

**CITY OF BLOOMINGTON**



**PLAN COMMISSION**

**July 8, 2019 @ 5:30 p.m.  
COUNCIL CHAMBERS #115  
CITY HALL**

**CITY OF BLOOMINGTON  
PLAN COMMISSION  
July 8, 2019 at 5:30 p.m.**

**❖City Council Chambers – Room #115**

**ROLL CALL**

**MINUTES TO BE APPROVED:** None at this time

**REPORTS, RESOLUTIONS AND COMMUNICATIONS:**

**CONSENT AGENDA:**

PUD-21-19     **The Ridge Group, Inc.**  
1841 W. Ezekiel Dr.  
Request: Planned Unit Development (PUD) final plan approval to allow the construction of 130 dwelling units.  
Case Manager: Eric Greulich

**PETITIONS:**

MP-28-18     **Adoption of the Transportation Plan for the City of Bloomington**  
*The Common Council reviewed, revised, and approved a final version of the Transportation Plan, an amendment to the Comprehensive Plan, at their May 22, 2019 meeting. The Plan Commission must file a report approving or rejecting the amendments made by the Common Council as the last step of the adoption process. If approved, the Plan is adopted. If rejected, the Common Council may consider adoption through another resolution. The Plan and other information can be accessed at: <https://bloomington.in.gov/transportation/plan>*  
Case Manager: Beth Rosenbarger

SP-23-19     **City of Bloomington**  
105 & 111 W. 4<sup>th</sup> St., and 222 S. Walnut St.  
Request: Site plan approval for a new parking garage with waivers in the Commercial Downtown (CD) zoning district.  
Case Manager: Jackie Scanlan

**\*\*Next Meeting August 12, 2019**

**Last Updated: 7/5/2019**

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

**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT****CASE #: MP-28-18  
DATE: June 10, 2019**

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**PETITIONER:** City of Bloomington

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**REQUEST:** The City is requesting approval of the Transportation Plan, an amendment to the Comprehensive Plan, for the City of Bloomington. This Transportation Plan will replace the 2002 Master Thoroughfare Plan and the 2008 Bicycle and Pedestrian Transportation and Greenways System Plan.

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**BACKGROUND:** The process to update the Transportation Plan began with updating the Comprehensive Plan, and then the Transportation Plan specifically began in late 2017. Per state code (I.C. 36-7-4-510), the Plan was reviewed, revised, and approved by the Plan Commission in November, 2018 through two special hearings. Then, the Common Council reviewed and considered the Plan. As part of their process, the Common Council revised and approved a final version at their May 22, 2019, meeting through Resolution 19-01. Again per state code, because the Common Council revised the version that Plan Commission approved in November, the Plan Commission must review the Council's final version as a final step in the adoption process.

The Common Council issued a report, dated May 31, 2019 that details the changes made. Unless extended by the Common Council, the Plan Commission has 60 days to file a report approving or rejecting the changes made. If approved, the Plan is effective the date the report is filed. If rejected, the Common Council may elect to adopt it through new resolution. If no action is taken within 60 days, then the Plan is effective.

The Common Council adopted 40 amendments, the overall result did not substantively change policy, guidance, and/or intent of the Plan that was first approved by the Plan Commission. Many amendments focused on clarifying the language, intent, and prioritization of pedestrians.

Plan Commission members should review the changes the Common Council made to the Plan.

This report can be accessed on the Transportation Plan website:

<https://bloomington.in.gov/sites/default/files/2019-06/Transportation%20Plan%20Amendments%20--%20Return%20to%20Plan%20Commission%20-%20Packet.pdf>. A copy of the final Plan, along with pertinent information, will be posted on the Transportation Plan website at: <https://bloomington.in.gov/transportation/plan>.

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**RECOMMENDATION:** Staff recommends the Plan Commission approve the final version of the Transportation Plan, an amendment to the Comprehensive Plan.



**City of Bloomington  
Office of the Common Council**

May 31, 2019

Joe Hoffmann, President  
City of Bloomington Plan Commission  
City Hall, Suite 160  
Bloomington, IN 47402

Dear Prof. Hoffmann,

On Wednesday, May 22, 2019, the Common Council approved Resolution 19-01 - To Adopt the City's Transportation Plan as an Amendment to the City's Transportation Plan, with 40 amendments. As you may know, the Plan Commission forwarded a proposal to the Common Council to adopt a new Transportation Plan on December 10, 2018. The Common Council began its deliberations on January 16, 2019 and, in early February, suspended its deliberations, for about two months to provide more time for members of the Council and public to learn more about this plan and how it would affect the community over the next twenty years.

I.C. 36-7-4-510 provides that, in the event the Common Council amends Plan Commission proposals to amend the City's Comprehensive Plan, the Council must return the proposal with a written statement of reasons for the amendments. Unless extended by the Common Council, the Plan Commission then has 60 days to file a report approving or rejecting the amendments. If you have any questions about how the Plan Commission should proceed under statute, please consult your attorney.

This letter and the accompanying materials are intended to commence your review of these changes. The accompanying materials include a copy of Resolution 19-01 (signed by the Council President) and an amendment packet. This amendment packet is comprised of an Index of all amendments, including both amendments that were adopted and those that were not (the latter of which are indicated by gray rows in the Index). Please note, however, that the amendment packet only includes copies of the amendments adopted by the Council (along with any attachments). For the required written statement of reasons for the amendments, please see the first page of each amendment for a box entitled "Supported by the Following Sections of the Comprehensive Plan" and the text in the Synopsis (which also appear in the Index. Please note that, at this point, there is no version of the Transportation Plan which incorporates these changes.

Thank you for the hard work of your commission in helping formulate these important policies for the City.

Sincerely,

Dave Rollo, District IV, President  
Bloomington Common Council

attachments: resolution 19-01; amendment packet, which includes the Index of Amendments and copies of the adopted amendments (with any attachments)  
cc: Council Members; City Clerk

**RESOLUTION 19-01****TO ADOPT THE CITY'S TRANSPORTATION PLAN AS AN AMENDMENT TO THE CITY'S COMPREHENSIVE PLAN**

- WHEREAS, pursuant to Indiana Code 36-7-4-501, the Plan Commission is responsible for preparing comprehensive plans and amendments thereto and forwarding them to the Common Council; and
- WHEREAS, A new Comprehensive Plan was adopted on March 20, 2018, in accordance with Indiana Code 36-7-4-500; and
- WHEREAS, while a Transportation Plan was not included in the adopted Comprehensive Plan as provided by Indiana Code 36-7-4-503, the City Planning and Transportation Department and Plan Commission were directed by the Comprehensive Plan to create a new Transportation Plan; and
- WHEREAS, upon adoption, the Transportation Plan will replace the existing Bicycle and Pedestrian Transportation and Greenways System Plan as well as the Master Thoroughfare Plan; and
- WHEREAS, pursuant to Indiana Code 36-7-4-511, each amendment to the Comprehensive Plan must be approved following procedures set forth in the 500 series; and
- WHEREAS, the new Transportation Plan, which is an amendment to the Comprehensive Plan, was approved by the Plan Commission on November 8, 2018, and certified to the Common Council on December 10, 2018;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. The City's Transportation Plan, as certified by the Plan Commission, shall be adopted as amended by the Common Council and shall serve as an amendment to the City's Comprehensive Plan.

SECTION 2. If any section, sentence or provision of this legislation, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this legislation which can be given effect without the invalid provision or application, and to this end the provisions of this legislation are declared to be severable.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 22 day of MAY, 2019.



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DAVE ROLLO, President  
Bloomington Common Council

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

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JOHN HAMILTON, Mayor  
City of Bloomington

ATTEST:

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

## SYNOPSIS

This resolution adopts the City's 2018 Transportation Plan as an amendment to the City's Comprehensive Plan. This proposed City of Bloomington Transportation Plan replaces the existing Bicycle and Pedestrian Transportation and Greenways System Plan as well as the Master Thoroughfare Plan, known as Part Five of the Growth Policies Plan. The Transportation Plan builds on the goals of the Comprehensive Plan. It includes information about street typologies, right-of-way widths, pedestrian facilities, bicycle facilities, new street connections, and other transportation related projects.

**Log of Amendments to Res 19-01 (To Adopt the City's Transportation Plan as an Amendment to the City's Comprehensive Plan)**

Council Am #	Section & Page Affected	Subsection / Figure/Table	Sponsor	Synopsis (Including the Required Statement of Reason(s) for the Amendment)	Action	Vote <sup>1</sup>	Date of Action
<b>FIRST ROUND AMENDMENTS – RELEASED APRIL 12, 2019 (WITH SOME REVISIONS (-R) MADE THEREAFTER)</b>							
01-R <sup>2</sup>	Exec Sum p 1		Piedmont-Smith	The purpose is to clearly place greenhouse gas reduction and support for modes of transportation other than individual passenger vehicles as top priorities of the transportation plan. <i>Note: This amendment was released on April 17<sup>th</sup>, and released again on May 17<sup>th</sup> with revisions. The revisions further elaborate upon, and emphasize the purpose of this amendment.</i> <i>Note: This amendment was revised after distribution on May 17<sup>th</sup> to incorporate changes proposed in Am 18 in one paragraph of the Executive Summary (which are highlighted in red font in the amendment).</i>	Adopted	7-0-0	5.22.19
02	Exec Sum p 2-3		Piedmont-Smith	The purpose is two-fold: 1. Rewrite the Executive Summary so it is indeed a summary rather than repeating text found later in the document. 2. More accurately and completely summarize the document.	Adopted	7-0-0	5.22.19
03	1 - Intro 1 <sup>st</sup> para p 1		Piedmont-Smith	To clarify that, although this is a 20-year document, the City intends to re-examine and possibly revise it every 5 years.	Adopted via Consent Agenda	8-0-0	5.22.19
A-04 <sup>3</sup>	<del>1 - Intro p 1-2</del>		<del>Piedmont-Smith</del>	<del>To clarify that, although this is a 20-year document, the City intends to re-examine and possibly revise it every 5 years.</del> <i>Note: This amendment was removed because it duplicated Am 03.</i>	Not Introduced		
05	1 - Intro p 1-2	1.1 – Vision and Planning Approach	Piedmont-Smith	To add reference to the Comp Plan goal of reducing greenhouse gas emissions, as this is closely related to transportation planning.	Adopted via Consent Agenda	8-0-0	5.22.19

<sup>1</sup> Please see the Memoranda and Minutes to learn the votes of Council member on each amendment.

<sup>2</sup> The suffix “-R” indicates that the amendment was revised since released on April 12, 2019.

<sup>3</sup> Amendments with strikeout and shaded gray were not introduced.

06	1 – Intro p 9 (pdf)	1.3 Planning Process	Piedmont-Smith	To clarify that this section is about how the transportation plan was developed, not how future transportation projects will be planned.	Adopted via Consent Agenda	8-0-0	5.22.19
07	2 – State of Transport in [City] P 11 (pdf)	2.2 – Bloomington Today	Piedmont-Smith	The census tract-level information about physical inactivity is only tangentially related to the transportation plan and should thus be relegated to an appendix.	Adopted via Consent Agenda	8-0-0	5.22.19
08-R	2 – State of Transport in [City] P 11 (pdf)	2.4 – Existing Transportation Conditions	Piedmont-Smith	To reorganize sections and subsections to separate topics relating to Existing Transportation Conditions from New and Future Transportation Options.  <i>Note: Sponsor requested that the extensive changes be incorporated into Chapter 2 to make them easier to understand (but, such changes were not presented).</i>  <i>Note: This amendment was revised after released on May 17<sup>th</sup> to highlight in bold proposed new text regarding “Ride Sharing” and “Dockless Scooters.”</i>	Adopted via Consent Agenda	8-0-0	5.22.19
09	3 – Street Network and Classifications p 28 (pdf)	3.1 – Transportation Planning Approach	Piedmont-Smith	Update reference to the MPO’s Complete Streets Policy (new policy adopted Nov. 2018). The quoted text also exists in the new policy.	Adopted via Consent Agenda	8-0-0	5.22.19
10	3 – Street Network ... p 31 (pdf)	3.2 – Street Typologies	Piedmont-Smith	To correct Figure 12 to avoid confusion of those using the document.	Adopted via Consent Agenda	8-0-0	5.22.19
11	3 – Street Network and Classifications p 32 (pdf)	3.2 – Street Typologies	Piedmont-Smith	Replace photo to go with “Main Street” typology because it features skyscrapers and thus is not at all representative of Bloomington.	Adopted via Consent Agenda	8-0-0	5.22.19
12	3 – Street Network and Classifications	3.2 – Street Typologies	Piedmont-Smith	Replace photo associated with the “General Urban Street” typology because it features skyscrapers and thus is not at all representative of Bloomington.  (Note: When adopted as part of the Consent Agenda, the amendment did not include the photo and caption, although that was the sponsor’s intent. This was brought to the attention of the	Adopted via Consent Agenda	8-0-0	5.22.19



		p 33 (pdf)				Council subsequent to approval via the Consent Agenda, and Council authorized staff to make the change.)			
13 - R		3 - Street Network and Classifications p 39 (pdf)	3.2 - Street Typologies Fig. 18	Piedmont-Smith		The intent is to change the street typology of part of Canada Drive in the southeast edge of the city. Although it makes sense for this street to be a neighborhood connector from The Stands Dr. to Sare Rd., it makes no sense for the street to continue to be categorized as such after it crosses Sare Rd. The map on page 39 of the PDF doesn't show Canada Dr. connecting with anything after the traffic circle at Creek's Edge.	Adopted via Consent Agenda	8-0-0	5.22.19
14		3 - Street Network and Classifications p 44 (pdf)	3.4 - Bicycle Network	Piedmont-Smith		<i>Note: This amendment was released on April 17<sup>th</sup>, and released again on May 17<sup>th</sup> with revisions. The revisions addressed one, rather than many, changes to street typologies.</i> The purpose is to add covered bike parking, which is important to prevent bicycles from getting wet in the rain, and to make it more comfortable to park them when it's already raining. Also, "supporting an increase in multimodal activity" doesn't really make sense. We want an increase in non-automotive modes.	Adopted via Consent Agenda	8-0-0	5.22.19
15		4 - Recom'n'd Projects p 62 (pdf) p 55	4.2 - Multimodal Projects - Table 7 Figure 22	Piedmont-Smith		High St. between 3rd and Hillside has monolithic sidewalks, and between 3rd St. and Viva Dr. they are only on one side of the street. Therefore, the MU-8 Multiuse Path and bike lanes for High Street should extend north of Arden Dr. all the way to 3rd St. I would argue the need is even higher north of Arden Dr., and especially north of Viva, where there is just monolithic sidewalk on one side.	Adopted via Consent Agenda	8-0-0	5.22.19
16		5 - Next Steps for Key Recom'n's p 66 (pdf)	5.2 - Policy Recomm'd'ns	Piedmont-Smith		Change MPO Complete Streets policy reference from 2009 to 2018. Also revise the section heading because it is currently too vague, suggesting endorsement of national guidance, rather than making use of national guidelines on the development of a local complete streets policy.	Adopted via Consent Agenda	8-0-0	5.22.19
17		<del>Exec Summ</del>		Ruff		<del>This amendment cuts the phrase "hard work" from the first sentence of the first paragraph. This term is subjective, judgmental, and does not fit in with the other principles enumerated in the list of community values outlined in the opening sentence.</del>	Not Introduced		
18		<del>Exec Summ</del> p-1		Ruff		<del>The first two full paragraphs of the Executive Summary articulate a "vision" for the City that does not accurately track the Vision Statement and related interpretive guidance adopted by the Council. Specifically, those two paragraphs cite to "Bloomington's growing economy and population." This is a quantitative referent and is at odds with the interpretive guidance of the Comprehensive Plan providing that the community's vision for "growth" is not quantitative and is not one that advocates for population growth, growth of the built</del>	Not Introduced		

19	5 – Next Steps for Key Recom’d’s p 67 (pdf)	5.2 - Policy Rec’	Piedmont-Smith	<p>environment, or growth in consumption as endpoints. Instead, the community’s vision for growth is a qualitative one that includes growth in social and economic equity, growth in environmental quality and integrity, growth in opportunities for quality education, quality employment, and civic engagement; and, growth in access to amenities for all.</p> <p>This amendment recasts these passages such that: 1) the qualitative characteristics of “a healthy, humane, and thriving community” in the first paragraph are linked as ideas that attach to community character, not as foundations for economic and population growth and 2) physical growth in the second paragraph is clearly identified as a challenge to—not an opportunity for—the City’s transportation network.</p> <p>Note: This interpretive guidance was articulated in Amendment #17 to the Comprehensive Plan. The amendment was sponsored by Councilmember Ruff and the Council voted unanimously to adopt this interpretive guidance on 17 January 2018.</p> <p>Note: <del>Conflict with Am 01 R. Resolved. Amendment was not introduced.</del></p> <p>In order to achieve a significant decrease in greenhouse gas emissions in the transportation sector, we must increase transit ridership in Bloomington. The capacity of Bloomington Transit to expand is quite limited due to funding sources. The City should use some of the funding sources at its disposal, such as TIF funds, to support transit through the addition of buses to the fleet and work in collaboration with BT to run them.</p> <p>Specific references in Comp Plan:  Goal 3.7: Reduce greenhouse gas emissions.  Policy 3.7.2: Reduce vehicle miles travelled per capita.</p> <p>Page 49:  Outcome: Fossil fuel consumption is reduced community-wide.  Monitor community-wide electric, gasoline, diesel, and natural gas consumption data  Outcome: Air quality is maintained at a high level, and our carbon emissions are significantly reduced.  Tracking of greenhouse gas emissions indicate that our community is emitting fewer greenhouse gases over time.</p> <p>Goal 6.2 Improve Public Transit: Maintain, improve, and expand an accessible, safe, and efficient public transportation system.  Policy 6.2.1: Support public transit access to regional destinations.</p>	Adopted via Consent Agenda	8-0-0	5.22.19
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20	3 - Street Network ... P 22	3.2 – Street Typologies	Sturbaum with P&T	The intent of this amendment is to clarify that existing Neighborhood Residential streets will remain their existing, varied widths. Additionally, the amendment clarifies that the intent is for Neighborhood Residential streets to be calm, pedestrian-friendly streets.	Adopted	8-0-0	5.22.19
21	3 – Street Network... P 30	Figure 18 Appendix G	Sturbaum with P&T	The intent of this amendment is to change several of the Typologies to more closely match the desired context of streets. <i>Note: These changes are set forth in an attached list.</i>	Adopted	8-0-0	5.22.19
22	3 – Street Network... P 20, 23-4	3.2– Street Typologies	Volan with P&T	The intent of this amendment is to ensure that changes to streets and redevelopments provide ample space for pedestrians and the public realm to contribute to quality of place and quality of life. <i>Note: The amendment includes cross section options for the Main Street and General Urban typologies in addition to a depiction of a Main Street typology with center turn lane and narrower sidewalk.</i>	Adopted as Amended	8-0-0	5.22.19
23	Appendix G – p 131 (pdf)	Appendix G	Volan with P&T	The intent of this amendment is to improve the clarity and readability of Appendix G. <i>Note: The amendment includes a description of Appendix G, a proposed explanation of the columns to precede it, and a sample page from this Appendix.</i>	Adopted via Consent Agenda	8-0-0	5.22.19
24	3 – Street Network ... P 40	3.5 3.6 (new) 3.7 (renumbered)	Volan with P&T	The Transportation Plan includes some mentions of transit, including access to transit, but the Plan could do more to address improving transit. Improving transit is a key recommendation from the Comprehensive Plan. The intent of these changes is to make specific recommendations about improving transit and recommendations for next steps.  <i>Note: This amendment moves Pedestrian Access to Transit from 3.5 to a new 3.6 (Transit Network) and rennumbers current 3.6 (Key Treatments ...) as 3.7 and includes these changes as an attachment to the amendment.</i>	Adopted via Consent Agenda	8-0-0	5.22.19
25	4 – Rec' Projects P 53 P55	4.2 Multimodal Projects Table 7 Figure 22 – Recom' Projects	Granger & Chopra	<i>Comments Supporting the Amendment Provided by a Constituent (Andrew Knust – on behalf of the Blue Ridge Neighborhood Association):</i> Please include a N Dunn Street Multi-Use Path on the list of recommended projects. A dedicated path for pedestrian and bicycle use is desperately needed for safe access to areas north of the 45/46 bypass. According to Transportation Plan Appendix B - Public Outreach, online Wikimap respondents identified N Dunn Street as one of the most popular walking and biking routes in Bloomington, as well as one of the most difficult. From these responses, it is clear that a multi-use paths along N Dunn Street needs to be included as one of the recommended projects in Table 7. The neighborhoods of Blue Ridge and Matlock Heights are stuck between N Dunn Street and N	Adopted via Consent Agenda	8-0-0	5.22.19

