

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 335 W. 8th Street**

**CASE #: SP-27-21
DATE: October 18, 2021**

PETITIONER: Michael Cordaro (Johnson Creamery)
400 W. 7th Street, Bloomington

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

Smith Design Group
2755 E Canada Drive, Bloomington

REQUEST: The petitioner is requesting major site plan approval to allow for the construction of a 5-story building with 51 dwelling units in the Mixed-Use Downtown (MD) zoning district.

BACKGROUND:

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

REPORT: The property is located on the north side of 7th Street and extends north to 8th Street and is within the Downtown Core Downtown Character Overlay of the Mixed-Use Downtown (MD) zoning district. Surrounding land uses include offices to the north, west, and south with the Showers office building and B-Line Trail to the east. The property currently contains a surface parking area that is used by tenants of the Johnson Creamery office building that fronts on 7th Street. There is a 12' wide platted alley along the west side of this property that runs north/south and connects 7th Street to 8th Street. There is an underground culvert and 15' wide easement that runs through the northeast corner of this property that contains a 48" storm water pipe that serves the overall storm water drainage system for the portions of the City upstream of this area.

The Plan Commission recently approved a site plan (SP-11-20) for this site in 2020, however due to difficulties encountered regarding the relocation of the existing box culvert and concerns about the stability of the historic smokestack, the petitioner has had to redesign the proposed project.

The petitioner is requesting major site plan approval to allow for the construction of a new residential building with 60 dwelling units, 74 bedrooms, and an interior parking area with 18 spaces. There will be 44 studio units, 6 one-bedroom units, 6 two-bedroom units, and 4 3-bedroom units. The interior parking garage would be accessed from a drive cut on the alley on the west side and by an entrance on the south side of the building. The petitioner is proposing a 1,000 square foot fitness area along the ground floor of the 8th Street frontage and a large outdoor

plaza area, two dwelling units, and lobby along the ground floor facing the B-Line.

This petition is proposing to utilize two sections of the UDO. The first is Section 20.04.110 (d)(2)(A) Sustainable Development Incentives that allows for an additional floor of building height, not to exceed 12'. The second is to utilize Section 20.04.060(g) Adjustments to Minimum Parking Requirements to allow for a reduced on-site parking requirement. More information is discussed on those two aspects later in the report.

This petition is considered a Major Site Plan since it contains more than 50 dwelling units and is required to be reviewed by the Plan Commission.

SITE PLAN REVIEW:

Non-Residential Uses on the First Floor: This site is not required to have ground floor non-residential uses. They have proposed a 1,000 square foot fitness area along the ground floor of the 8th Street frontage and a large outdoor plaza area, two dwelling units, and lobby along the ground floor facing the B-Line.

Dimensional Standards: The build-to-range is 0 to 5 feet and a minimum of 70% of the building must be at the build-to-range. As a result of the underground culvert and easement which prohibits any portion of the building to be constructed in that area and difficulties encountered with relocating the culvert, the petitioner has requested a variance (V-16-21) from the minimum 70% of the building required to be at the build-to-line. There is a 10' minimum building setback required along the B-Line Trail and the building meets that requirement with the approximately 40' setback shown.

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

Parking: Based on the bedroom and unit count, the site is required to have 45 on-site parking spaces. The site plan shows 26 parking spaces, 18 spaces will be created under this building and there will be 8 surface parking spaces. The petitioner is proposing to utilize Section 20.04.060(g) of the UDO that allows for adjustments to the minimum number of parking spaces required based on five different factors. The petitioner is proposing to utilize Section #2 (Proximity to Transit) and Section #5 (Modification of Minimum Parking Requirement Based on Parking Study) of that provision to allow for a reduction of required on-site parking spaces.

Section #2 allows for a 15% reduction if there is a fixed transit station within ¼ mile. There is a fixed transit stop at 7th and Morton which is within a ¼ mile of this site. This 15% reduction allows for a reduction of 7 parking spaces from the 45 required spaces, which would reduce the

number of required spaces to 38.

Section #5 allows for a further modification to the minimum number of spaces based on the submittal of a parking demand study. The petitioner has prepared a parking demand study and that is included in the packet. The study discusses the use of shared cars within units as well as an expected decrease in cars for residents of the studio and one-bedroom units, and the use of specific car sharing programs. It should also be noted that the City recently finished construction of a new public parking garage immediately adjacent to this project at the Trades District Garage. The Public Works Department has indicated that there are spaces available for long term lease and the petitioner has initiated communication with the City to secure long term leases for residents. Given the information presented in the Parking Demand Study and the location and availability of on-street parking spaces, and spaces available within a public parking garage immediately adjacent to this property, the Department finds a further reduction of 12 parking spaces appropriate and that the proposed 26 parking spaces should be approved at this location for this project.

