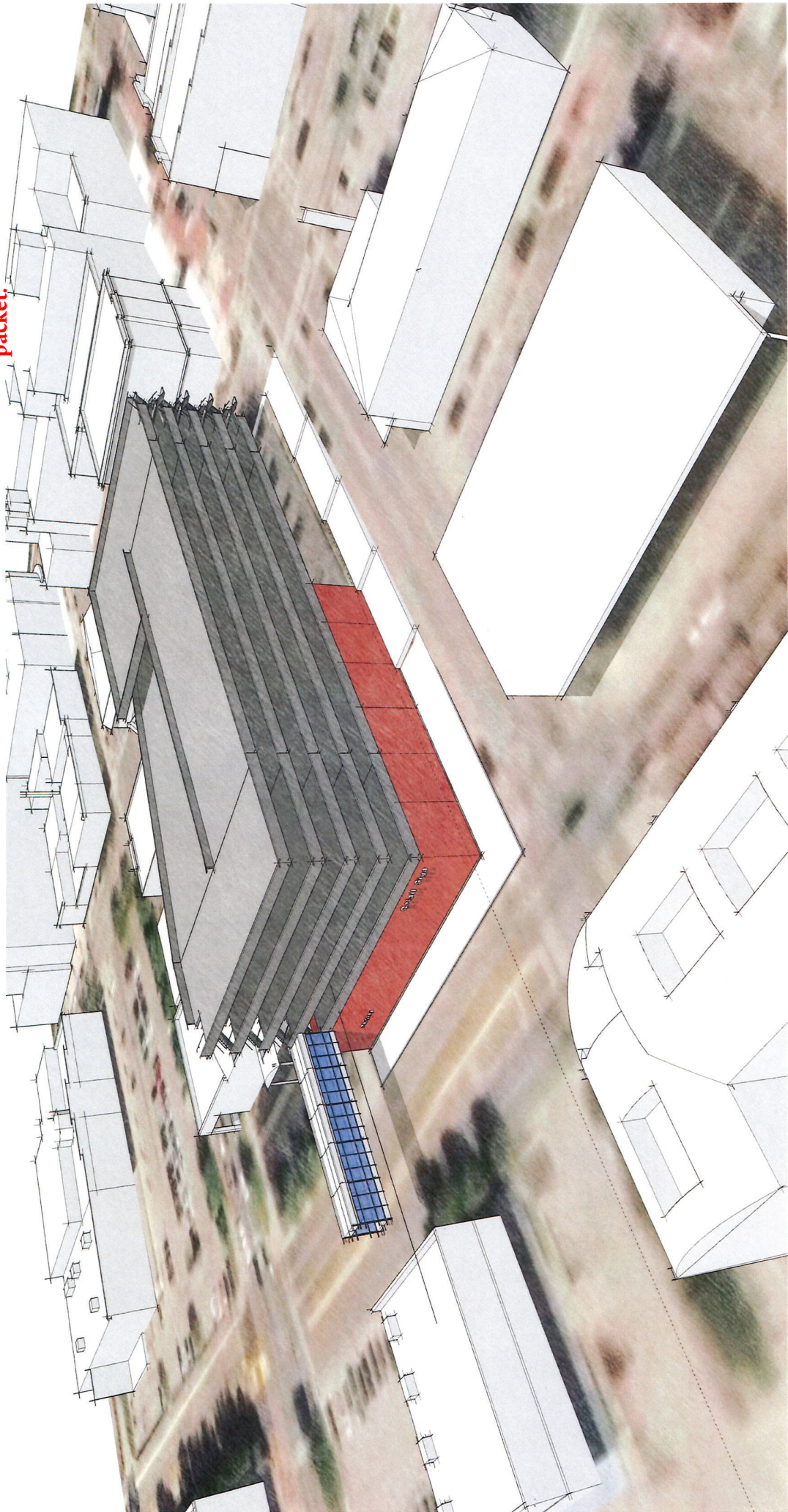
TOTALS	Max Points Available	Attempt	Maybe	Not Attempt
Management Subtotal	90	32	16	
Programs Subtotal	64	21	13	
Technology and Structure Design Subtotal	88	51	11	
Innovation	6	2	2	
Total	248	106	42	0

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

**Images for surrounding
scale ONLY. Architecture
has changed. See images
earlier in packet.**



Images for
surrounding scale
ONLY. Architecture
has changed. See
images earlier in
packet.



Images for surrounding scale
ONLY. Architecture has
changed. See images earlier in
packet.



Tuesday 2 July 2017

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

Dear Commission Members,

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

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

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

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

With deepest regards,



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