26	3 – Street .. p 30 4 – Recom’ Projects p 49 p 55	Figure 18 Figure 22	Piedmont-Smith	Walnut. Despite the bike lanes on N Walnut, the traffic speed and volume render it a very daunting and dangerous option for cycling and walking. N Dunn is much more appealing, but the narrow lanes, lack of shoulders, poor pavement, and limited visibility present considerable hazards. Not only would a multi-use path on N Dunn provide for multi-modal transportation connectivity to the northern neighborhoods, it would also allow for improved access to recreational opportunities for all of the City’s residents at Griffy Nature Preserve, Ferguson Dog Park, and Lower Cascades. Please consider adding a multi-use path along N Dunn Street between Old 37 and the 45/46 Bypass as a recommended Multi-modal Project. Thank-you.	Adopted via Consent Agenda	8-0-0	5.22.19
27-R	Multiple	Multiple	Piedmont-Smith (with P&T)	The intent of this amendment is to edit the description of the continuation of Hillside Drive to begin at S. Rogers Street and continue west.  This amendment proposes various corrections of typographical errors along with other minor, insubstantial changes. <i>Note: This amendment was released on April 17<sup>th</sup>, and released again on May 17<sup>th</sup> with revisions.</i>  <i>Note: The changes are in a form of a list as an attachment to amendment.</i>	Adopted via Consent Agenda	8-0-0	5.22.19
28-R	3 – Street Network ... p 30 4 – Recom’d Projects p 51 & p 55 Appx G	3.2 - Figure 18  Table 6 Figure 22 Appx G	Sturbaum with P&T	The intent of this amendment is to adjust the conceptual alignment of NC-44 in order to provide more of a grid, and continue S. Fairview St. through the hospital site.  <i>Note: This amendment was submitted as part of the Second Round of amendments.</i>  <i>Note: The amendment was revised to clarify the location of this new connection.</i>	Adopted via Consent Agenda	8-0-0	5.22.19

29-R <sup>4</sup>	Exec Sum p 2 4 – Recom’ Projects P 53-5 5 – Next Steps P 56 App’d’x G	4.1 – Figure 22 4.2 – Table 7 5.1 – Kirkwood Append’ G	Sturbaum	The Transportation Plan forwarded to the Council proposes that, after a charrette, a portion of Kirkwood Avenue (from Indiana Avenue to Walnut Street) be converted to a Shared Street. This amendment recommends that Kirkwood Avenue be a subject of a corridor study regarding whether this street segment could better serve the purposes of the Comprehensive Plan through redesign and, if so, how. In the event charrettes are part of the study, they should be open to possibilities beyond a Shared Street.  <i>Note: This amendment was revised in order to offer a manner of reconciling it with Am 02 (which reformats the Executive Summary) in the event both were adopted.</i>	1-7-0	5.22.19
30a	Exec Sum p 2 3 – Street Networks p 46 5 – Next Steps p 57	Introduction <del>3.6 – Key Treatments ...</del> <del>5.2 – Policy Recomm’s</del>	Sturbaum	<del>This amendment acknowledges that owners and residents on Neighborhood Residential Streets are most affected by changes in the right-of-way due to the planning and installation of traffic calming and Neighborhood Greenways. As such their preferences regarding what would be done along their properties should be formally determined and, unless contrary to sound engineering principles or other compelling reasons not to, followed in the installation of those measures.</del>	Not Introduced	
30b	Exec Sum P 2 3 – Street Networks, p 33 5 – Next Steps ... p 46, 57	Introduction 3.3 Bicycle Facility Types – Neighborhood Greenways 3.6 Key Treatments ... Traffic Calming 5.2 Policy Recomm’d’ns	Sturbaum	Am 30-b is a variant of Am 30 that the sponsor may introduce. Unlike the other two variants of resident/owner input on Neighborhood Greenways and traffic calming projects, this variant does not require a formal determination and installation of resident/owner references for either neighborhood greenways or traffic calming; instead it calls for paying “due regard” to those preferences in regard to neighborhood greenways and carrying-forward livability and resident input in regard to developing traffic calming policies.	8-0-0	5.22.19
30c	Exec Sum P 2	Introduction <del>3.3 Bicycle Facility Types –</del>	Sturbaum	<del>This amendment acknowledges that owners and residents on Neighborhood Residential Streets are most affected by changes in the right-of-way due to the planning and installation of traffic calming and Neighborhood Greenways. As such</del>	Not Introduced	

<sup>4</sup> Defeated amendments are shaded in gray with no strikeout.

		<del>Neighborhood Greenways 3-6 Key Treatments... Traffic-Calmng 5-2 Policy Recommendations</del>			<del>their preferences regarding what would be done along their properties should be formally determined and, unless contrary to sound engineering principles or other compelling reasons not to, followed in the installation of those measures</del>			
31	App'dx E p 50, 53	Typo'g Small Scale Context Figure 15 -fn #5	Sturbaum		Appendix E sets forth a Detailed Design Framework and Step by Step Guidance on the allocation of space in the right-of-way. It starts with selection of the Street Typology, then determines the Design Parameters for Roadway and Pedestrian Zones, and lastly offers a table of Tradeoffs Based upon Typology. This amendment raises concerns that this typology-driven approach may result in allocations of right-of-way that do not properly account for the adjacent land use. For example, ground floor retail is encouraged along many streets in the City, but will be crippled if adequate cafe, pedestrian and parking space is not provided at the time of construction. In addition, this amendment provides that, where café seating is anticipated along streets with angle parking, pull-in parking is recommended	Defeated	1-6-0	5.22.19
32	3 - Street p 30 p 36 4 - Recom' Projects p 51 p 55 App'x G	3.2 - Figure 18 3.4 - Figure 19 4.1 - Table 6 4.2 - Figure 22 Appx	Rollo		This amendment responds to concerns of owners of property adjacent or proximate to the portion of the proposed New Connection on Hunter Avenue from High Street to Woodcrest. Their concern is that while the connection is unlikely to materialize, if it did, the connection should not be a through street and should not be available to motor vehicles. This amendment removes this segment as a new connection on Figure 18 & 22, revises the reference to it in Table 6 (NC-56), and removes the designation of this segment as a Bike Lane on Figure 19 and calls for an alternative route to be designated in the future. It also calls for the requisite changes in Appendix G.	Defeated	2-6-0	5.22.19
<b>SECOND ROUND AMENDMENTS - BEING PREPARED FOR RELEASE ON MAY 17, 2019</b>								
33	3 - Street p 26 App'x G	3.2 - Figure 16	Piedmont-Smith with P&T		The intent of this amendment is to establish protected bike lanes on the Suburban connector street typical cross-section (Figure 16), correlating Appendix G entries, and ensuing development. These additions are necessary to assure increased safety, comfort, and utility for bicyclists.	Adopted via Consent Agenda	8-0-0	5.22.19
34	3 - Street p 30 App'x G	3.2 - Figure 18 Appendix G	Piedmont-Smith with P&T		The intent of this amendment is to change several of the Typologies to more closely match the desired context of streets. The street typology changes are focused on switching the majority of Suburban Connector Street Types in order to plan for and	Adopted via Consent Agenda	8-0-0	5.22.19

35	3 – Street .. p 36 App'x G	3.4 – Figure 19	Piedmont-Smith with BPSC/P&T	<p>redesign streets that more closely align with the adopted goals of the Comprehensive Plan. The Suburban Connector Street design prioritizes getting cars from one part of the city to another quickly, while making transportation less comfortable for bicyclists and pedestrians. Such streets are also wider with more impermeable surface. They allow high speeds which detract from neighborhood character, and they don't allow on-street parking. Thus planning for more Suburban Connector Streets goes against our Comprehensive Plan. See the above goals as well as Ch. 7 showing residential neighborhood land use where currently Suburban Connector streets are shown going through (not around).</p> <p><i>Note: The amendment includes an attached list with changes in typologies for various street segments.</i></p> <p>The intent of this amendment is to establish Maple Street as a Neighborhood Greenway from West 2<sup>nd</sup> through 9<sup>th</sup> Street, and from the North Side of Butler Park to 17<sup>th</sup> Street instead of the corresponding Neighborhood Greenway along Fairview. This switch is a desirable option due to Maple Street's continuous nature, direct route, and improved crossing on W. Kirkwood.</p>	Adopted via Consent Agenda	8-0-0	5.22.19
36	6 – Conclusion p 69 [pdf]	6 - Conclusion	Piedmont-Smith	<p>A conclusion should come full circle back to the framework established by the introduction. Thus, this amendment goes along with Am. 01 to once again emphasize the importance of our transportation plan in reducing greenhouse gas emissions.</p>	Adopted via Consent Agenda	8-0-0	5.22.19
37	3 – Street .. p 34-35 p 36	3.4 Figure 19	Piedmont-Smith with P&T	<p>The intent of this amendment is to include several existing small connections and to plan for more in the future. The small connections provide safe access for people walking and bicycling.</p>	Adopted via Consent Agenda	8-0-0	5.22.19
38	3 – Street .. p 54 [pdf]	3.6 – Key Treatments ... Loading Zones	Piedmont-Smith	<p>This amendment removes the recommendation that sidewalks could be narrowed to make room for loading zones because sidewalks (= pedestrian mode) should not be compromised for loading.</p>	Adopted	8-0-0	5.22.19
39-R	Ex. Sum. p 2 3– Street.. p 19	3.1 Transportation Planning..	Rollo	<p>Proposed street typologies work for new streets but will be difficult to apply to existing streets. This amendment proposes a more nuanced approach of taking existing street typologies into consideration.</p> <p><i>Note: This amendment was revised to reconcile with Am 02 in the event both are adopted.</i></p>	Adopted via Consent Agenda	8-0-0	5.22.19
40-R	Ex. Sum p 2 5 p 56	ES – Improve Travel --- Major – Corridors 5.1 Overall Approaches	Rollo	<p>Transportation by foot far out-numbers bicycle transportation in the E-W and N-S corridors proposed for further study. This amendment suggests flipping bullet points to reflect this hierarchy.</p>	Adopted via Consent Agenda	8-0-0	5.22.19

41-R	Ex. Sum p 3 5 p 57	Adopt Complete Streets Policy 5.2 Develop a New Comp. Str..	Rollo		<p><i>Note: This amendment was circulated in draft-form on May 10<sup>th</sup> and was revised, in principal part, to move text from the Executive Summary to Chapter 5.</i></p> <p><i>Note: An additional revision was made to reconcile this amendment with Am 02, which reformatted the Executive Summary, in the event both were adopted.</i></p> <p>This amendment adds language to elaborate on the goals and purpose of a Complete Streets policy. The added language also aims to clarify that the new street typologies can be easily applied to new streets but recognizes that projects on existing streets will need to consider context and livability.</p> <p><i>Note: This amendment was revised to reconcile with Am 02 in the event both are adopted.</i></p>	Adopted via Consent Agenda	8-0-0	5.22.19
42	1 p 2	Introduction – 1.2 Purpose	Rollo		This amendment focuses on the role streets play in livability as well as social, public, and economic vitality. The intent is to consider these elements of our largest public spaces for new streets and existing streets.	Adopted via Consent Agenda	8-0-0	5.22.19
43	3 – Street .. p 38	3.5 – Pedestrian Network ...	Rollo		This amendment prioritizes a safe and complete walking network throughout the City.	Adopted via Consent Agenda	8-0-0	5.22.19
44	3 – Street .. p 38	3.5 – Pedestrian Network ...	Ruff		<p><i>Note: This amendment was circulated in draft-form on May 10<sup>th</sup> and was revised before release on May 17<sup>th</sup>.</i></p> <p>This amendment is sponsored by Councilmember Ruff and calls for the City to adopt a comprehensive system for evaluating pedestrian facilities.</p>	Adopted via Consent Agenda	8-0-0	5.22.19
45	5 p 56	5.1 – Overall Approaches – Improve Multimodal ...	Ruff		This amendment is sponsored by Councilmember Ruff and strengthens the recommendation for studies of major N-S and E-W corridors by calling for placing funding priorities on the infrastructure recommendations that emerge from such studies.	Adopted via Consent Agenda	8-0-0	5.22.19
46	3 – Street.. P 39, 41 Appendix F. Pedestrian Focus Area Methodol.,	3.5 Pedestrian Network Ass.. “Pedestrian Priority Areas” Figure 21. Pedestrian Priority Areas	Volan		The intent of this amendment is to delete in their entirety a paragraph, map and appendix related to “Pedestrian Priority Areas”, including Appendix F, which staff believes no longer needs to remain in the <i>Plan</i> .	Adopted	7-0-0	5.22.19



**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: 1841 W Ezekiel Drive**

**CASE #: PUD-21-19  
DATE: July 8, 2019**

**PETITIONER:** The Ridge Group, Inc.  
3225 S. Hoyt Avenue, Muncie, IN

**CONSULTANT:** Smith Brehob & Associates, Inc.  
453 S. Clarizz Blvd, Bloomington, IN

**REQUEST:** The petitioner is requesting final plan approval to allow the construction of 130 multi-family dwelling units.

**BACKGROUND:**

**Area:** 4.22  
**Current Zoning:** PUD  
**Comp Plan Designation:** Neighborhood Residential  
**Existing Land Use:** Undeveloped  
**Proposed Land Use:** Multifamily dwelling units  
**Surrounding Uses:** North – Vacant (Sudbury Parcel N)  
West – Single family residence  
East – Elementary school (Summit)  
South – Attached Single Family (Summit Ridge/Woolery Mill)

**SUMMARY:** The property is located at 1841 W Ezekiel Drive and is on Parcel O of the Sudbury PUD. The Sudbury PUD was approved in 1999 under PUD-80-98. Parcel O of the PUD was approved for single and multifamily residences, as well as a school. Surrounding land uses include single and attached single family as well as Summit Elementary School to the east, Summit Ridge attached single family units and the Woolery Mill to the south, the Sudbury residence to the west, and the vacant Parcel N of the PUD to the north. This section of Parcel O has a sinkhole located in the southwest corner of the site. The topography of this site slopes downhill from east to west and drains to Clear Creek further to the west. This particular section of Parcel O has one karst feature and no other environmental features.

The petitioner is proposing to develop a 4.22 acre portion within Parcel O with a multifamily development. With this petition, there are a total of 130 dwelling units and 180 bedrooms being proposed. There will be 10 studio units, 70 one-bedroom units, and 50 two-bedroom units. There will be 143 on-site parking spaces provided in a mix of parking spaces and parallel on-street spaces.

Parcel O was approved with a maximum density of 160 dwelling units (5.84 units/acre) and was required to have 12.2 acres of preservation. Parcel O received development plan approval to construct 17 single family residences and 42 attached single family residences, as well as the interior street network, in 2015 under PUD-05-15. The amount of required preservation for the entire Parcel O was set aside in the 2015 approval. A location and conceptual layout for these future apartments within Parcel O was shown as well, however no elevations or specific site plan

were developed at that time, so the Plan Commission required that the development plan approval for the apartments must come back to the Plan Commission for approval. This development has one sinkhole and that has been shown in the required easement. Although the 2015 approval required the construction of the Clear Creek Trail with the development of Phase 2 of the single family component, this petition would construct the extension of the Clear Creek Trail on the west side of the property. The developer of Phase 2 will bond for the Clear Creek Trail extension as part of the plat for that phase and this is being heard under Plat Committee case #DP-22-19.

The Sudbury PUD outlined specific requirements for certain off-site improvements that were tied to development of specific parcels or the number of Average Daily Trips (ADT) expected with the development of these parcels. Those off-site improvements included either a stop light at the Bloomfield/Weimer intersection or an additional north/south street (Adams Street) that connects to Allen Street. There were 1,255 ADTs that were allowed within Parcels O, N, and P before those off-site improvements were triggered. The only development that has occurred within the Sudbury PUD has been a small office on parcel A1 and the Arbor Ridge attached single family units on parcel A. Based on the estimated 1,081 ADT's generated by this development and the other units within Parcel O, no additional off-site improvements would be triggered with this phase of development. This would be the last phase of development that could occur within the Sudbury PUD without the off-site improvements required with the original PUD.

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#### **SITE PLAN ISSUES:**

**Architecture/Design:** There were no specific architectural standards for single or multi-family dwellings in the Sudbury PUD. However the proposed architecture would meet the architectural standards of a development along a primary arterial road. The buildings feature a change in building height, areas of modulation along the horizontal façade, different building materials, and a range of colors and patterns. The finishing materials would be fiber cement panels, wood cladding, cast stone, and fiber cement accent siding. Covered entry ways have also been shown along the fronts of all of the buildings.

**Access:** This site will be accessed by connecting to the internal public roads within the overall development that connect to Adams Street to the east. There is a private road that runs along the west side of this development, with parallel parking on both sides, that stubs into the south property line. This road will be extended to connect to an existing stub of an internal drive to the south in the Woolery Mill. This will provide a through connection to Sunstone Drive to the south. There is also an internal parking area shown that connects to Ezekiel Drive to the north and also connects to the previously referenced road to the west.

**Development Standards:** The Sudbury PUD outlined specific standards for development based on the land use type. The approved PUD standards for this development fall under the "Apartment" classification. These standards outlined a 15' build-to-line and a 3-story maximum height with a 42' maximum, which this development meets. The standards were also arranged to require parking in the rear of the structures, which this petition meets. Maximum building coverage is 22% which meets the 60% maximum of the PUD and the impervious surface coverage is 39% which meets the minimum 30% non-impervious standard of the PUD. The Sudbury PUD had specific density standards based on the number of bedrooms per unit, which are similar to the current Dwelling Unit Equivalency's in the UDO. The approved DUE's for this

PUD are that a three-bedroom unit counts as one unit, a two-bedroom unit with less than 850 square feet counts as 0.80 of a unit, a one-bedroom unit with less than 710 square feet counts as 0.60 of a unit, and an efficiency (studio) unit with less than 500 square feet counts as 0.40 of a unit. Based on those approved standards, a total of 96 DUE's are proposed with this project. Since the proposed 2-bedroom units are shown at 890 sq. ft. and are larger than the 850 square foot DUE allowance in the PUD, they are counted as 3-bedroom units for density purposes. There would be 96 DUEs constructed with this proposal, which when combined with the 59 previous units combines for a total DUEs of 155 units and a density of 5.5 units per acre, which is within the maximum allowed density of 5.84 DUEs per acre for the parcel.

**Landscaping:** The petitioner has submitted a landscape plan for the project that includes exclusively native species. Street trees have been shown along Ezekiel Drive and the private street along the west side of the property as required. All final street tree species will be reviewed by the City's urban forester with the grading plan. The Sudbury PUD required a landscaped area at each street corner intersection. Additional landscaping will need to be shown at the northwest corner of the property adjacent to the Ezekiel Drive and private street intersection to comply with this requirement.

**Environmental:** The PUD required 12.2 acres of preservation on Parcel O and this preservation requirement was met with the area that set aside with previous approvals. There is a karst feature located on this particular parcel and that has been set aside as required.

**Parking:** The Sudbury PUD required parking to be located in the rear yard of units, which this petition accomplishes. There will be 143 parking spaces provided for the 180 bedrooms which equals 0.8 parking spaces per bedroom. This does not exceed the one parking space per bedroom maximum.

**Pedestrian Facilities/Alternative Transportation:** The UDO requires 1 bicycle parking space per six bedrooms. Based on the 180 bedrooms, a total of 30 bicycle parking spaces are required on the site. Of those required spaces, half (15) must be covered and one-quarter (8) must be long-term storage. Although the total number of bicycle parking spaces has been met on the proposed site plan, the number of covered and long-term parking still must be shown. This will be reviewed with the grading permit. The Department believes that a sidewalk connection should be provided between Building #3 and #5 and has included a condition of approval to the effect.

**Utilities:** At this time, sewer service is shown to be connecting to sewer lines along Weimer Road. However, the petitioner is working with the Woolery Mill to provide services through a utility easement that stubs to this property. Stormwater detention will be handled by a large stormwater detention pond on the west side of the site. Several rain gardens have been placed around the site to provide water quality improvements before stormwater reaches the main pond. The main pond will also be planted with a rain garden mixture to provide additional water quality improvements. Final acceptance and approval from CBU is needed before the issuance of a grading permit.

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**20.04.090 PUD Final Plan-** The UDO does not list specific findings criteria for PUD Final Plans, but does list what items shall be considered by the Plan Commission in a review:

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

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**Proposed Finding:** The petitioner has provided all required materials.

(B) The PUD District Ordinance;

**Proposed Finding:** The proposed petition meets the approved standards of the PUD.

(C) The Preliminary Plan;

**Proposed Finding:** The overall design of the site, including street connections, was approved with the overall plan for this parcel under PUD-08-15. This project serves to complete those connections and meets the requirements of the original PUD.

(D) The Final Plan;

**Proposed Finding:** The petition is the Final Plan for the site.

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

**Proposed Finding:** There were no previous commitments or conditions that were imposed on the final plan approval.

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

**Proposed Finding:** The petition is subject to the current standards of the UDO for architecture, height, and environmental standards as well as any other current standards in the UDO that were lacking in the original PUD and this meets all requirements of the UDO.