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

Access: There are two proposed vehicular accesses to the parking garage, one off of the alley on the west and one on the south side of the garage. There will not be any drive cuts on 8th Street for this project. There are no setback standards for driveways along an alley and each driveway width does not exceed the maximum 24' in width that is allowed.

The property is required to have one pedestrian entrance for any primary building façade along a public street and one pedestrian entrance per 100 feet of building frontage along the B-Line Trail. There will be pedestrian access to the building from an entrance on the north side of the building from 8th Street and a large plaza area and additional entrance from the east side of the building along the B-Line trail. The site has approximately 150' of frontage along the Trail and is required 2 pedestrian entrances. There are two pedestrian entrances shown along the B-Line Trail façade and this requirement has been met. The UDO outlines specific design features for the pedestrian entrances and compliance with this section has been fulfilled with the proposed entrances.

Bicycle Parking: The UDO requires bicycle parking be provided at a minimum of 20% per number of vehicular spaces provided or one space per 5 bedrooms, whichever is more. Based on the 74 bedrooms, there would be 15 bicycle parking spaces required. Since there are more than 25 dwelling units, a minimum of one-half of the bicycle parking spaces must be covered and one-quarter of the spaces must be long-term Class I facilities. The petitioner has shown several areas for bicycle parking around the north side of the building. Bicycle parking should also be provided along the B-Line trail façade as well. Compliance with this section will be reviewed prior to issuance of a grading permit. A condition of approval has been proposed to that effect.

Architecture/Materials: The building will be finished in primarily brick with masonry accents and cast stone or stone elements. These are all permitted materials in the DCO. The overall building features a base element that is separated from the upper floors by a masonry accent

band. There is also a masonry cap along the top of the building to define that area as well. Additional architectural review comments are provided in a memo from Schmidt & Associates that is included in the packet. This petition meets the Architectural standards outlined in the UDO.

Façade Articulation: The UDO requires that building facades shall incorporate exterior horizontal belt course design elements for the building base, middle, and cap. In addition, exterior vertical banding is required to visually define walls and modules. The proposed building meets these requirements with varied design elements and differences in building materials to define the base, middle, and cap of the building. Vertical modules have been shown along the building and include the use of different materials for the recessed modules. The maximum allowed length of the façade modules is 65' and a minimum 20'. The 8th Street side is only 55' wide and therefore meets the maximum façade modulation length standards.

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

Void-to-Solid Percentage: The DCO sets a minimum first floor void-to-solid requirement of 60%, consisting of transparent glass or façade openings, for facades facing a street or the B-Line. The proposed building facades along both of these frontages meet this requirement with 85% void-to-solid shown along the 8th Street frontage and 60% shown along the B-Line Trail frontage.

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

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

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

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

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

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

SITE PLAN REVIEW: The Plan Commission shall review the major site plan petition and approve, approve with conditions, or deny the petition in accordance with Section 20.06.040(g) (Review and Decision), based on the general approval criteria in Section 20.06.040(d)(6)(B) (General Compliance Criteria).

20.06.040(d)(6)(B) General Compliance Criteria

- i. Compliance with this UDO
- ii. Compliance with Other Applicable Regulations
- iii. Compliance with Utility, Service, and Improvement Standards
- iv. Compliance with Prior Approvals
- v. Consistency with Comprehensive Plans and Other Applicable Plans
- vi. Consistent with Intergovernmental Agreements
- vii. Minimization or Mitigation of Adverse Impacts
- viii. Adequacy of Road Systems
- ix. Provides Adequate Public Services and Facilities
- x. Rational Phasing Plan

PROPOSED FINDING: The petition meets all of the UDO requirements with the exception of the percentage of the building required to be at the build-to-line. If a variance from that standard is not approved, then the proposed elevations and site plans must be revised and approved. No problems have been identified with meeting all stormwater and utility connections. No adverse impacts on adjacent properties has been identified. The site is adjacent to existing public roads and alleys and will be easily accessed, with Bloomington Transit service immediately nearby also. The petition is consistent with the Comprehensive Plan which encourages infill development and reuse of underutilized properties. No phasing is planned.

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

RECOMMENDATION: The Department recommends approval of SP-27-21 with the following conditions of approval:

1. A total of 15 bicycle parking spaces are required and will need to be shown on the site plan before issuance of a grading permit.
2. One street light and street trees not more than 40' from center are required along the 8th Street frontage and will need to be shown on the site plan before issuance of a grading permit.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: October 18, 2021
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Subject: SP-27-21: Johnson Creamery Apartments
335 W. 8th Street

The purpose of this memo is to convey the environmental concerns and subsequent recommendations for conditions of approval for this development petition. The Environmental Commission's (EC) objective is that the results of our review and suggestions will lead to enhancement of the ecosystem services provided, and the climate-change mitigation attributes of the site.