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

**Proposed Finding:** No additional information has so far been requested by the Plan Commission for this site.

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**CONCLUSION:** This petition provides small bedroom count units that will serve to provide housing for the workforce sector of the community. Several environmentally friendly features have been built into the proposal including increased insulation, native species for all landscaping, community garden space, and will include the construction of the Clear Creek Trail. The unique architecture will complement the surrounding buildings and rural nature of this area.

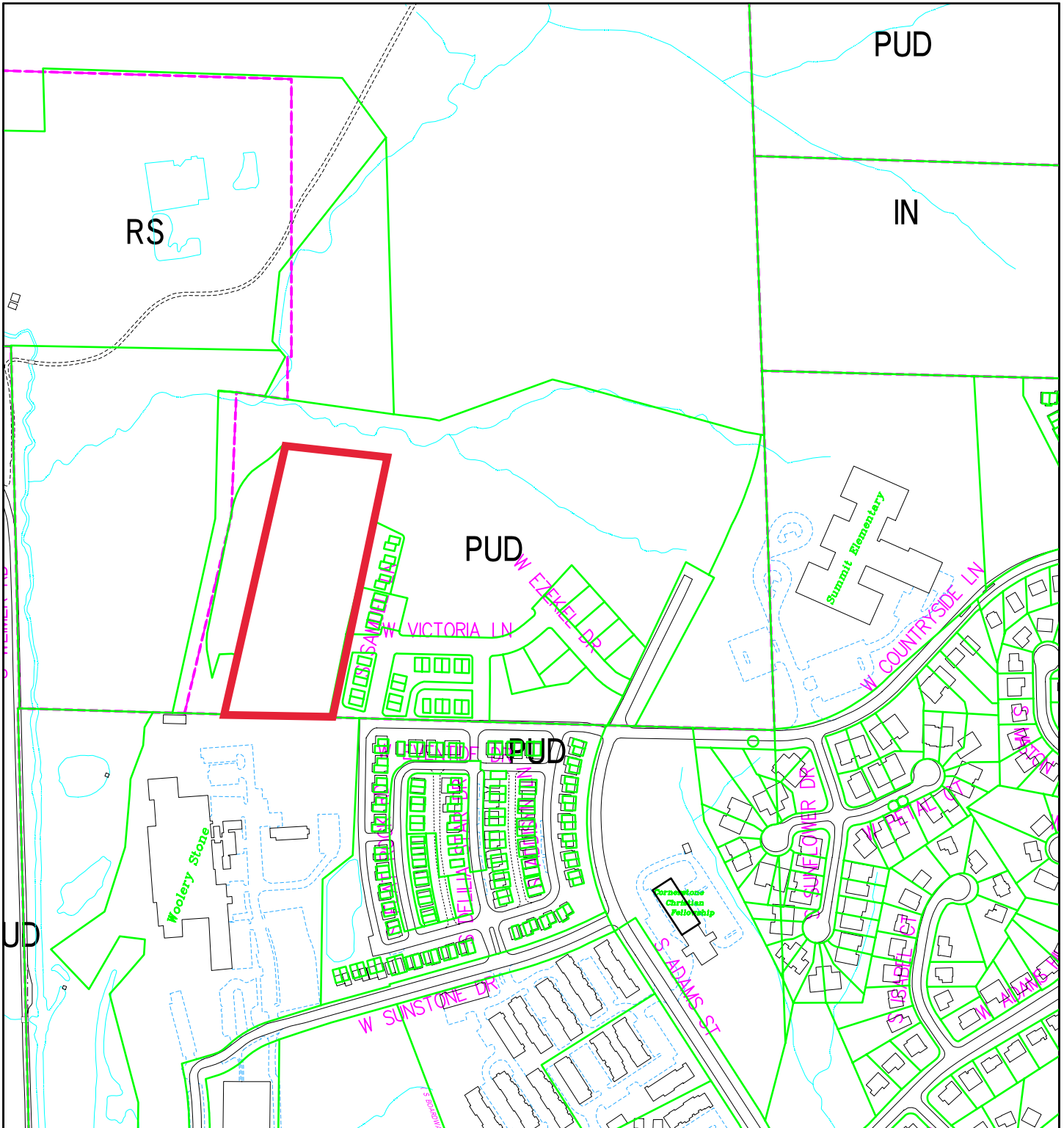
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**RECOMMENDATION:** Based on the findings of fact, the Department recommends approval of this petition with the following conditions:

1. The Clear Creek trail must be constructed with this development.
2. Additional landscaping is required at the intersection of Ezekiel Drive and the private street.
3. Occupancy per unit is limited to 3 unrelated adults or the UDO definition of

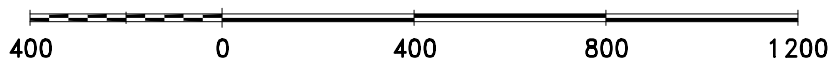
family.

4. All bicycle parking standards, including the minimum number of covered spaces and long term storage, must be provided and will be reviewed with the grading plan.
5. A sidewalk connection between Buildings #3 and #5 must be shown on the grading permit.



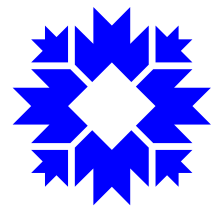
Sudbury Parcel 0

By: greulice  
26 Apr 19

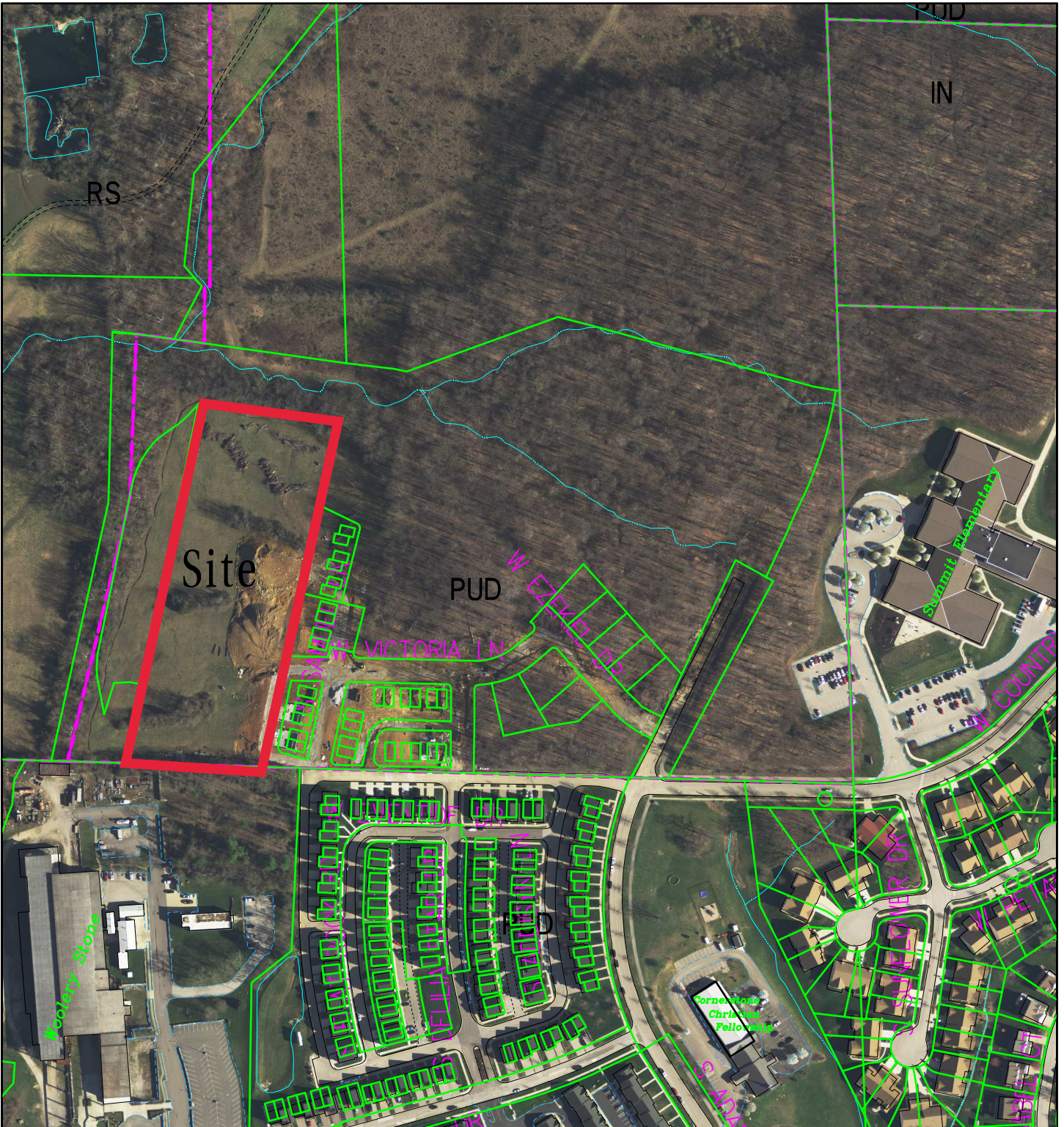


For reference only; map information NOT warranted.

City of Bloomington  
Planning & Transportation

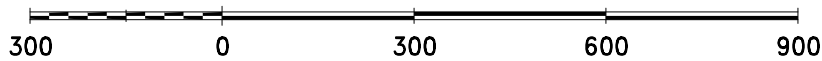


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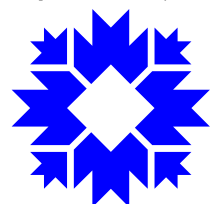
Sudbury Parcel 0

By: greulice  
26 Apr 19



For reference only; map information NOT warranted.

City of Bloomington  
Planning & Transportation



Scale: 1" = 300'

Smith Brehob & Associates, Inc.



“Providing professional land planning, design, surveying and approval processing for a quality environment”

Stephen L. Smith, P.E., P.L.S.

Steven A. Brehob, BS.CNT.

Todd M. Borgman, P.L.S.

Don J. Kocarek, R.L.A.

Katherine E. Stein, P.E.

May 6, 2019

Eric Greulich  
City of Bloomington Planning and Transportation  
401 N. Morton Street  
Bloomington, IN. 47404

RE: The Mill at Sudbury Parcel O  
PUD Development Plan Approval

Dear Eric,

On behalf of our client, The Ridge Group, Inc., we respectfully request to be placed on the June 10th agenda for the City of Bloomington Plan Commission for consideration of a PUD Development Plan approval for the remaining development area at Sudbury PUD Parcel O.

Details of the request are contained in the attached Petitioner's Statement. Also attached with this letter are the application form, filing fee, architectural elevations and floor plans and civil construction plans.

If you should have any further questions, please do not hesitate to contact me.

Sincerely,

Steven A. Brehob  
Smith Brehob & Associates, Inc.

J:5877\_Sudbury O\Approval Processing\Hearing Officer\Application Letter\_5-06-19.docx





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## PETITIONER’S STATEMENT

**Location and Zoning**– The site is within the Sudbury PUD on Parcel O, more particularly at the SW corner of the intersection of W. Ezekiel Drive and S. Samuel Lane. The Sudbury PUD was originally approved in 1999 as PUD-80-98.

**Proposed Use** – Parcel O had an overall approved density of 160 units. To date, 17 single family lots and 42 attached single-family residential units have been constructed. The remaining density approved on site is 101 units.

**Site Density** - A total of 5 multi-family buildings will be constructed. The buildings will be 3 stories in height with a flat roof and common entries and contain a mix of studio’s, 1 bedroom and 2 bedroom units. Each building will contain a total of 26 units. The total site density is 130 units and 180 beds. Using the DUE matrix outlined in the PUD (different than that in the current UDO), the resultant density is 86 DUE’s.

**Architecture** – The building architecture, inspired by the adjacent creek lined with native sycamore trees, is a modern western style that employs a flat roof with articulated reverse shed dormers and deep overhangs, a variety of complimentary materials and a massing rhythm that responds to the adjacent 2 and 3-story townhouse neighborhood. Each unit will have a usable patio, deck or balcony and ample natural light. The building envelope will be highly insulative and incorporate 2x6 exterior wall-framing, low-e glazed windows, and a white reflective roof. All building mechanical units will be centrally located on the roof as well. The main siding will be a high-quality fiber cement panel with accent areas and trim detailing. Manufactured stone that replicates natural stone and salvaged architectural wood materials will be reused for decorative beams, timbers and siding. Minimal yet effective lighting elements will be incorporated at secure entry areas as well as private balconies and patios. Energy star appliances and low-flow plumbing fixtures along with LED lighting and high-efficiency furnaces will also be used throughout.

**Site Green Development** – Landscaping on site will be all native plant material, chosen for its tolerance to drought conditions and without the need for site irrigation. Recycling will be included in the common trash area central to the project. Raised bed garden plots will be installed and made available to the residents. Tools, seed and other items required for garden care will be provided. The storm water detention basin will be planted with a native seed mixture to provide for water quality enhancement, add interest and reduce the requirement for mowing. Local scrap limestone mill blocks will be salvaged and used for retaining walls on site at various locations.

**Parking** – A total of 143 parking spaces have been provided on site for a parking ratio of .8 spaces per bed.

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**Storm Water Management** – An existing extended detention time basin located to the west of the development area will provide for storm water management. This basin provides storm water detention for all the Parcel O area and is located within a common area.

**Access** – Access to the site is provided by a connection to W. Ezekiel Drive and completion of a private drive along the west side of the site connecting to Woolery Mill to the south. The internal drives through the parking lot areas on site will remain private yet will be named so as to provide for better addressing and enhanced emergency service response.

**Utilities** – Sanitary sewer and water infrastructure, previously installed as part of the Parcel O development, will be extended to serve this site. Private utilities including electric, telephone and gas are available adjacent to the site.

**Clear Creek Trail** – A portion of the Clear Creek Trail will be constructed along the western boundary of Sudbury Parcel O as part of this petition. That work will result in the completion of approximately 950' of trail and will extend from the Woolery Mill property to the south to the northern line of Parcel O. If agreeable to Parks, some physical exercise stations will be included along this portion of the trail adjacent to the development.





**GRADING & EROSION CONTROL FEATURES**

- PROPOSED 1% CROSS SLOPE
- PROPOSED 2% CROSS SLOPE
- PROPOSED 3% CROSS SLOPE
- PROPOSED 4% CROSS SLOPE
- PROPOSED 5% CROSS SLOPE
- PROPOSED 6% CROSS SLOPE
- PROPOSED 7% CROSS SLOPE
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**GRADING NOTES**

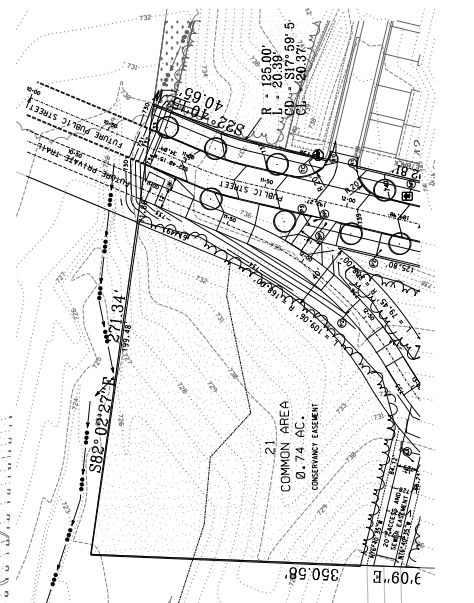
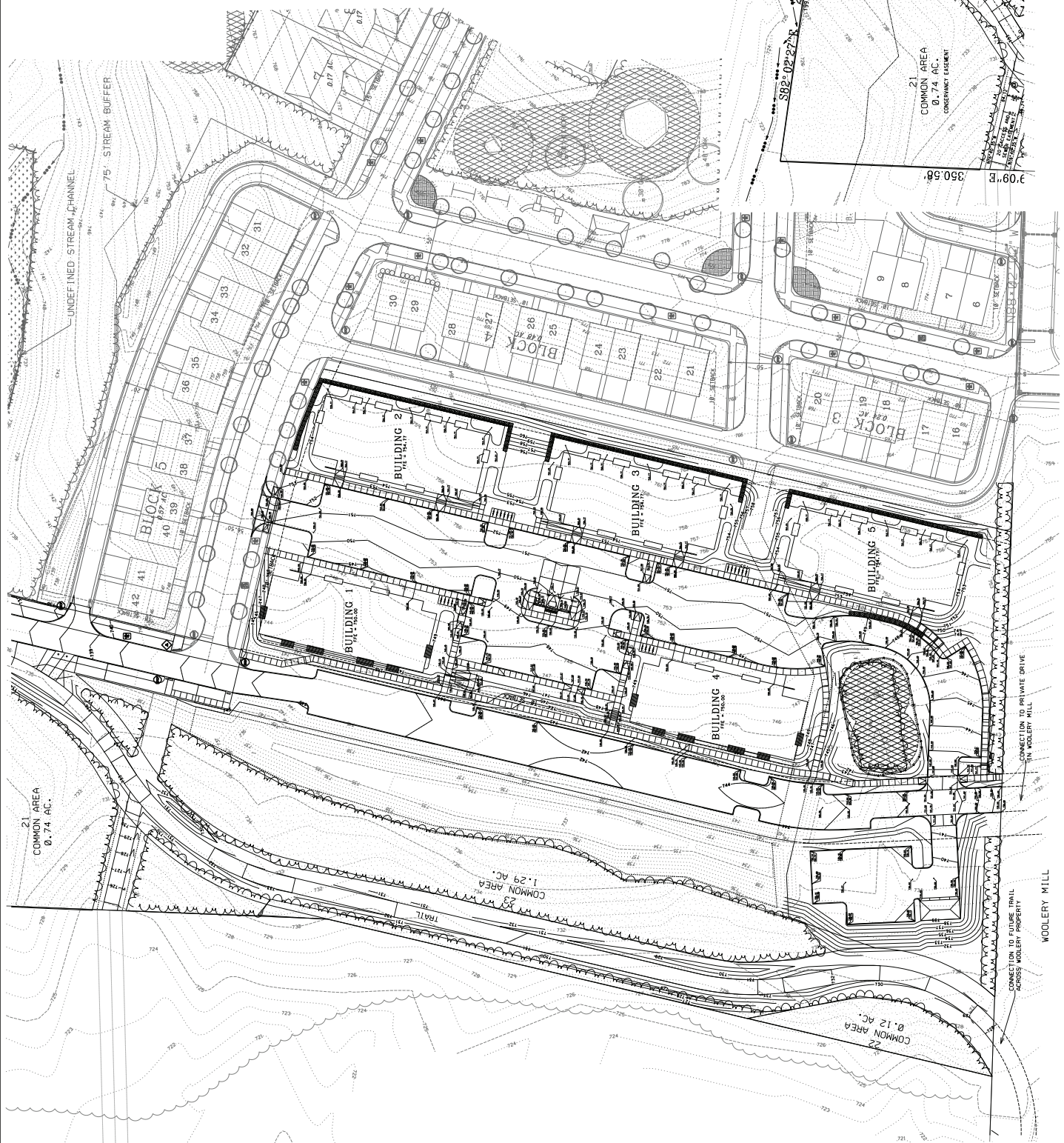
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20. GRADING SHALL BE IN ACCORDANCE WITH THE LOCAL HEALTH DEPARTMENT'S REQUIREMENTS.