The EC commends the Petitioner for incorporating green building features in the structure and for eliminating the parking lot adjacent to 8th St and the B-Line Trail. To become a greener and more walkable community, these sorts of actions ought to be applauded for their positive impact on our environment. We hope to see future projects follow the example set.

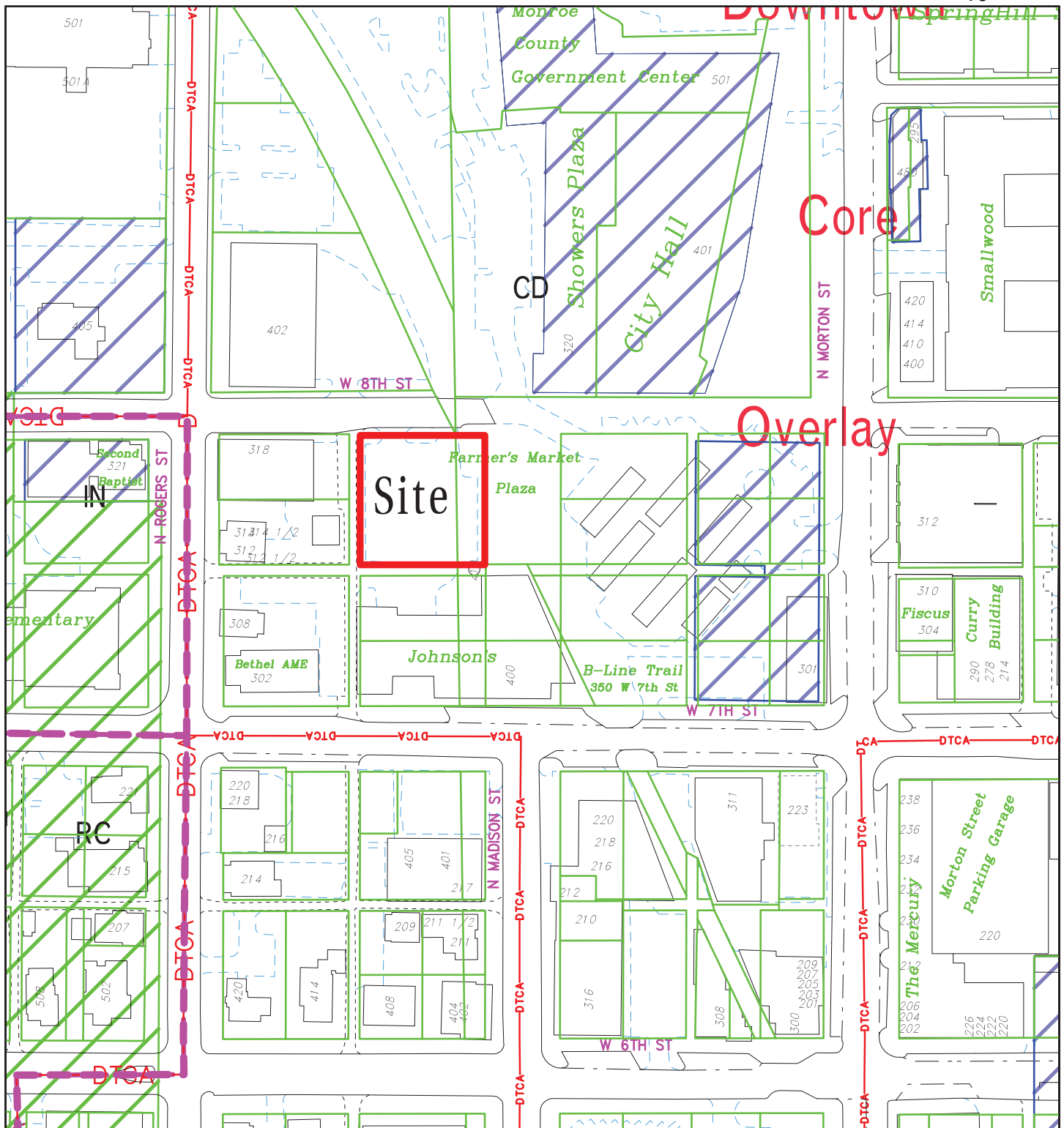
Comments

1.) LANDSCAPE PLAN

The Landscape Plan needs to be finalized with the grading permit. Some plant species will need to be changed (example is *Ulmus* x 'Frontier'), and the amount of pervious surface needs to be calculated to determine the quantity of interior plants.

Recommended Conditions of Approval

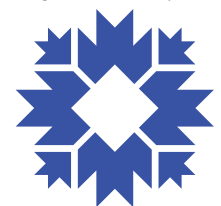
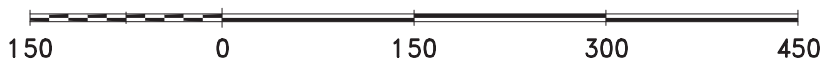
1.) Revise the Landscape Plan prior to the Grading Permit issuance.



Johnson Creamery

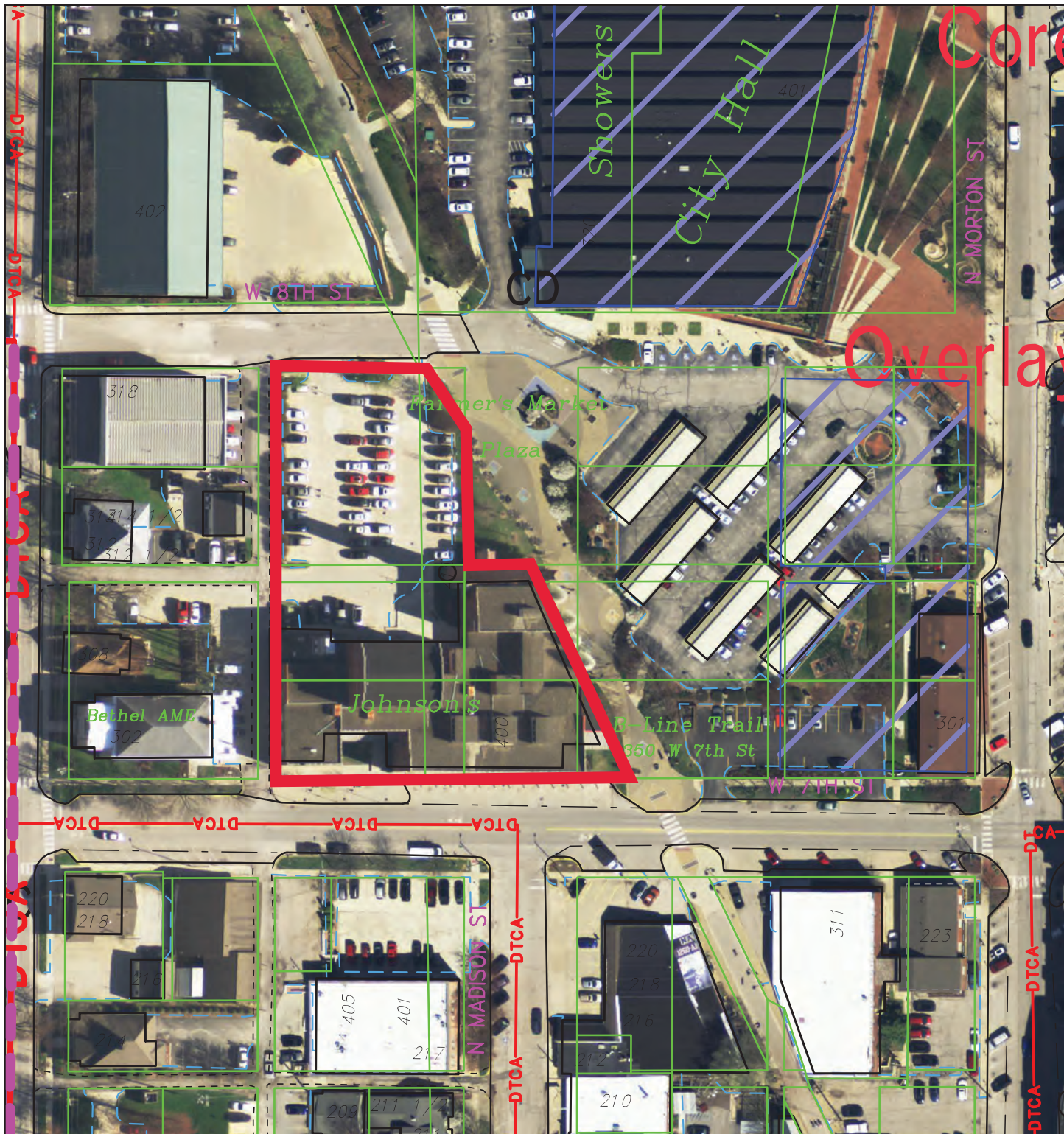
City of Bloomington
Planning & Transportation

By: greulice
27 Mar 20

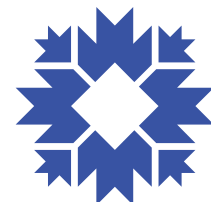


Scale: 1" = 150'

For reference only; map information NOT warranted.