**SB**  
 South Branch & Associates, Inc.  
 1000 W. 10th Street  
 Des Moines, IA 50319  
 Phone: 515-281-4433  
 Fax: 515-281-4434  
 www.southbranch.com

**THE MILL**  
 JOB TITLE  
 SUBURBY PUD PARCEL O  
 PUD DEVELOPMENT PLAN

NO.	DATE	BY	DATE

**C202**  
 MULTIFAMILY GRADING PLAN  
 5-28-19

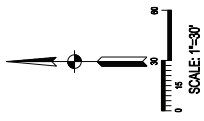






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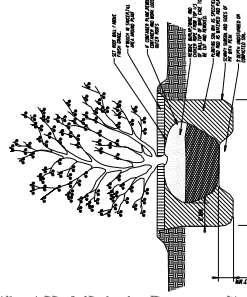
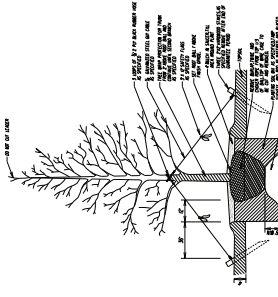
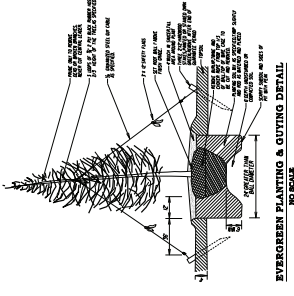
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LANDSCAPE PLAN  
DATE: 5-28-19



**LANDSCAPE REQUIREMENTS**

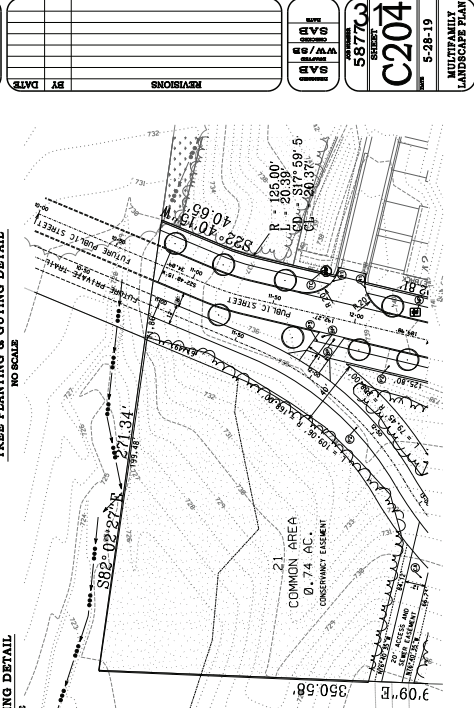
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- 4. PARKING LOT FRONTAGE: 60' X 48' X 2' - 32'
- 5. DRIVEWAY FRONTAGE: 60' X 48' X 2' - 32'
- 6. DRIVEWAY FRONTAGE: 60' X 48' X 2' - 32'
- 7. DRIVEWAY FRONTAGE: 60' X 48' X 2' - 32'
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- 58. DRIVEWAY FRONTAGE: 60' X 48' X 2' - 32'
- 59. DRIVEWAY FRONTAGE: 60' X 48' X 2' - 32'
- 60. DRIVEWAY FRONTAGE: 60' X 48' X 2' - 32'

ID	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
01	TREES			
01	12 DELTOIDEA LYCOSPORA	Thornless Honey Locust	2' COLLAR	
02	16 QUERCUS ALBA	White Oak	2' COLLAR	
03	17 QUERCUS ALBA	White Oak	2' COLLAR	
04	18 QUERCUS ALBA	White Oak	2' COLLAR	
05	19 QUERCUS ALBA	White Oak	2' COLLAR	
06	20 QUERCUS ALBA	White Oak	2' COLLAR	
07	21 QUERCUS ALBA	White Oak	2' COLLAR	
08	22 QUERCUS ALBA	White Oak	2' COLLAR	
09	23 QUERCUS ALBA	White Oak	2' COLLAR	
10	24 QUERCUS ALBA	White Oak	2' COLLAR	
11	25 QUERCUS ALBA	White Oak	2' COLLAR	
12	26 QUERCUS ALBA	White Oak	2' COLLAR	
13	27 QUERCUS ALBA	White Oak	2' COLLAR	
14	28 QUERCUS ALBA	White Oak	2' COLLAR	
15	29 QUERCUS ALBA	White Oak	2' COLLAR	
16	30 QUERCUS ALBA	White Oak	2' COLLAR	
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25	39 QUERCUS ALBA	White Oak	2' COLLAR	
26	40 QUERCUS ALBA	White Oak	2' COLLAR	
27	41 QUERCUS ALBA	White Oak	2' COLLAR	
28	42 QUERCUS ALBA	White Oak	2' COLLAR	
29	43 QUERCUS ALBA	White Oak	2' COLLAR	
30	44 QUERCUS ALBA	White Oak	2' COLLAR	
31	45 QUERCUS ALBA	White Oak	2' COLLAR	
32	46 QUERCUS ALBA	White Oak	2' COLLAR	
33	47 QUERCUS ALBA	White Oak	2' COLLAR	
34	48 QUERCUS ALBA	White Oak	2' COLLAR	
35	49 QUERCUS ALBA	White Oak	2' COLLAR	
36	50 QUERCUS ALBA	White Oak	2' COLLAR	
37	51 QUERCUS ALBA	White Oak	2' COLLAR	
38	52 QUERCUS ALBA	White Oak	2' COLLAR	
39	53 QUERCUS ALBA	White Oak	2' COLLAR	
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41	55 QUERCUS ALBA	White Oak	2' COLLAR	
42	56 QUERCUS ALBA	White Oak	2' COLLAR	
43	57 QUERCUS ALBA	White Oak	2' COLLAR	
44	58 QUERCUS ALBA	White Oak	2' COLLAR	
45	59 QUERCUS ALBA	White Oak	2' COLLAR	
46	60 QUERCUS ALBA	White Oak	2' COLLAR	
47	61 QUERCUS ALBA	White Oak	2' COLLAR	
48	62 QUERCUS ALBA	White Oak	2' COLLAR	
49	63 QUERCUS ALBA	White Oak	2' COLLAR	
50	64 QUERCUS ALBA	White Oak	2' COLLAR	
51	65 QUERCUS ALBA	White Oak	2' COLLAR	
52	66 QUERCUS ALBA	White Oak	2' COLLAR	
53	67 QUERCUS ALBA	White Oak	2' COLLAR	
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73	87 QUERCUS ALBA	White Oak	2' COLLAR	
74	88 QUERCUS ALBA	White Oak	2' COLLAR	
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78	92 QUERCUS ALBA	White Oak	2' COLLAR	
79	93 QUERCUS ALBA	White Oak	2' COLLAR	
80	94 QUERCUS ALBA	White Oak	2' COLLAR	
81	95 QUERCUS ALBA	White Oak	2' COLLAR	
82	96 QUERCUS ALBA	White Oak	2' COLLAR	
83	97 QUERCUS ALBA	White Oak	2' COLLAR	
84	98 QUERCUS ALBA	White Oak	2' COLLAR	
85	99 QUERCUS ALBA	White Oak	2' COLLAR	
86	100 QUERCUS ALBA	White Oak	2' COLLAR	



TREE PLANTING & GUYING DETAIL  
NO SCALE

SHRUB PLANTING DETAIL  
NO SCALE















REVISIONS	BY	DATE

**STANDARD FIRE METER AND CONNECTION DETAIL**  
 NO SCALE

**NOTES:**  
 1. FIRE METER SHALL BE INSTALLED ON THE MAIN WATER LINE.  
 2. FIRE METER SHALL BE INSTALLED IN A CONCRETE ENCLOSURE.  
 3. FIRE METER SHALL BE INSTALLED IN A CONCRETE ENCLOSURE.  
 4. FIRE METER SHALL BE INSTALLED IN A CONCRETE ENCLOSURE.  
 5. FIRE METER SHALL BE INSTALLED IN A CONCRETE ENCLOSURE.

**PROF ILE**  
 NO SCALE

**NOTES:**  
 1. ALL SCHEDULE 40 STEEL SHALL BE GALVANNEAL.  
 2. ALL WELDS SHALL BE FULL PENETRATION.  
 3. ALL WELDS SHALL BE FULL PENETRATION.  
 4. ALL WELDS SHALL BE FULL PENETRATION.  
 5. ALL WELDS SHALL BE FULL PENETRATION.

**BEEDING AND BACKFILL DETAIL FOR ALL RIGID PIPES**  
 NO SCALE

**NOTES:**  
 1. ALL BEDDING SHALL BE 12" MIN. DEPTH.  
 2. ALL BEDDING SHALL BE 12" MIN. DEPTH.  
 3. ALL BEDDING SHALL BE 12" MIN. DEPTH.  
 4. ALL BEDDING SHALL BE 12" MIN. DEPTH.

**TYPICAL TRENCH SECTION**  
 NO SCALE

**NOTES:**  
 1. ALL TRENCH WALLS SHALL BE 12" MIN. THICK.  
 2. ALL TRENCH WALLS SHALL BE 12" MIN. THICK.  
 3. ALL TRENCH WALLS SHALL BE 12" MIN. THICK.  
 4. ALL TRENCH WALLS SHALL BE 12" MIN. THICK.

**STANDARD CONCRETE CURB DETAIL**  
 NO SCALE

**NOTES:**  
 1. ALL CONCRETE SHALL BE 3000 PSI.  
 2. ALL CONCRETE SHALL BE 3000 PSI.  
 3. ALL CONCRETE SHALL BE 3000 PSI.  
 4. ALL CONCRETE SHALL BE 3000 PSI.

**COMBINED CURB AND GUTTER INLET DETAIL**  
 NO SCALE

**NOTES:**  
 1. ALL CURB SHALL BE 6" HIGH.  
 2. ALL CURB SHALL BE 6" HIGH.  
 3. ALL CURB SHALL BE 6" HIGH.  
 4. ALL CURB SHALL BE 6" HIGH.

**PERPENDICULAR CURB RAMP DETAIL**  
 NO SCALE

**NOTES:**  
 1. ALL CURB RAMP SHALL BE 4" HIGH.  
 2. ALL CURB RAMP SHALL BE 4" HIGH.  
 3. ALL CURB RAMP SHALL BE 4" HIGH.  
 4. ALL CURB RAMP SHALL BE 4" HIGH.

**BIKE RACK DETAIL**  
 NO SCALE

**NOTES:**  
 1. ALL BIKE RACK SHALL BE 4" HIGH.  
 2. ALL BIKE RACK SHALL BE 4" HIGH.  
 3. ALL BIKE RACK SHALL BE 4" HIGH.  
 4. ALL BIKE RACK SHALL BE 4" HIGH.

**ACCESSIBLE PARKING STALL FOR VANS**  
 NO SCALE

**NOTES:**  
 1. ALL PARKING STALL SHALL BE 8' WIDE.  
 2. ALL PARKING STALL SHALL BE 8' WIDE.  
 3. ALL PARKING STALL SHALL BE 8' WIDE.  
 4. ALL PARKING STALL SHALL BE 8' WIDE.

**STAIRWAY DETAIL**  
 NO SCALE

**NOTES:**  
 1. ALL STAIRWAY SHALL BE 4" HIGH.  
 2. ALL STAIRWAY SHALL BE 4" HIGH.  
 3. ALL STAIRWAY SHALL BE 4" HIGH.  
 4. ALL STAIRWAY SHALL BE 4" HIGH.

**STANDING CONCRETE CURB DETAIL**  
 NO SCALE

**NOTES:**  
 1. ALL CONCRETE SHALL BE 3000 PSI.  
 2. ALL CONCRETE SHALL BE 3000 PSI.  
 3. ALL CONCRETE SHALL BE 3000 PSI.  
 4. ALL CONCRETE SHALL BE 3000 PSI.

**STANDARD CONCRETE CURB DETAIL**  
 NO SCALE

**NOTES:**  
 1. ALL CONCRETE SHALL BE 3000 PSI.  
 2. ALL CONCRETE SHALL BE 3000 PSI.  
 3. ALL CONCRETE SHALL BE 3000 PSI.  
 4. ALL CONCRETE SHALL BE 3000 PSI.

**STANDARD CONCRETE CURB DETAIL**  
 NO SCALE

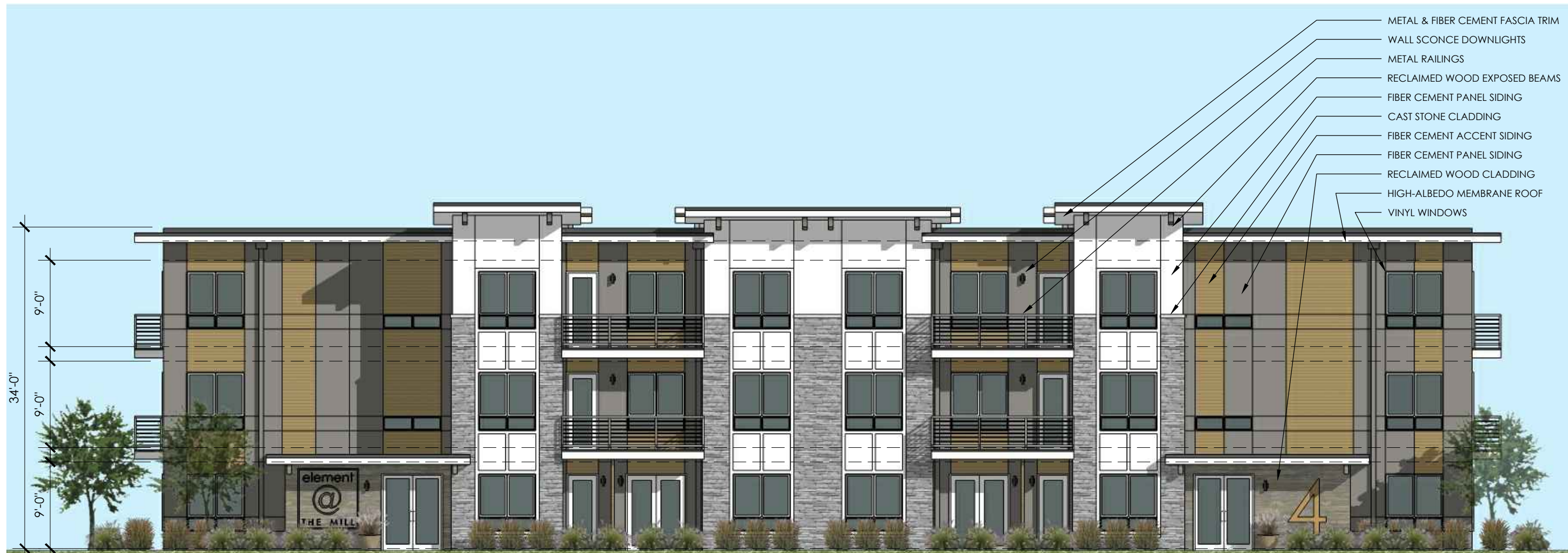
**NOTES:**  
 1. ALL CONCRETE SHALL BE 3000 PSI.  
 2. ALL CONCRETE SHALL BE 3000 PSI.  
 3. ALL CONCRETE SHALL BE 3000 PSI.  
 4. ALL CONCRETE SHALL BE 3000 PSI.

**STANDARD CONCRETE CURB DETAIL**  
 NO SCALE

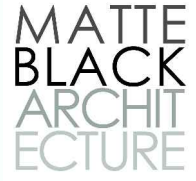
**NOTES:**  
 1. ALL CONCRETE SHALL BE 3000 PSI.  
 2. ALL CONCRETE SHALL BE 3000 PSI.  
 3. ALL CONCRETE SHALL BE 3000 PSI.  
 4. ALL CONCRETE SHALL BE 3000 PSI.

**STANDARD CONCRETE CURB DETAIL**  
 NO SCALE

**NOTES:**  
 1. ALL CONCRETE SHALL BE 3000 PSI.  
 2. ALL CONCRETE SHALL BE 3000 PSI.  
 3. ALL CONCRETE SHALL BE 3000 PSI.  
 4. ALL CONCRETE SHALL BE 3000 PSI.



**THE MILL APARTMENTS:**  
FRONT ELEVATION





THE MILL APARTMENTS:  
REAR ELEVATION





THE MILL APARTMENTS:  
SIDE ELEVATIONS



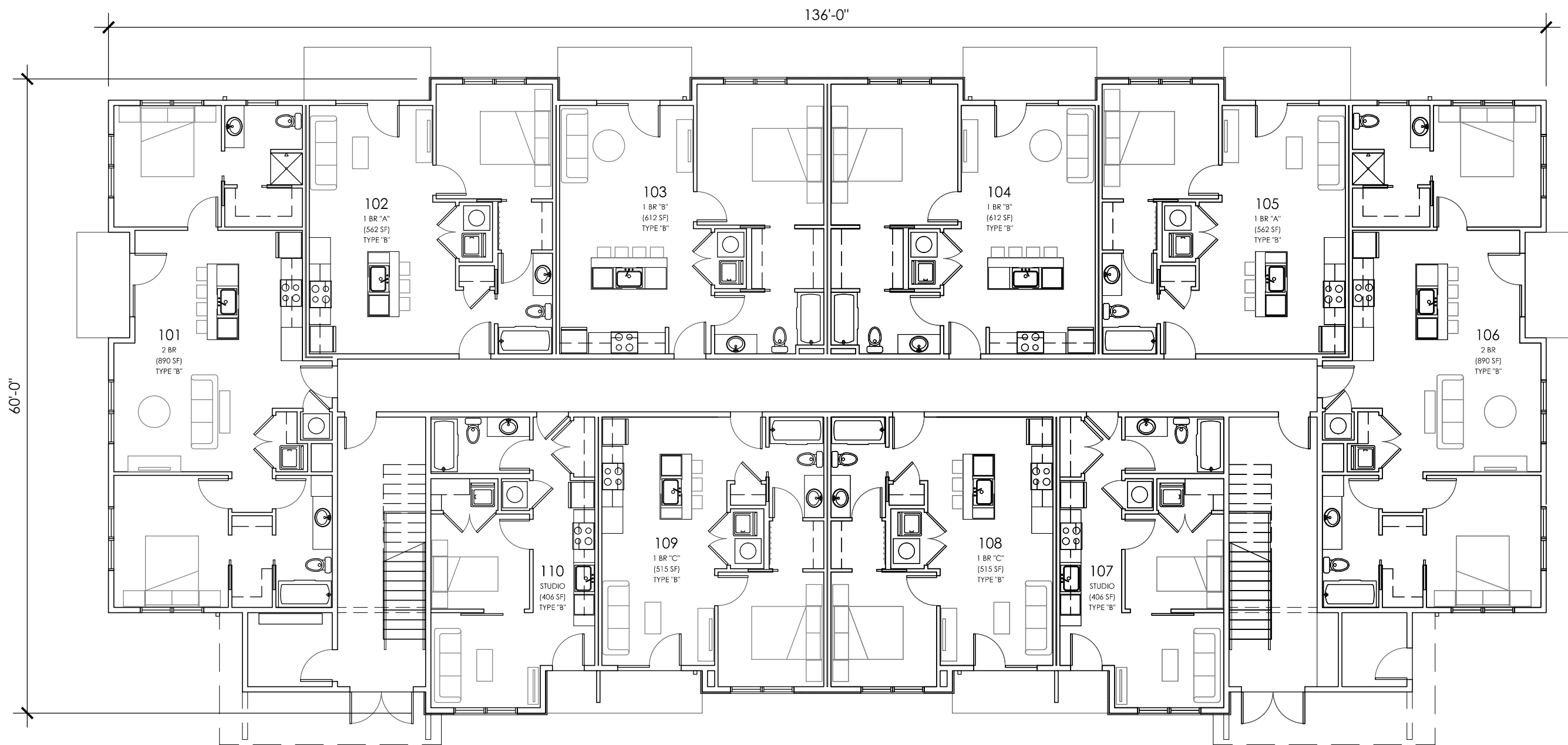






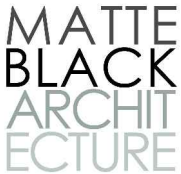


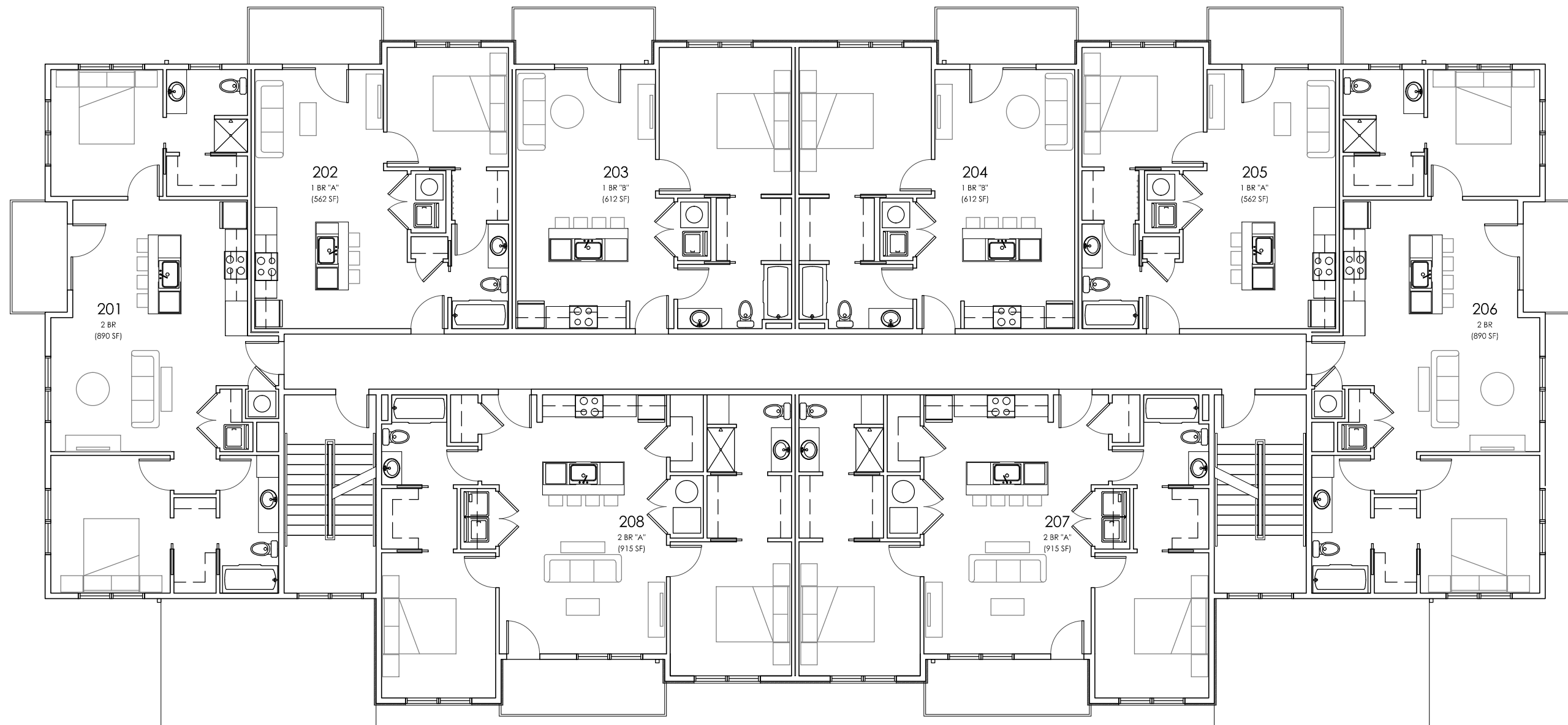




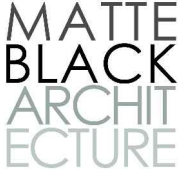
**THE MILL APARTMENTS:**  
 FIRST FLOOR PLAN (7341 SF)