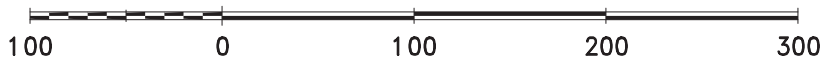
City of Bloomington
 Planning & Transportation



Scale: 1" = 100'



By: greulice
 27 Mar 20



For reference only; map information NOT warranted.

Peerless Development
105 South York Street
Suite 450
Elmhurst, IL 60126



October 4, 2021

Petitioner's Statement – 335 West 8th Street, Bloomington, Indiana

The proposed development at 335 W Eighth Street is approximately 45,000 square feet, five story apartment building. The site is part of the larger Johnson Creamery property and will be located on the northern end of the site where a parking lot currently exists. It is bound by 8th street to the north, the B-Line to the east and an alley to the west. The existing Johnson Creamery building, and associated smokestack will not be altered as part of this project. The first level of the building will consist of approximately (18) covered parking spaces for residents along with the main entrance lobby for residents and service / mechanical areas, an amenity space and 2 residential units. Floors 2-5 will consist of all residential units. The total unit count is approximately 60 units – 44 studios, 6 one-bedroom units, 6 two-bedroom units, and 4 three-bedroom units.

The architecture of the building is meant to reference the character of the surrounding area and the properties' industrial historical character. The exterior will contain masonry accents, and other façade materials that appear industrial in nature, color, and design. Due to an existing city-owned box culvert that begins on the Northwest part of the site and continues to run diagonally South and East, the property façade facing 8th street will mirror the movement of the culvert to avoid it altogether. Our previous design of this property anticipated relocation of this box culvert, however, the complex logistics, its proximity to the existing smokestack, and the final costs associated with this relocation work proved to be practically unfeasible. The exterior of the building will be a mix of masonry with stone accents, metal siding and fiber cement panels. The north 8th street façade features the main building entry and will present to the street a primarily elevation of storefront glazing at the ground floor level with fiber cement and metal panel accents above. Starting at the fourth level, the building façade steps back to scale down the building along the street that is within 15' of the 8th street property line. For the upper two levels, the exterior materials switch to a fiber cement panel system to further scale the building back. The east façade faces the B-Line and is slightly stepped in response to the angle of the B-Line fronting the site. The façade closest to the historical smokestack is clad in masonry to create a visual connection with the existing building and a harmonious backdrop for the smokestack. The stepping of the façade, along with variation in material and residential balconies create depth and interest along this primary façade to architecturally engage B-Line. Here, the façade is a combination metal siding and a wood grained panel that to provide a mix of industrial and natural materials. The south and west facades front the rest of Johnson Creamery property and the alley, respectively. These elevations are a bit quieter, but with the same mix of materials to create a cohesive property.

Peerless Development
 105 South York Street
 Suite 450
 Elmhurst, IL 60126



Standard Variances

Dimensional Standards: The standard Build-to-Range in the MD-DC is that a minimum of 70% of the Building Façade should fall at a maximum distance of 0-5' from the lot line. Peerless is asking for a variance to allow the building to be set back diagonally from 8th Street on account of trying to avoid the box culvert. This wouldn't conform to the standard in the MD-DC code. This variance is being requested on account of a development hardship.

The maximum height in the DCO is 4 stories, not to exceed 50 feet. The proposed building is 5 stories and approximately 60 feet tall. We are proposing to utilize the Sustainable Development Incentives in Section 20.04.110(d) in order to allow for a taller structure.

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

1. Light Colored Hardscaping – through the use of concrete work and pavers, more than 80% of the horizontal hardscaping will have an SRI of greater than 29.
2. Covered Parking – On site parking will provide at least 75% under roof cover with a combination of photovoltaic solar panels, vegetation, and membrane surfaces with an SRI higher than 32.
3. Cool or Vegetated Roof – The roof of the proposed project will be a combination of photovoltaic solar panels, vegetation, and low slope roofing materials with an initial SRI of greater than 82. This will constitute more than 70% of the total roof area of the project.
4. Solar Energy – A solar photovoltaic system will cover more than 35% of the roof area of the proposed project.

Parking: The residential units we are proposing would require approximately 45 on-site parking spaces. We are proposing to utilize Section 20.04.060(g) of the UDO that allows for adjustments to the minimum number of parking spaces required based on five different factors. We are proposing to utilize Section #2 (Proximity to Transit) and Section #5 (Modification of Minimum Parking Requirement Based on Parking Study) of that provision to allow for a reduction of required on-site parking.