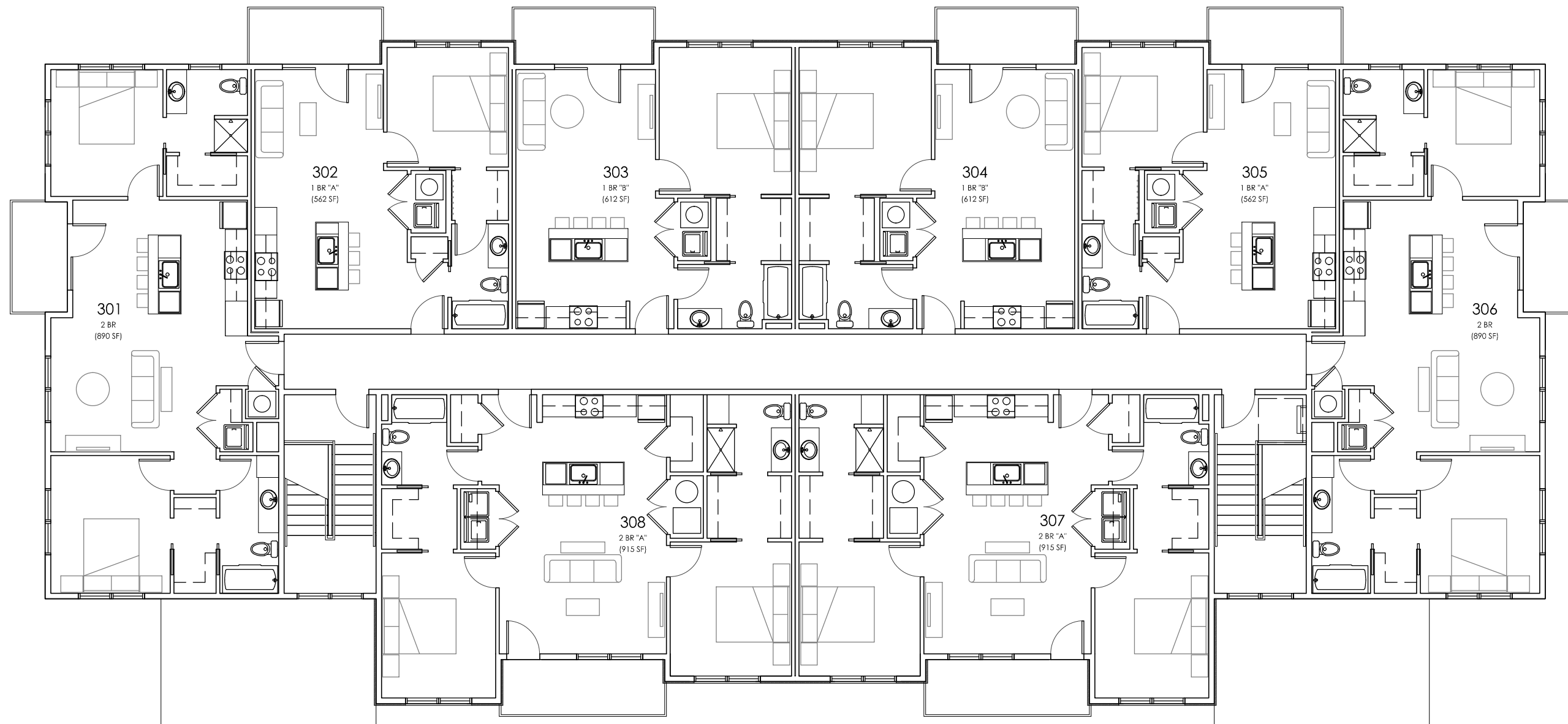
**UNIT MIX (PER BUILDING):**  
 2 - STUDIO UNITS  
 14 - 1 BEDROOM UNITS  
 10 - 2 BEDROOM UNITS  
 TOTAL: 26 UNITS/36 BEDS (PER BLDG)  
 X 5 BUILDINGS = **130 UNITS/180 BEDS**



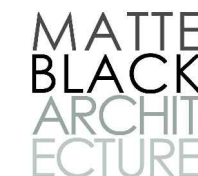


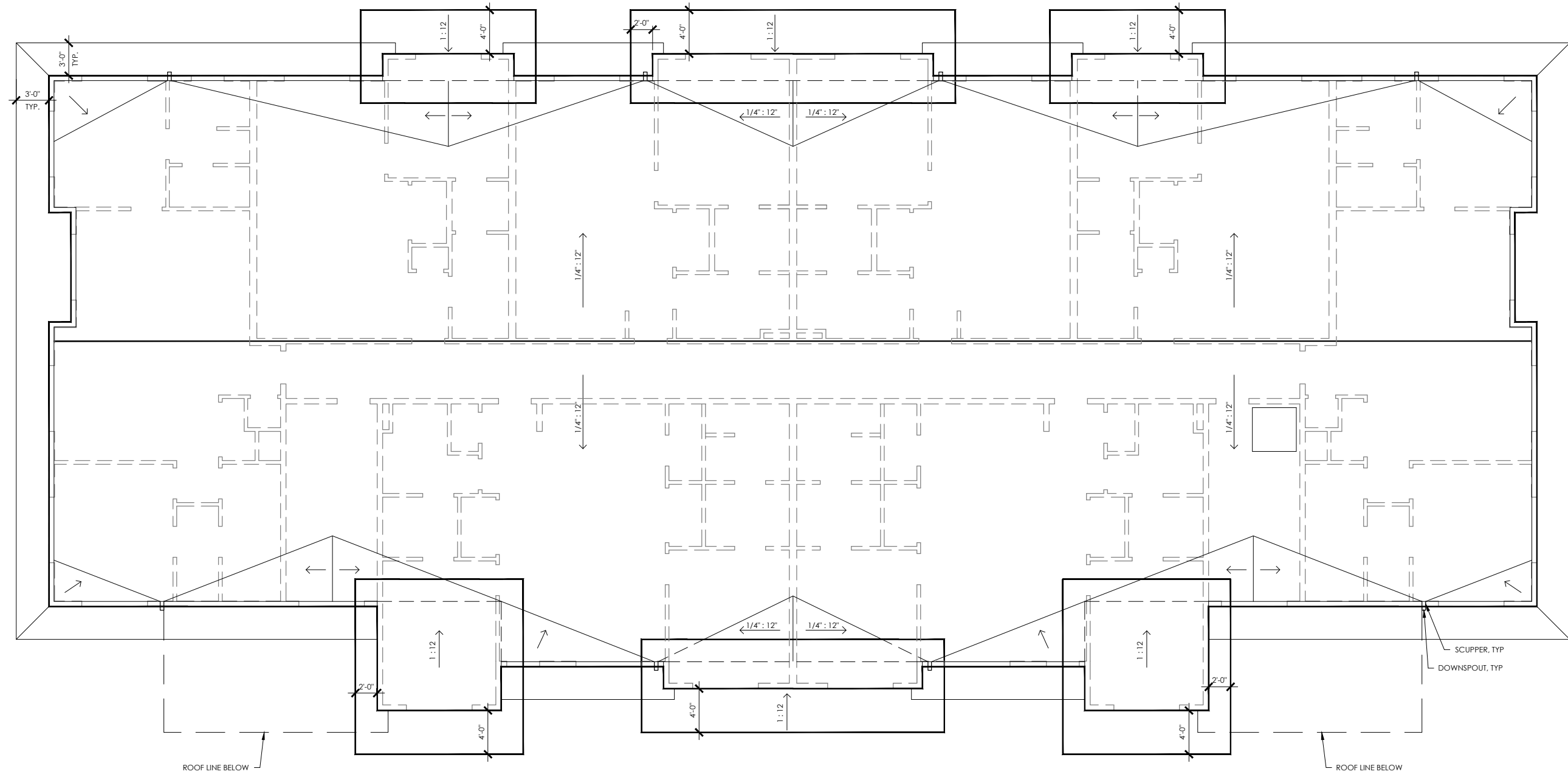
**THE MILL APARTMENTS:**  
SECOND FLOOR PLAN (7211 SF)



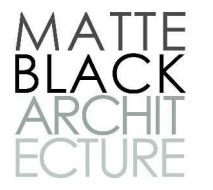


THE MILL APARTMENTS:  
THIRD FLOOR PLAN (7211 SF)





**THE MILL APARTMENTS:**  
ROOF PLAN





**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT**

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

**Location: 222 S. Walnut Street  
105 & 111 W. 4<sup>th</sup> 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 3<sup>rd</sup> and 4<sup>th</sup> 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 3<sup>rd</sup> and 4<sup>th</sup> Streets. The Unified Development Ordinance does not allow a vehicular entrance on the higher classified road (3<sup>rd</sup> 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 4<sup>th</sup> 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 3<sup>rd</sup> and 4<sup>th</sup> 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.

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**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.

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#### **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 3<sup>rd</sup> Street. The 4<sup>th</sup> 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 3<sup>rd</sup> and Walnut Streets and 4<sup>th</sup> & 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 3<sup>rd</sup> Street and one on 4<sup>th</sup> Street. The 4<sup>th</sup> 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 4<sup>th</sup> 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 3<sup>rd</sup> Street, that entrance would be right-in/right-out only. The UDO only allows a vehicular entrance on the lower classified road, which is 4<sup>th</sup> Street in this instance. The 3<sup>rd</sup> 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 4<sup>th</sup> 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 4<sup>th</sup> Street, 3<sup>rd</sup> 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 3<sup>rd</sup>, 4<sup>th</sup>, 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 3<sup>rd</sup> 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.

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## 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.

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**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.

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**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.

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**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 3<sup>rd</sup> and 4<sup>th</sup> 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 4<sup>th</sup> 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 4<sup>th</sup> 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

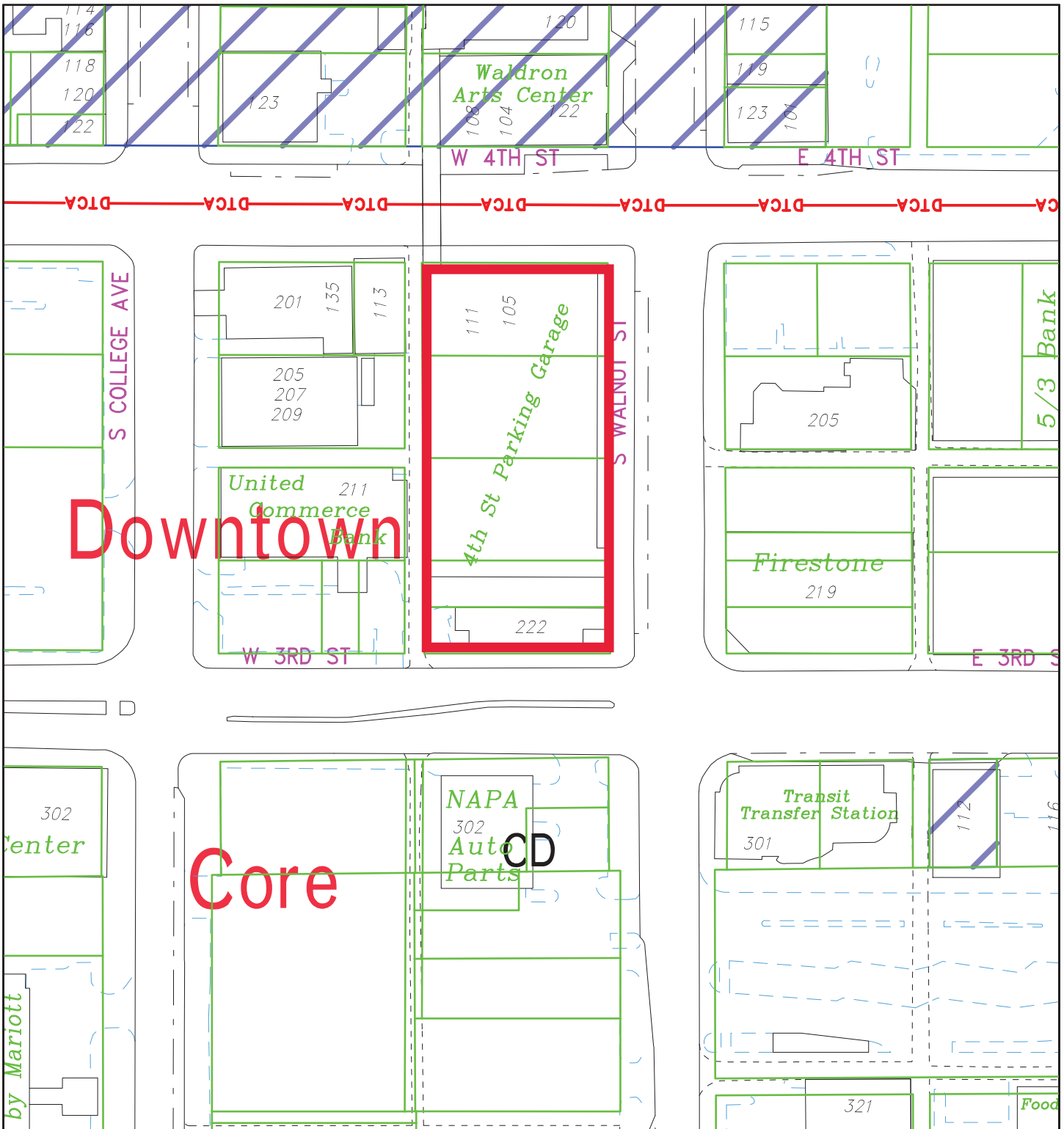
The EC recommends that the alley behind the parking garage be reconstructed using “green alley” techniques. The alley will no doubt be destroyed during construction and will have to be rebuilt anyway, so that makes it a good candidate for a green infrastructure best practice, called a green alley. The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

NAPA Auto Parts CD

Firestone

Transit Transfer Station

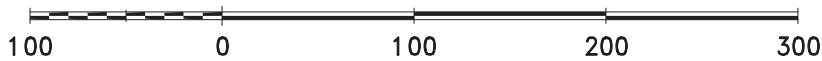
Waldron Arts Center

United Commerce Bank

5/3 Bank

Food

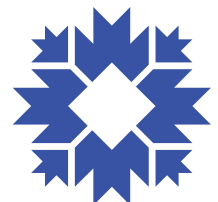
By: greulice  
24 May 19



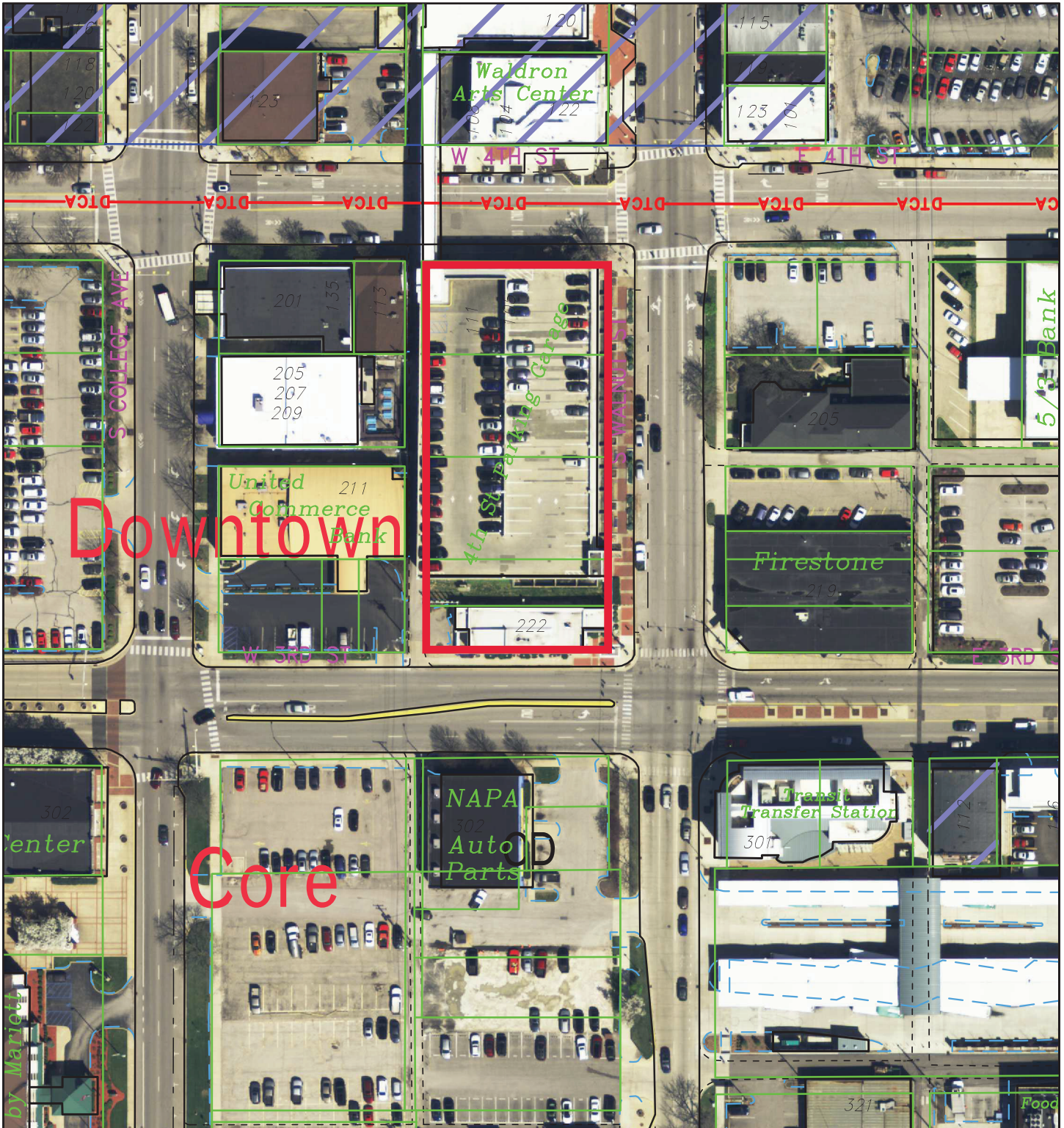
For reference only; map information NOT warranted.



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

S COLLECT AVE

S WALNUT ST

4th St

W 3RD ST

E 4TH ST

DTCA

DTCA

DTCA

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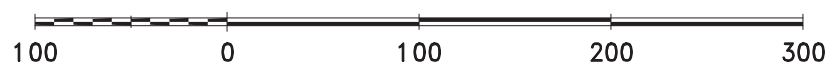
DTCA

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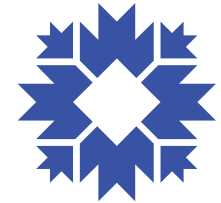
DTCA

DTCA

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.

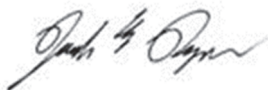
20.03.120.e.(6).(c).(B) Façade Modulation: The modulation of the façade will greatly impact the efficiency and cost of the garage. The required modulation does not lend itself to efficient garage layout or function.