Section #5 allows for Modification of Minimum Parking Requirements based on a Parking Study. To understand the parking needs for the building, we contracted the firm Desman to perform a parking analysis. In the study, it was recommended based on the projected auto ownership for rental unit analysis they performed to utilize the following ratios of parking spaces per Dwelling Unit Type (the difference being the number of bedrooms) found on page 3. Desman recommended utilizing the following ratios: studio use .5, 1 BR use .90, 2-BR use 1.35, 3-BR

Peerless Development
105 South York Street
Suite 450
Elmhurst, IL 60126



use 1.35. Based on this, the recommended number of required parking spaces is reduced by 4.10 parking spaces to 40.90 on-site parking spaces.

Section #2 allows for a 15% reduction if there is a fixed transit station within $\frac{1}{4}$ mile. There is a fixed transit stop at 7th and Morton which is within a $\frac{1}{4}$ mile of this site. This 15% reduction allows for a reduction of 6 parking spaces from the reduced amount of 40.90 spaces to 35 (34.77) on-site parking spaces.

The second part of the study Desman provided allowed for a further modification to the minimum number of spaces (Section #5). In their study, they have provided evidence on ways to reduce the required parking amount by implementing a car sharing program. The program requires a partnership with a car sharing company like Zip Car, and by implementing such program, the evidence suggests that we can eliminate between 16 to 20 spaces. Peerless would like to utilize a car sharing program for one space in our garage and thereby eliminate 16-20 spaces based on the research by Desman. This reduction would reduce the number of required on-site spaces to 15-19 spaces.

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

Sincerely,

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

Michael Cordaro
Founder + Principal

MEMORANDUM

DATE: September 23, 2021

TO: Joseph Patrick
Peerless Development

FROM: Gerald Salzman

RE: Parking Study - 335 W. 8th Street Development - Bloomington, IN

The purpose of this memorandum is to summarize the findings of a parking study conducted by DESMAN for the multi-family residential development known as the 335 W. 8th Street in downtown Bloomington. The project site is adjacent to the City Hall and less than 1000 feet from the County Courthouse Square. There is a public parking garage within easy walking distance and a transit stop adjacent to the site. The project will consist of approximately, 60 apartment units and 18 on-site parking spaces which are designed to appeal to University students.

A parking analysis was conducted to determine the potential parking demand for the development based on the Bloomington Indiana Unified Development Ordinance. The site is located within the MD Zoning District.

Assumptions

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

Table 1 – Land Use

Land Use	Number	Units
Studio	44	Dwelling Units
1 Bedroom	6	Dwelling Units
2 Bedrooms	6	Dwelling Units
3 Bedrooms	4	Dwelling Units
Total	60	

Source: Peerless

The minimum parking requirements for the given land uses shown in **Table 1** were derived from the City of Bloomington's Unified Zoning Ordinance, Chapter 20.10, Table 04-9 which specifies the minimum number of permitted parking spaces by land use. An allowance for proximity to transit per Chapter 20.04.060 (B) was applied. The summary of minimum parking requirements for the uses listed in **Table 1** can be found in **Table 2**.

Table 2 – Minimum Number of Permitted Parking Spaces by Land Use According to UDO

Land Use	Number	Units	Parking Ratio	Parking Spaces
Studio	44	Dwelling Units	0.50	22
1 Bedroom	6	Dwelling Units	1.00	6
2 Bedrooms	6	Dwelling Units	1.50	9
3 Bedrooms	4	Dwelling Units	2.00	8
Subtotal	60			45
Transit Proximity Reduction			0.15	-9
Total	60			36

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

Conclusion

Based on the above analysis and the City's Unified Development Ordinance, the 335 W. 8th Street Development would require 36 spaces. Based on discussions with the development team, we believe that the location of the site in downtown and the specific orientation of the project within the market, it is likely that the actual demand will be substantially lower. Given the location of the site in proximity to the available public parking garage we believe that the actual demand will be substantially lower. Any demand from tenants exceeding the 18 spaces provided as well as any visitor demand can be accommodated in the City garage. Given the low auto ownership anticipated, we recommend that at least one car share space be provided in the City garage. If auto use by tenants remains low, additional car share spaces may be desirable. Auto use characteristics should be reviewed after move in to determine the number of spaces needed for similar projects going forward.