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'	Writer 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

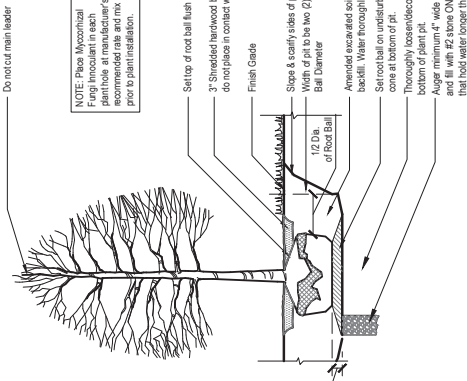
**BUFFERS - Same surrounding zoning; no buffers required**

**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)

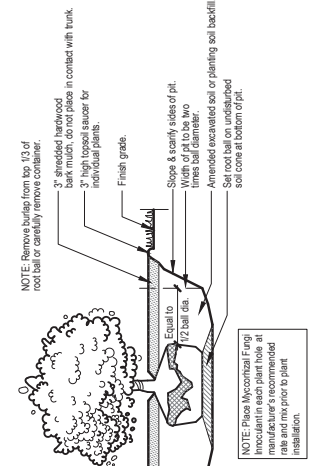
**BIKE PARKING - REFER TO ARCHITECTURE PLANS**

**LANDSCAPE AND PLANTING NOTES**

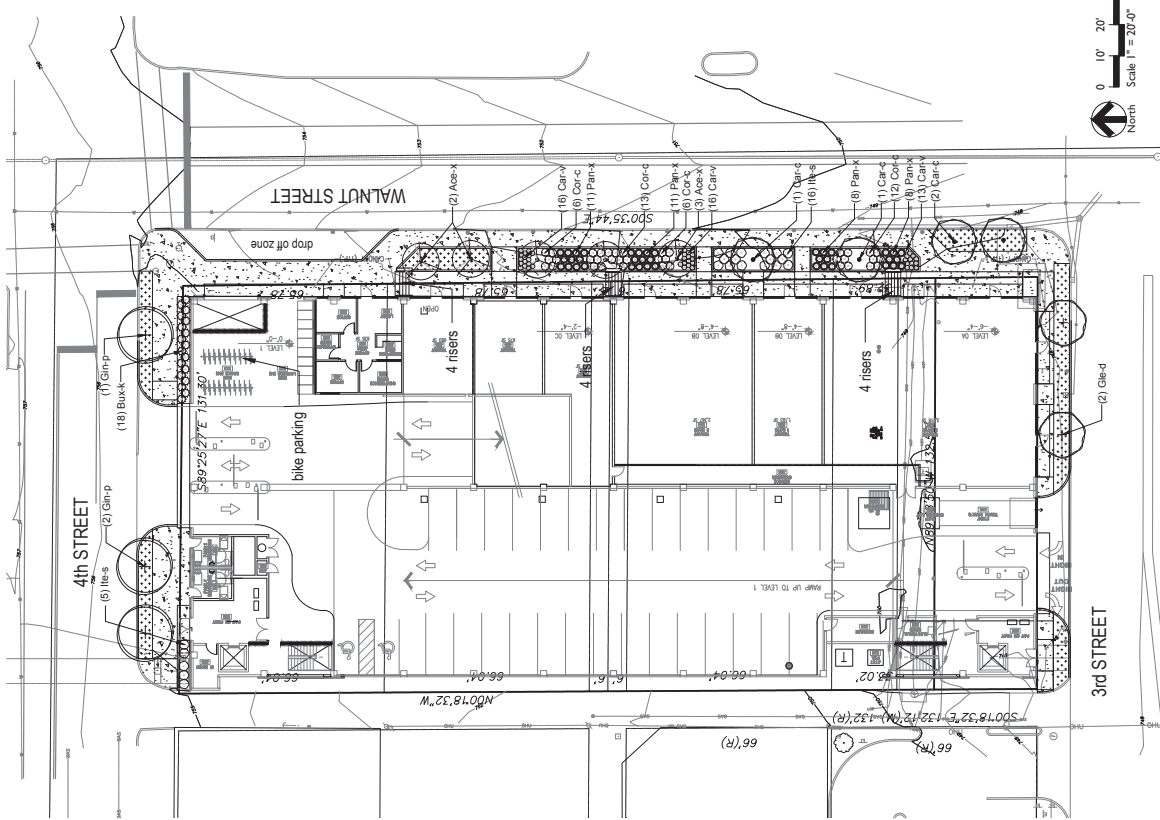
- Plant material to be installed and maintained by a qualified and experienced landscape installer. All materials are subject to the approval of the Landscape Architect and Owner at any time. Landscape Architects to inspect all plant locations and planting conditions prior to installation. Stake all 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 or infestation within six (6) days after planting. 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 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 prevent, planting bed.
- The 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, stumps, clay, silt, and other extraneous or foreign materials. 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 sources, 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, 3" high topsoil saucer for individual plants, with crown extending 30" around any 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.



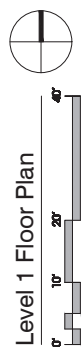
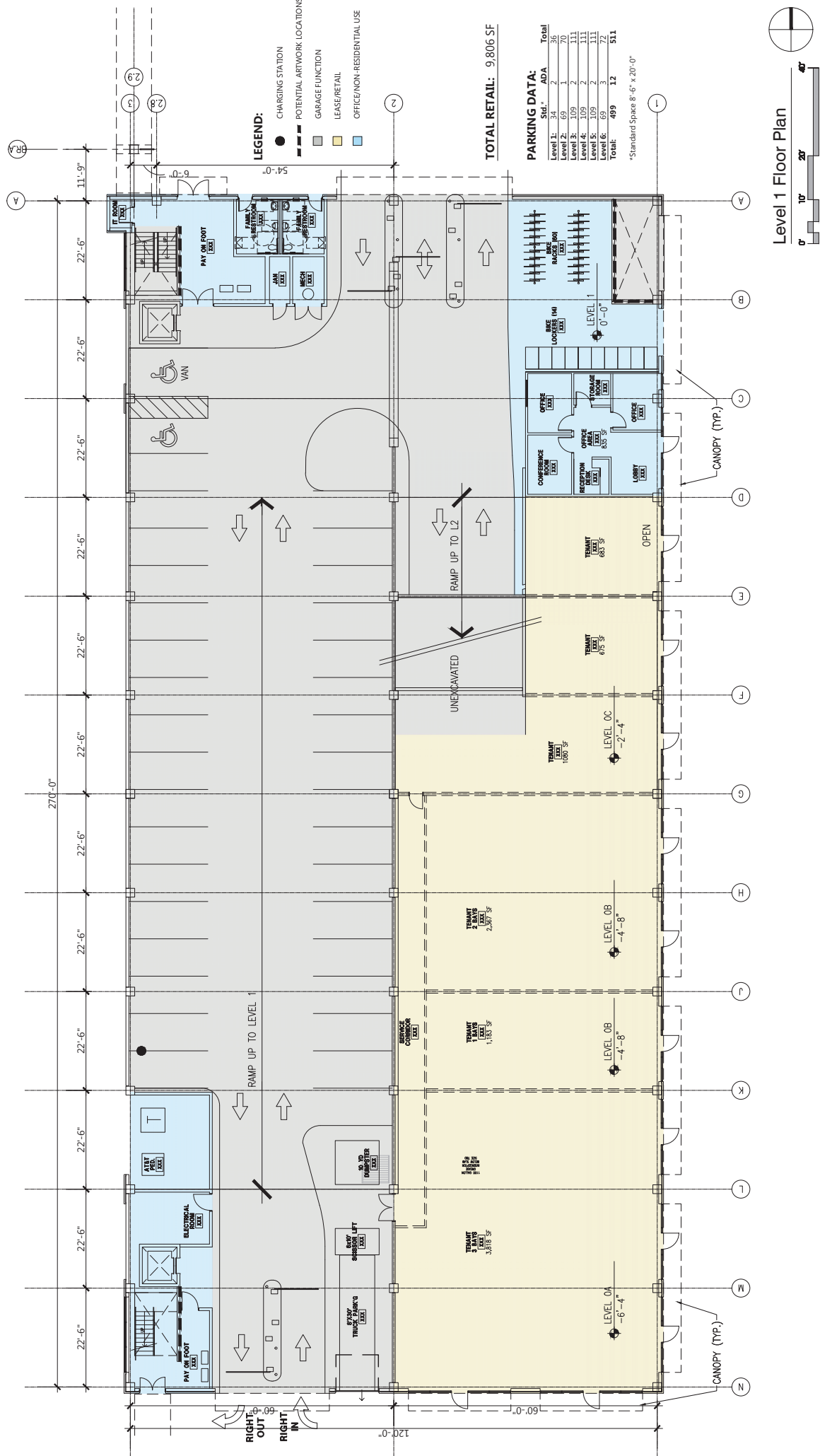
**TREE PLANTING**  
 Not to Scale

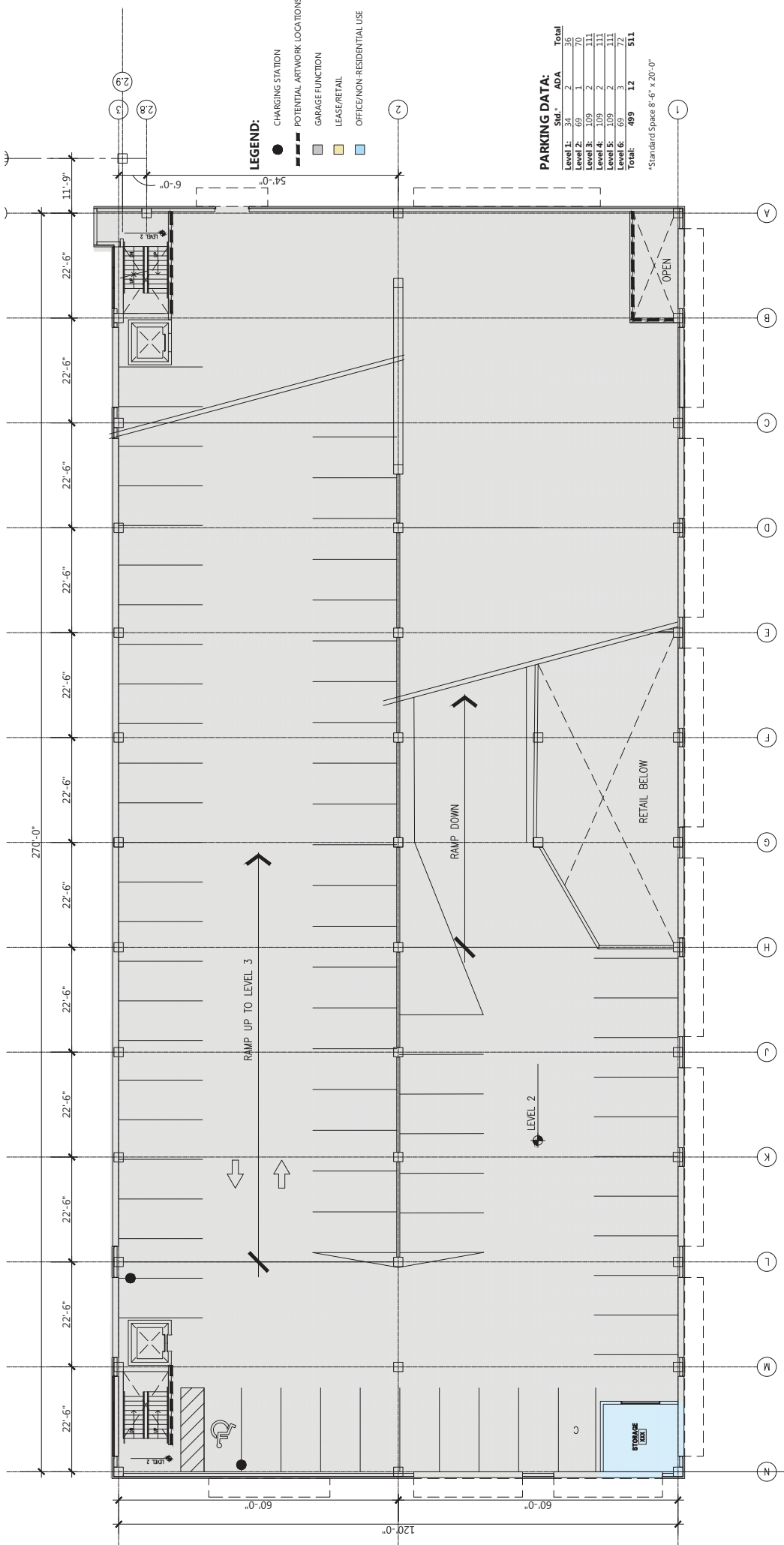


**SHRUB PLANTING**  
 Not to Scale



0 10' 20' 40'  
 North  
 Scale 1" = 20'-0"



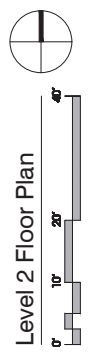


- LEGEND:**
- CHARGING STATION
  - POTENTIAL ARTWORK LOCATIONS
  - GARAGE FUNCTION
  - LEASE/RETAIL
  - OFFICE/NON-RESIDENTIAL USE

**PARKING DATA:**

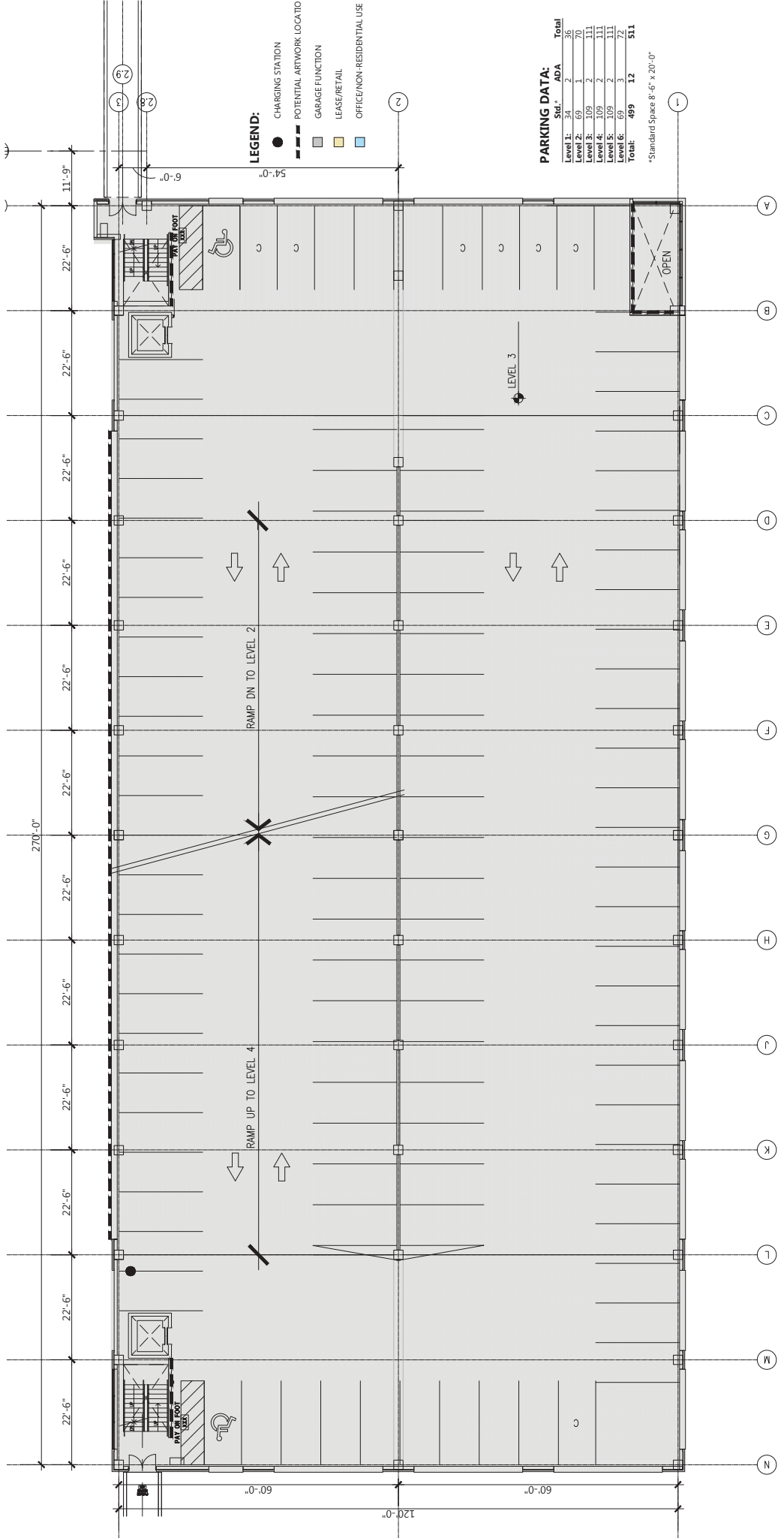
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Level 1	2	20	22
Level 2	69	2	71
Level 3	109	2	111
Level 4	109	2	111
Level 5	109	2	111
Level 6	69	3	72
<b>Total:</b>	<b>499</b>	<b>12</b>	<b>511</b>

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



Level 2 Floor Plan

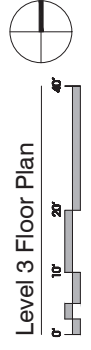




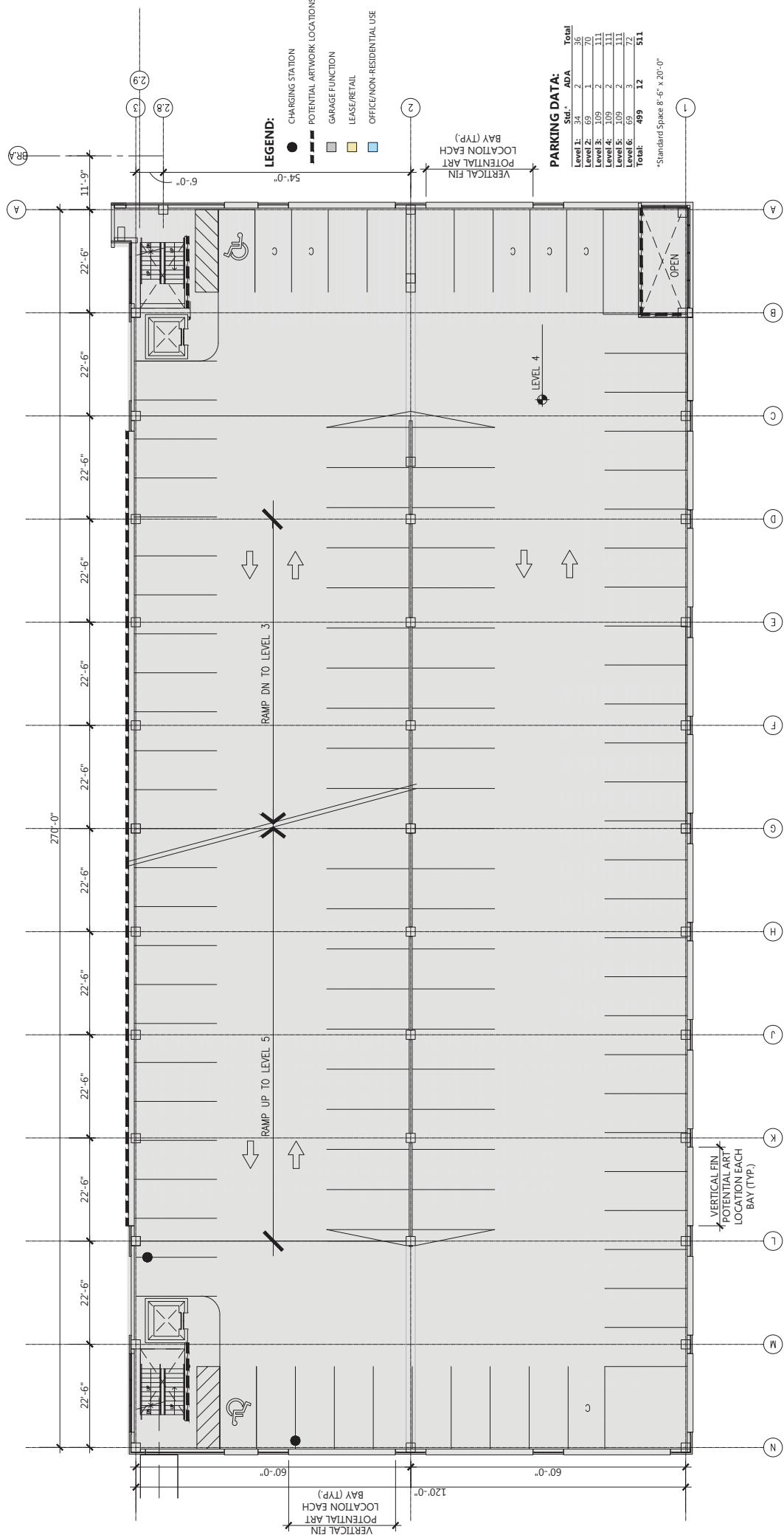
**PARKING DATA:**

Level	Std.	ADA	Total
Level 1:	69	2	71
Level 2:	109	2	111
Level 3:	109	2	111
Level 4:	109	2	111
Level 5:	69	3	72
<b>Total:</b>	<b>499</b>	<b>12</b>	<b>511</b>

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



Level 3 Floor Plan



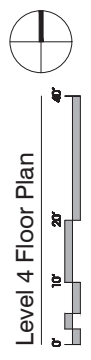
**LEGEND:**

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

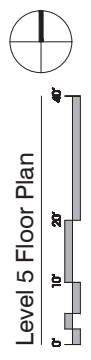
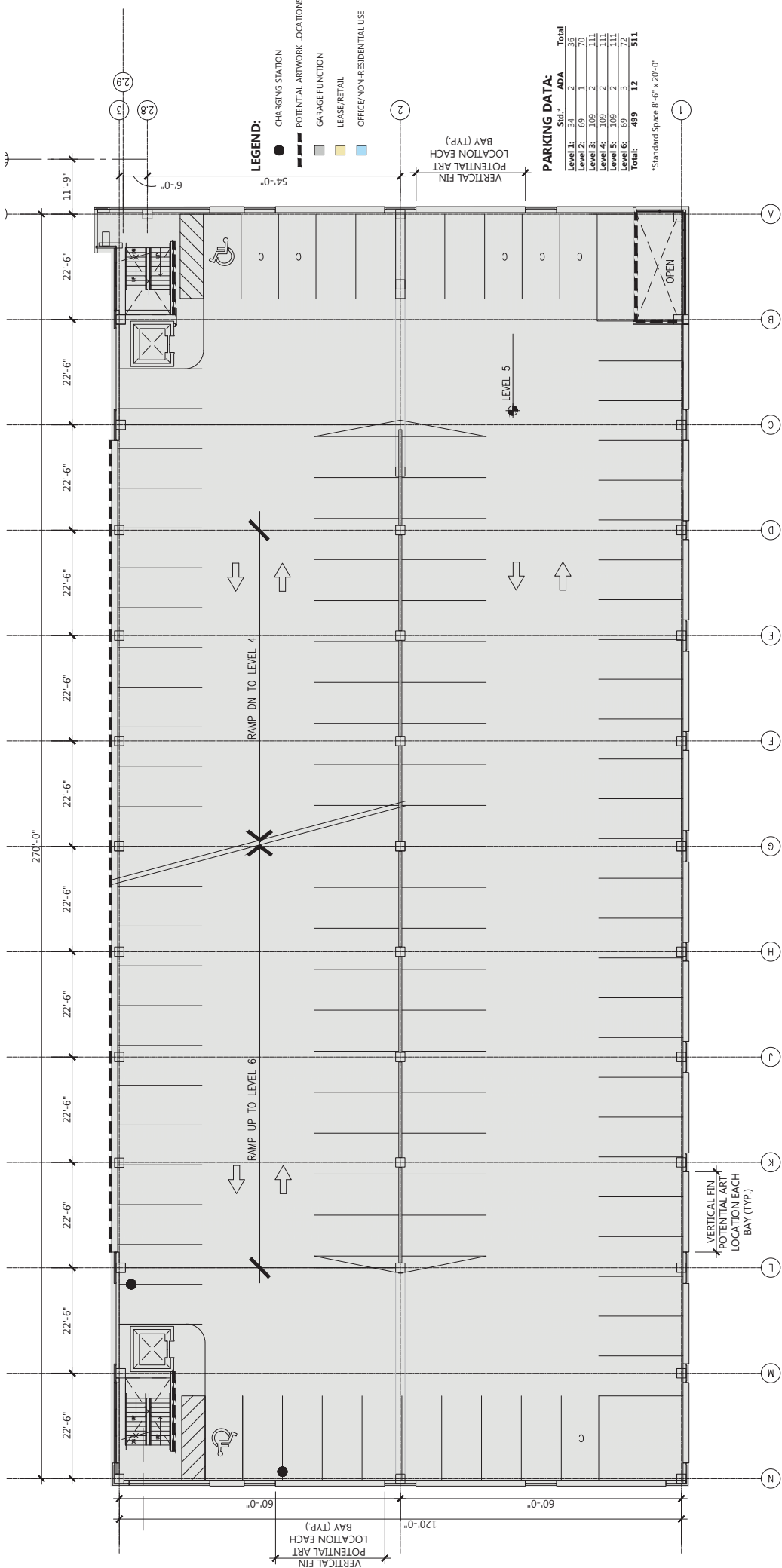
**PARKING DATA:**

Level	Std.	ADA	Total
Level 1	63	2	65
Level 2	69	2	71
Level 3	109	2	111
Level 4	109	2	111
Level 5	69	3	72
Level 6	69	3	72
<b>Total:</b>	<b>499</b>	<b>12</b>	<b>511</b>

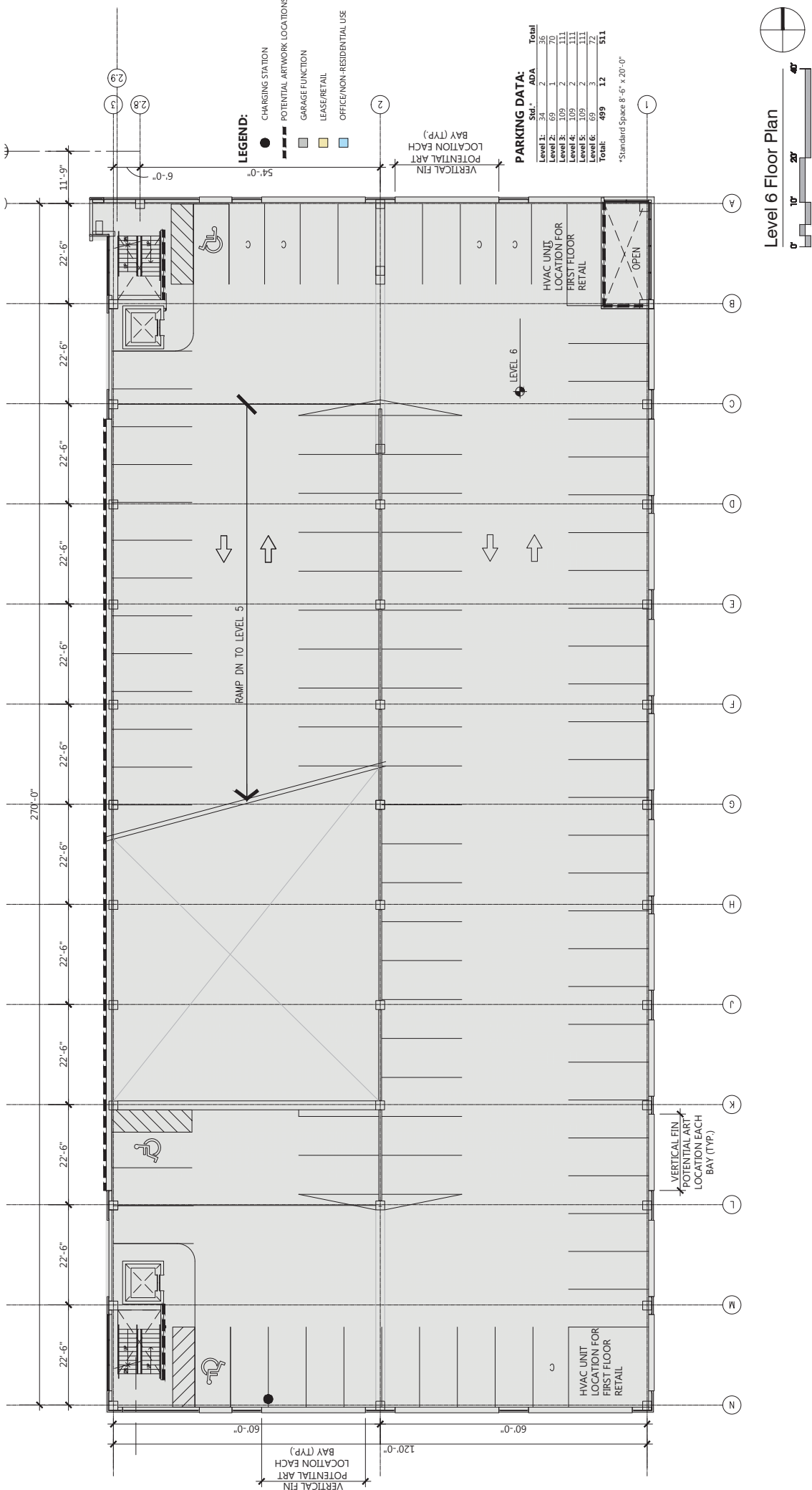
\*Standard Space 8'-6" x 20'-0"



Level 4 Floor Plan



Level 5 Floor Plan

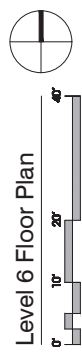


- LEGEND:**
- CHARGING STATION
  - - - POTENTIAL ARTWORK LOCATIONS
  - GARAGE FUNCTION
  - LEASE/RETAIL
  - OFFICE/NON-RESIDENTIAL USE

**PARKING DATA:**

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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
<b>Total:</b>	<b>499</b>	<b>12</b>	<b>511</b>

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

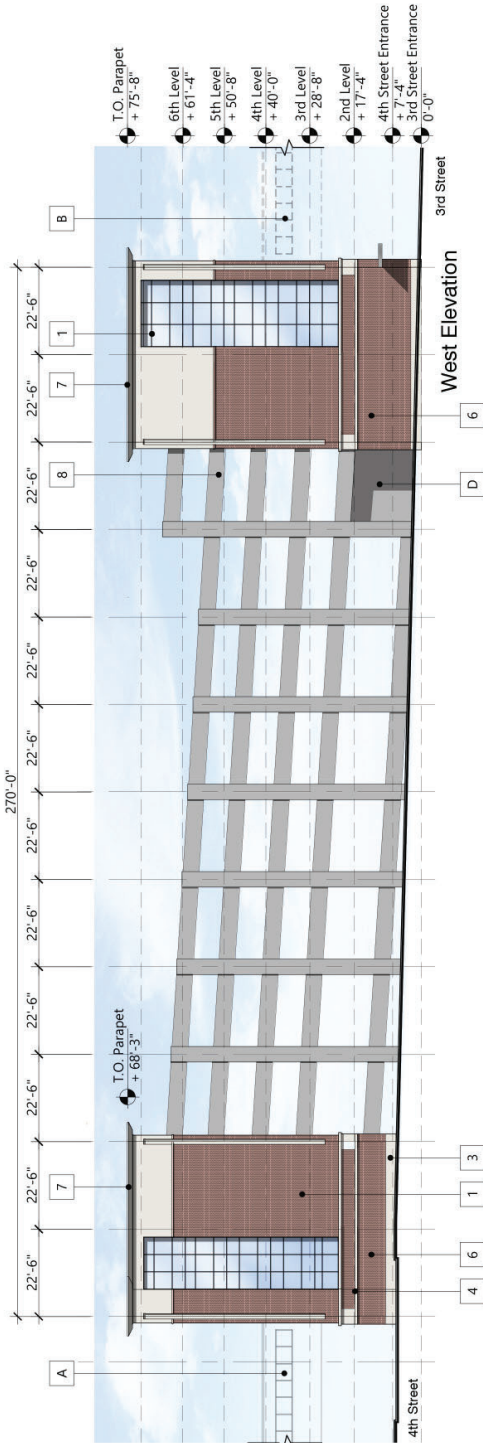
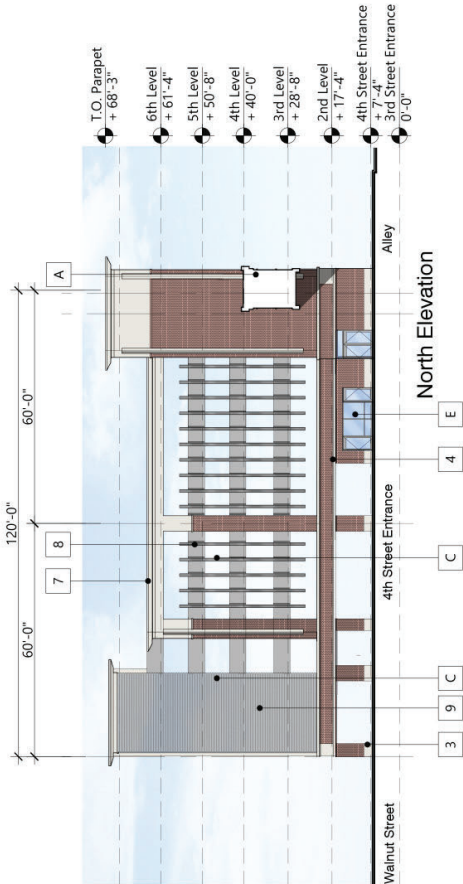


**MATERIALS KEY:**

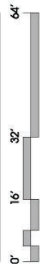
- 1 Clear Anodized Aluminum Storefront with Aluminum Canopy
- 2 Masonry Base - Limestone Color
- 3 Masonry Header - Limestone Color
- 4 Accent Course - Limestone Color
- 5 Brick Masonry Veneer
- 6 Concrete Detail - Precast Concrete, Limestone Color
- 7 Cast-in-Place Concrete
- 8 Perforated Metal Screen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

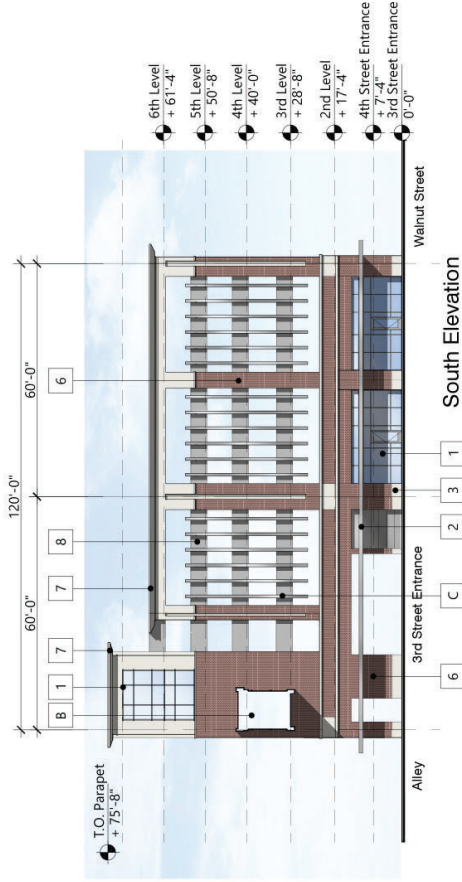


**MATERIALS KEY:**

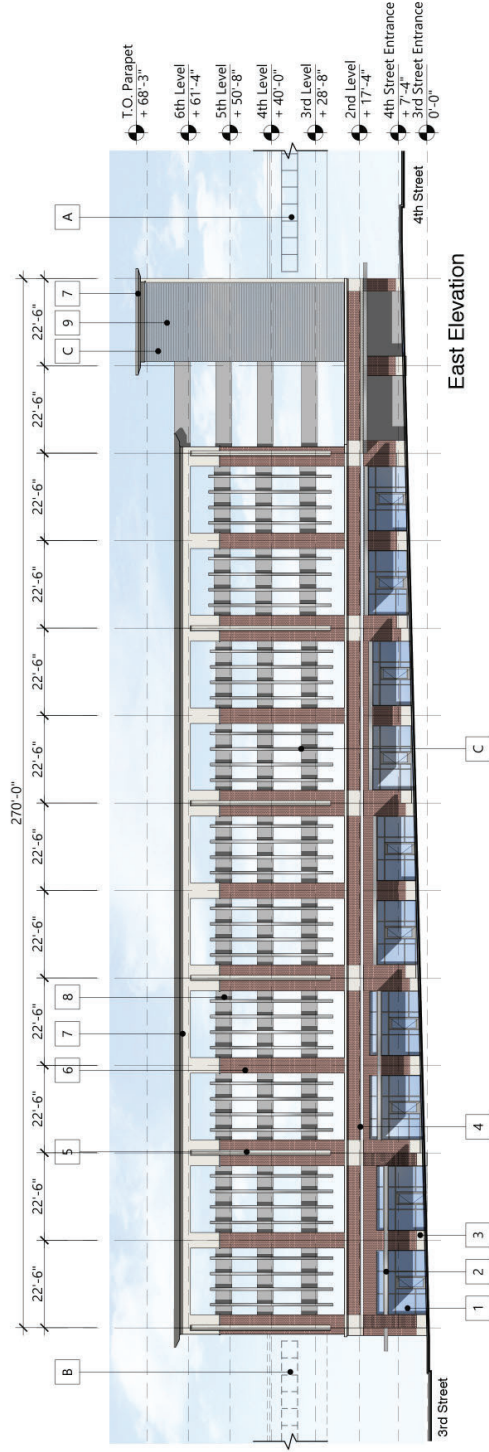
- 1 Clear Anodized Aluminum Storefront with Aluminum Canopy
- 2 Masonry Base - Limestone Color
- 3 Masonry Header - Limestone Color
- 4 Accent Course - Limestone Color
- 5 Brick Masonry Veneer
- 6 Concrete Detail - Precast Concrete, Limestone Color
- 7 Cast-in-Place Concrete
- 8 Perforated Metal Screen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

**GENERAL NOTES:**

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



**South Elevation**



**East Elevation**

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
<b>MANAGEMENT</b>								
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.		
	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.	<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, 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>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>A6 - Proactive Operational Maintenance</p>	<p>Purchasing of Product Groups</p>	<p>1</p>	<p>6</p>	<p>6</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 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>A7 - Cleaning Procedures - Occupied Spaces</p>	<p>Cleaning Products &amp; 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>Cleaning products etc used in retail spaces</p>

		Spot Cleaning / Oil Degreasing	1				1				2	Parking structure spot cleans oil spills at least twice a year with an environmentally safe oil degreaser.			
		Power Washing: Water is Disposed	2				2				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. 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				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								
		USGBC LEED 2009 Fundamental Commissioning of Building Energy Systems prerequisite or v4 Fundamental Commissioning and Verification prerequisite	6				6								
		ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1-2007	6				6								
		California Commissioning Guide for New or Existing Buildings	6				6								
A8 - Cleaning Procedures - Parking Decks												<ul style="list-style-type: none"> <li>a Narrative describing current parking deck cleaning practices</li> <li>a Written statement committing the parking structure to continue in environmentally-safe and water efficient surface cleaning on an ongoing basis</li> <li>a A copy of an invoice from the parking structure's pressure/power washing vendor or sweeping vendor with vendor contact information</li> <li>a Copy of the invoices for cleaning supplies, degreasers, sweeping mechanisms, and/or pressure/power washing technologies used within the garage.</li> </ul>			
A9 - Building Systems Commissioning												<ul style="list-style-type: none"> <li>a Provide the documentation for only the applicable commissioning performed:               <ol style="list-style-type: none"> <li>1. Documentation supporting adherence to USGBC's LEED V3 or V4 Enhanced Commissioning for all applicable systems in the parking structure</li> <li>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</li> </ol> </li> <li>3. Documentation supporting adherence to ASHRAE Guideline 0-2005 and Guideline 1.1-2007 for all applicable systems in the parking structure</li> <li>4. Documentation supporting adherence to California Commissioning Guide for New or</li> </ul>			

A10 - Construction Waste Management	ASHRAE Level II Audit	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 (CMA) Standards	4			4		
A11 - Regional Materials	85% or more recycled or reused materials	6			6	a 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.
	At least 50% but less than 85% recycled or reused materials	4		4		Discourage the use of landfills and incineration for the elimination of non-hazardous waste materials associated with new construction or renovation.	
	At least 20% but less than 50% recycled or reused materials	2			2		
	At least 75% sourced regionally	6		6		Encourage the use of regional materials for new construction, rehabilitation, or retrofit projects.	
A12 - Regional Labor	At least 50% but less than 75% sourced regionally	3			3		
	At least 60% regional	3			3	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 35% but less than 60% regional	1		1		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	
A13 - Reused, Repurposed or Recycled	Rideshare for laborers	1		1		Documentation and brief narrative on rideshare routes and participation percentages. Rideshare program must be available for the duration of the construction project	
	At least 80% reused, repurposed or recycled	6			6	a 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		

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	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.	
	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										
A15 - Credentialed Management	Green Globes Assessor (GGA)	4								4	a Copy of certificate earned, including name of manager and expiration date of credential where relevant	Review if parking manager has a certification
	LEED Green Associate	3								3	a Letter documenting that the accredited person is responsible for management of day-to-day operations of the facility pursuing Green Garage Certification	
	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		
	LCA performed and savings implemented on project totaling over \$2 million	8								8	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	
	LCA performed and savings implemented on project totaling over \$1 million	6								6	a Invoices and/or images to demonstrate that the construction option(s) with the savings determined by the LCA was implemented.	
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			
(Must be at least 20) Subtotal	90	32	16									
A16 - Life Cycle Assessment												