335 W 8th STREET PLANNING COMMISSION APPLICATION



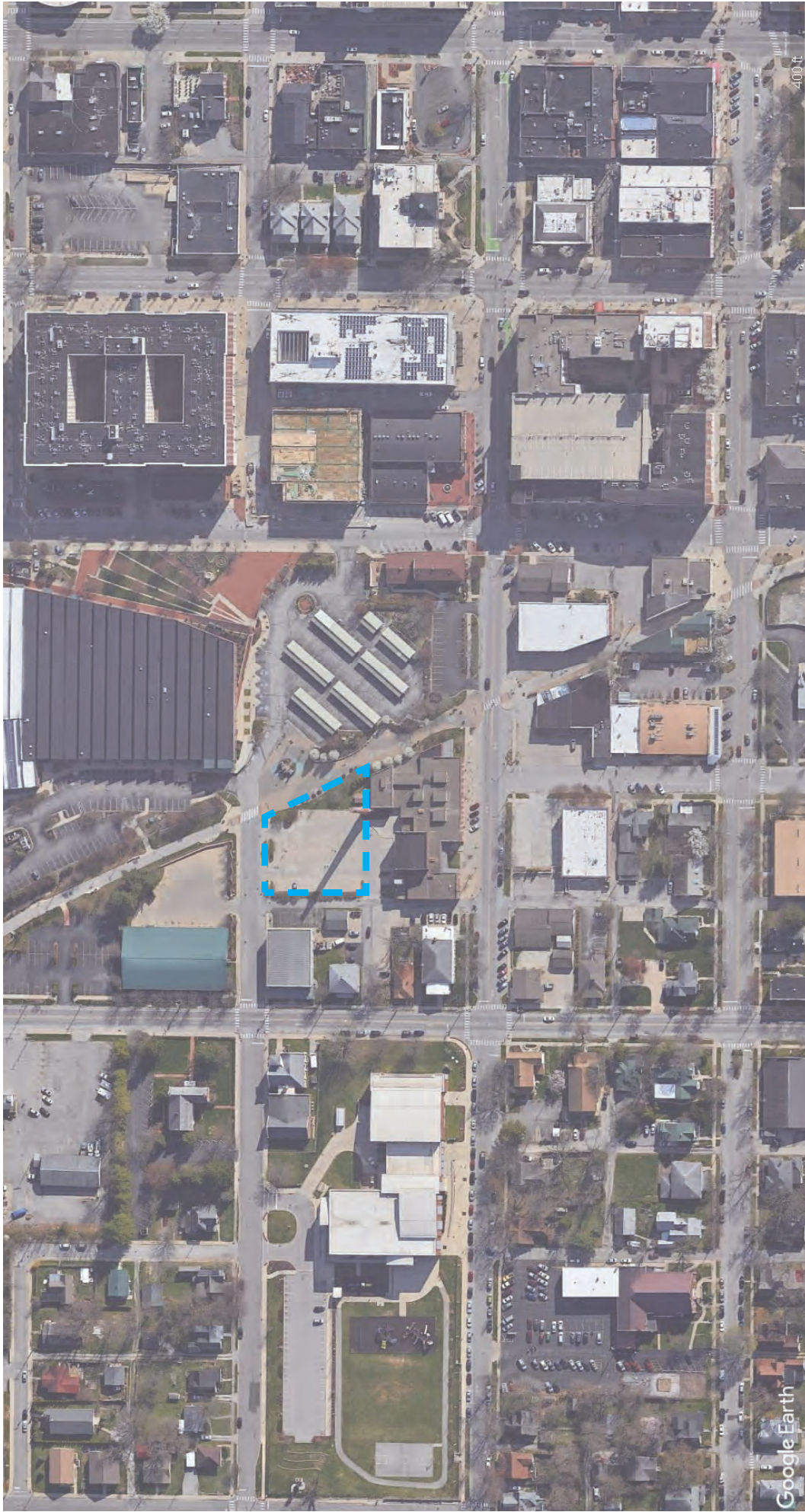














RATIO

SITE PLAN



LEGEND

- ① RESIDENT ENTRY + BIKE PARKING
- ② FENCED RESIDENT AMENITY PATIO
- ③ PARKING
- ④ NEW 8TH STREET SIDEWALK AND VEGETATED BUFFER
- ⑤ ORNAMENTAL AND TREE PLANTINGS
- ⑥ OUTDOOR FITNESS



335 W 8th Unit Matrix															
Floor	Amenity	SF***	Studios	SF/unit*	1 bd	SF/unit	2 bd	SF/unit	3 bd	SF/unit	Support	SF/unit**	Corridor	SF/unit	
1	1	1615	0	0	0	0	2	812	0	0	0	1	1080	1	535
2	0	0	11	512	2	720.5	1	810	1	1320	1	1	546	1	780
3	0	0	11	512	2	720.5	1	810	1	1320	1	1	546	1	780
4	0	0	11	512	1	752	1	810	1	1320	1	1	546	1	780
5	0	0	11	512	1	752	1	810	1	1320	1	1	546	1	780
TOTAL	1	1615	44	22608	6	4386	6	4864	4	5280	5	3264	5	3655	
BEDS			44		6		12		12						