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"> <li>▫ Detailed narrative describing the program, idea, or innovation, associated participants and demonstrated results. Include the points sought for each placemaking initiative.</li> <li>▫ Images or physical placemaking features, and/or schedules and literature demonstrating placemaking</li> <li>▫ Images of signage, websites, flyers, and other communications that demonstrate the parking structure is promoting the use of and access to local mass transit</li> <li>▫ Mapping imagery (i.e.: Mapquest, Google Maps) confirming the distance to the side via a pedestrian friendly path</li> </ul>	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"> <li>▫ Images of dynamic signage that are labeled with location of signage</li> </ul>	
	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"> <li>▫ One of the following:                             <ol style="list-style-type: none"> <li>1. Signed contract with reservation services company</li> <li>2. Memorandum of understanding with a parking reservation company</li> <li>3. Screen shot images of the parking facility's listing on a parking application or web site</li> </ol> </li> </ul>	
	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"> <li>▫ One of the following:                             <ol style="list-style-type: none"> <li>1. Signed contract with reservation services company</li> <li>2. Memorandum of understanding with a parking reservation company</li> <li>3. Screen shot images of the parking facility's listing on a parking application or web site</li> </ol> </li> </ul>	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"> <li>▫ Narrative describing                             <ol style="list-style-type: none"> <li>1. Wayfinding technologies and practices in use</li> <li>2. For level counting, details of the space boundaries</li> <li>3. System/process for monitoring the vehicle counts</li> <li>4. Process for manually validating and correcting vehicle count discrepancies</li> <li>5. Make/model of automatic electronic signage and sensor technology</li> <li>6. Floor plan (or description) of sign and sensor locations</li> </ol> </li> </ul>	
	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.		
B4 - Wayfinding Systems - Internal	Parking Guidance via Automatic Variable Signage	2	2					
	Parking Guidance via Manual Count and Static Signage	1			1			

B5 - Traffic Flow Plan	At least four traffic flow strategies	4			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, and two during all operations.	Summary log of exit protocols and procedures Images of equipment and signage	
	Average idle time of 5 seconds or less	4			4	Operator can demonstrate that average vehicle idle time does not exceed 5 seconds on egress.	Operator can demonstrate that average vehicle idle time does not exceed 5 seconds on egress.		
	At least three traffic flow strategies	3	3		3	Operator employs a minimum of three of the strategies outlined in the standard during special event and high traffic periods.	Operator employs a minimum of three of the strategies outlined in the standard during special event and high traffic periods.		
	At least two traffic flow strategies	2			2	Operator employs a minimum of two of the strategies outlined in the standard during special event and high traffic periods.	Operator employs a minimum of two of the strategies outlined in the standard during special event and high traffic periods.		
B6 - Carshare Program	Carshare Hub	5	5		5	Parking structure supports a carshare hub with a minimum of two vehicles.	Parking structure supports a carshare hub with a minimum of two vehicles.	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			1	Parking structure populates the carshare hub with only hybrid or alternative fuel vehicles (see section B9)	Parking structure populates the carshare hub with only hybrid or alternative fuel vehicles (see section B9)		
B7 - Rideshare Program	Rideshare: Reserved Spaces	2			4	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.	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.	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			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.	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.		
B8 - Low-emitting and Fuel Efficient Vehicles	Preferred parking for low-emitting and fuel efficient vehicles	2	2		2	Parking structure provides incentives to promote the use of low-emitting and fuel efficient vehicles.	Parking structure provides incentives to promote the use of low-emitting and fuel efficient vehicles.	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	Parking structure provides incentives to promote the use of low-emitting and fuel efficient vehicles.	Parking structure provides incentives to promote the use of low-emitting and fuel efficient vehicles.		



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"> <li>a Documentation that the AFV incentives are sufficiently promoted and displayed</li> <li>a Narrative describing the policies for verifying proper use of AFV spaces, as well as procedures and penalties for handling violators</li> <li>a Images of preferred, exclusive AFV parking locations amassing at least 2 percent of the total number of spaces</li> <li>a Documentation or images of discounted AFV parking rates if applicable</li> </ul>	
	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"> <li>a Summary listing of all vehicles in fleet with fuel source denoted</li> <li>a Narrative detailing any special circumstances</li> <li>a Invoices related to purchases of AFVs or copies of vehicle registration(s)</li> </ul>	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"> <li>a Invoices related to equipment purchases</li> <li>a Images of each installed feature and associated signage</li> <li>a Site aerial view (image or architectural schematic) showing bicycle facilities relative to building entrances</li> <li>a Documentation listing vehicle and bicycle capacity</li> </ul>	
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"> <li>a For on-site bicycle sharing, plans showing capacity of garage, location of bicycles and number of bicycles</li> <li>a Image showing bicycles and storage mechanism</li> <li>a Printed map showing the parking structure and bicycle sharing locations within or near the parking structure</li> <li>a Images or copies of program marketing materials</li> <li>a Images depicting the program, photos or other files as appropriate</li> <li>a Narrative description of the program, objective and its implementation</li> </ul>	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)	<b>Subtotal</b>			<b>13</b>			

Parksmart Certification Measure	Options	Max Points Available	Attempt	Maybe	Not Attempt	Objective/Option Description	Required Documentation	Notes/Remarks
<b>TECHNOLOGY AND STRUCTURE DESIGN</b>								
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"> <li>□ Images of entrance and exit lanes</li> <li>□ Images of payment systems</li> <li>□ Narrative describing the facility's payment system and how it reduces vehicle idling upon exit</li> </ul>	There will be a pay-on-foot system
	C2 - 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"> <li>□ One of the following for every fire suppression device installed in the parking structure:                             <ol style="list-style-type: none"> <li>1. Image of fire extinguisher or suppression system label or inspection tag that demonstrates a halon-free system</li> <li>2. Bill of sale showing model number(s) and accompanied specifications describing the system fire suppression materials</li> </ol> </li> <li>□ 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</li> <li>□ Listing of areas where coatings have been applied, including application dates and description</li> <li>□ 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</li> </ul>	
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"> <li>□ Device make and model with year purchased</li> <li>□ Image of the dedicated area where patrons can access initiation station</li> <li>□ Image showing proper signage and instructional information for patrons</li> <li>□ Description of maintenance and operational plan</li> </ul>	
	C4 - 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"> <li>□ Make, model, charging level (LI,DC) and quantity of each EVSE</li> <li>□ Number of charging points installed</li> <li>□ Images of installed device(s) with signage</li> <li>□ Description of plan to enforce access rules for EV spaces</li> </ul>	
C5 - EV Charging 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		
	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"> <li><input type="checkbox"/> Narrative describing efficient energy systems, energy sources, and the size/location of the conditioned zones</li> <li><input type="checkbox"/> Specification data sheet for each HVAC system</li> <li><input type="checkbox"/> Images of rating plates of each heating and cooling device, showing the model number and ENERGY STAR rating</li> </ul>	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"> <li><input type="checkbox"/> Narrative describing the air quality sensor system, make and model of components, locations of sensors, and types of contaminants being monitored</li> <li><input type="checkbox"/> Specification data sheet for the air quality sensors and control systems</li> </ul>	
	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"> <li><input type="checkbox"/> Narrative describing each make, model, and quantity of thermostat units in use, heating/cooling zones and locations of thermostats</li> <li><input type="checkbox"/> Description of Building Management System (BMS), if in use</li> <li><input type="checkbox"/> Documented plan detailing the time and temperature settings 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</li> <li><input type="checkbox"/> Images of thermostat devices showing units are not obstructed</li> </ul>	
	Environmentally Safer Coolants	1	1		Parking structure does not use any CFC or HCFC as HVAC coolants.	<ul style="list-style-type: none"> <li><input type="checkbox"/> One of the following:               <ol style="list-style-type: none"> <li>1. Model, make, and specification data sheet for each system that utilizes coolant, with the coolant type clearly identified</li> <li>2. Images of equipment label showing the coolant type in use for each HVAC system in use</li> </ol> </li> </ul>	

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"> <li>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</li> </ul>	
	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"> <li>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)</li> </ul>	
	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"> <li>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</li> <li>a For occupancy sensors, include specification for all equipment and narrative describing the system operation</li> </ul>	
	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"> <li>a Invoice of maintenance, inspection, and calibration service performed within the last 24 months</li> <li>a Written policies for having maintenance performed or written statement that operator commits to inspection and calibration service at least once every two years</li> </ul>	
	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"> <li>a Architectural drawings or images demonstrating that facility was designated for open air natural ventilation, highlighting the ventilation chimneys and exterior vents or windows.</li> <li>a Written statement declaring the facility does not have any mechanical ventilation systems serving any of the parking decks</li> </ul>	
	At least 75% of lighting fixtures controlled by occupancy sensors	6						
	At least 50% of lighting fixtures controlled by occupancy sensors	4	4					
C8 - Lighting Controls	At least 50% of lighting fixtures controlled by advanced programmable system	3						
	At least 50% of lighting fixtures controlled by simple timer	2				Control lighting fixtures using preset programs and/or monitoring sensors to reduce the facility's energy consumption.	<ul style="list-style-type: none"> <li>a List of the lighting control equipment (including make and model)</li> <li>a Image of each type of lighting control device</li> <li>a Lighting plan that illustrates the type, quantity, and location of each controlled fixture</li> <li>a Schedules of all timer control sequences (if applicable)</li> </ul>	
	At least 25% of lighting fixtures on lighting controls	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							

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"> <li>a Calculations of Lighting Power Density supported by all of the following data:               <ol style="list-style-type: none"> <li>1. Installed lighting count and specifications (showing average lamp life)</li> <li>2. Floor plan denoting facility square footage</li> </ol> </li> </ul>	
	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"> <li>a Invoices or contract with lighting recycling company that handles the removal of expired lamps</li> </ul>	
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"> <li>a Erosion and Sedimentation Control Plan (ESC) or documentation of compliance with Green Globe Stormwater Management Criteria for quality</li> </ul>	
	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"> <li>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</li> </ul>	
	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"> <li>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</li> </ul>	
C11 - Rainwater Harvesting	Rainwater Harvesting	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"> <li>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</li> <li>a Images of rainwater catchment, storage, and delivery system</li> <li>a Rainwater harvesting system design plans</li> <li>a Equipment and installation invoices</li> </ul>	
	Greywater Reuse	2		2		Parking structure has installed a system to capture and properly use greywater.	<ul style="list-style-type: none"> <li>a Narrative describing the system and the amount of fresh water it conserves</li> <li>a Images of the greywater system</li> <li>a Design plans of the greywater system</li> <li>a Equipment and installation invoices</li> </ul>	
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"> <li>a WaterSense Credit-provide one of the following:               <ol style="list-style-type: none"> <li>1. A copy of all faucet and toilet receipts and specification sheet for each fixture</li> <li>2. A dated plumbing inspection report confirming installation of acceptable fixtures</li> </ol> </li> <li>a LEED Credit-provide one of the following:               <ol style="list-style-type: none"> <li>1. Copy of the LEED certification demonstrating the acceptance of WE3</li> <li>2. Calculations of documented baseline versus design case water use</li> </ol> </li> </ul>	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)  b. Images of the facility roof showing the type of roof installed and coverage over the facility  c. Table of roof areas by type, demonstrating the percentages of each type of roofing technology  d. 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  b. Details describing the system components, including model numbers, and specifications  c. 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				
	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					

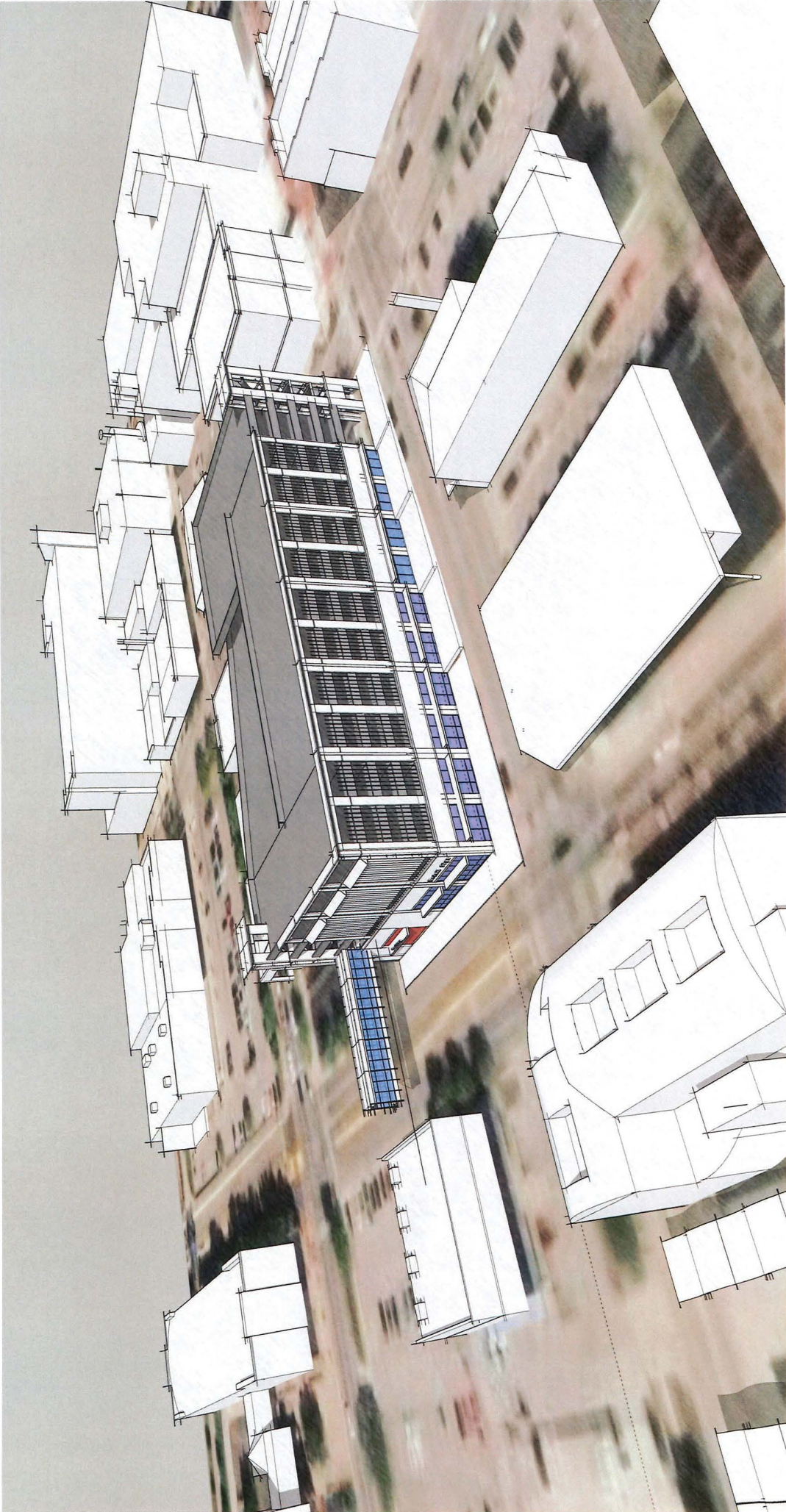
	At least 5% and less than 25% of energy is offset by RECs	1			1		RECs at the same or higher percentage of the energy consumed by the facility.	
C17 - Design for Durability	Design for Durability	6	6				<ul style="list-style-type: none"> <li>Complete documentation confirming compliance with applicable options outlined above. If more than one construction form has been employed, provide the appropriate documentation for each form.</li> <li>Written statement by a licensed professional endorsing the project's adherence to these options.</li> </ul>	
C18 - Energy Resiliency - Storage	Grid Interactive Energy Storage	2			2		<ul style="list-style-type: none"> <li>Electrical single line drawing demonstrating the design of the grid interactive storage solution.</li> <li>Images of the installed energy storage solutions</li> <li>Narrative describing renewable energy integration</li> </ul>	
	Grid and On-site Renewable Interactive Energy Storage	4			4		<ul style="list-style-type: none"> <li>A grid interactive energy storage solution has been integrated into the garage's electric infrastructure.</li> <li>A grid interactive energy storage solution has been integrated into the garage's electric infrastructure and on-site renewable energy source.</li> </ul>	
		88	51	11				
<i>(Must be at least 20) Subtotal</i>								
<b>INNOVATION</b>								
D1 - Innovative Approach	Innovative Approach	6	2	2			<p>Innovative Approach</p> <ul style="list-style-type: none"> <li>Detailed narrative describing the innovative approach and strategies used to achieve environmental sustainability benefit</li> <li>Supporting documentation for the metrics used to verify compliance, demonstrating quantitative performance improvements for environmental benefit (establishing a baseline of standard performance for comparison)</li> <li>Exemplary Performance</li> <li>Documentation demonstrating the facility has exceeded an existing Green Garage Certification Measure's maximum metric by at least 50%</li> <li>Assumptions made to determine baseline and justification for improvements over the baseline</li> </ul>	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	
<b>Total</b>	<b>248</b>	<b>106</b>	<b>42</b>	<b>0</b>

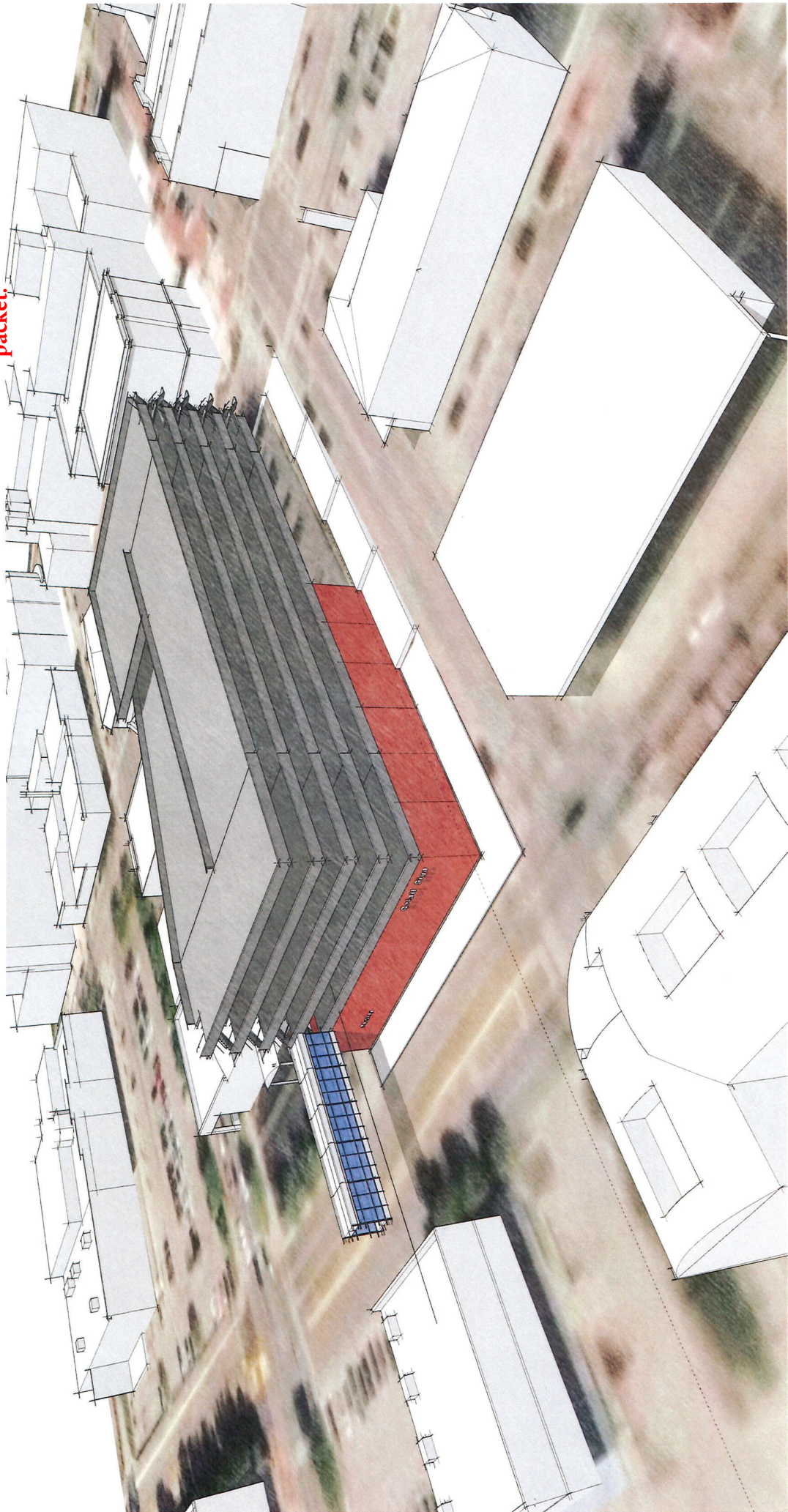
Bronze	110 - 134	points
Silver	135 - 159	points
Gold	160 +	points



**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  
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