TOTAL UNITS	60
TOTAL BEDS	74

NRSF	37,138
GSF	45,672

*Studio Total SF accounts for one studio that is a non-standard size (532 SF)

**Includes stairs and elevators

***Includes fitness and lobby space





BUILDING PROGRAM

PARKING SPACES	18
RES. LOBBY	600 SF
RES. FITNESS	1000 SF
STUDIO UNITS	44 @ 512 SF
1 BR UNITS	6 @ 752 SF
2 BR UNITS	6 @ 810 SF
3 BR UNITS	4 @ 1320 SF
TOTAL UNITS	60





BUILDING PROGRAM

PARKING SPACES	18
RES. LOBBY	600 SF
RES. FITNESS	1000 SF
STUDIO UNITS	44 @ 512 SF
1 BR UNITS	6 @ 752 SF
2 BR UNITS	6 @ 810 SF
3 BR UNITS	4 @ 1320 SF
TOTAL UNITS	60





BUILDING PROGRAM

PARKING SPACES	18
RES. LOBBY	600 SF
RES. FITNESS	1000 SF
STUDIO UNITS	44 @ 512 SF
1 BR UNITS	6 @ 752 SF
2 BR UNITS	6 @ 810 SF
3 BR UNITS	4 @ 1320 SF
TOTAL UNITS	60





EAST ELEVATION

335 W 8th STREET - PLANNING COMMISSION APPLICATION | SEPTEMBER 15, 2021 14 30



WOOD GRAIN
ARCHITECTURAL
CEMENT BOARD
PANEL

METAL PANEL

FIBER CEMENT
PANEL

BRICK

SIGN

FIBER CEMENT
PANEL

ROOF
58'-6"

FIFTH FLOOR
44'-0"

FOURTH FLOOR
34'-0"

METAL PANEL

THIRD FLOOR
24'-0"

SECOND FLOOR
14'-0"

85% GROUND
FLOOR GLAZING

GROUND FLOOR
0'-0"

335



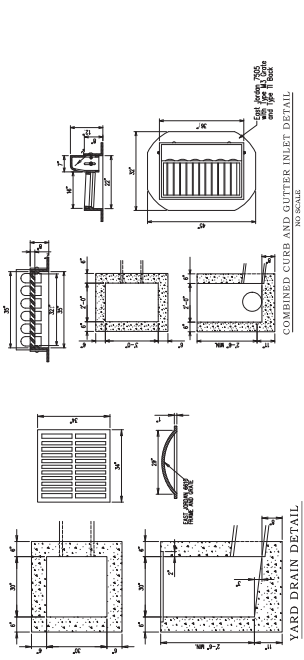




Owner:
Pentast Development
Chicago, Illinois 60604

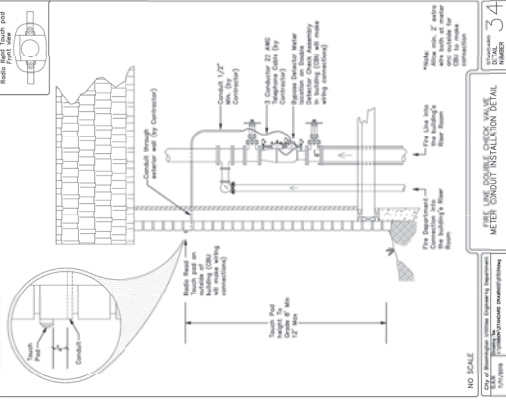
ARCHITECT:
RATIO
1000 North Park Drive
Bloomington, Indiana 47404
317-483-6330

Civil Engineer:
Smith Design Group
1000 North Park Drive
Bloomington, Indiana 47404
812-336-6536

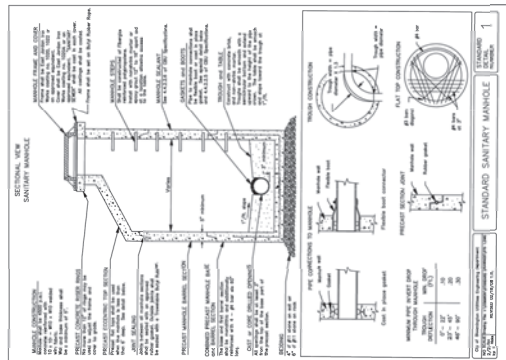


YARD DRAIN DETAIL
NO SCALE

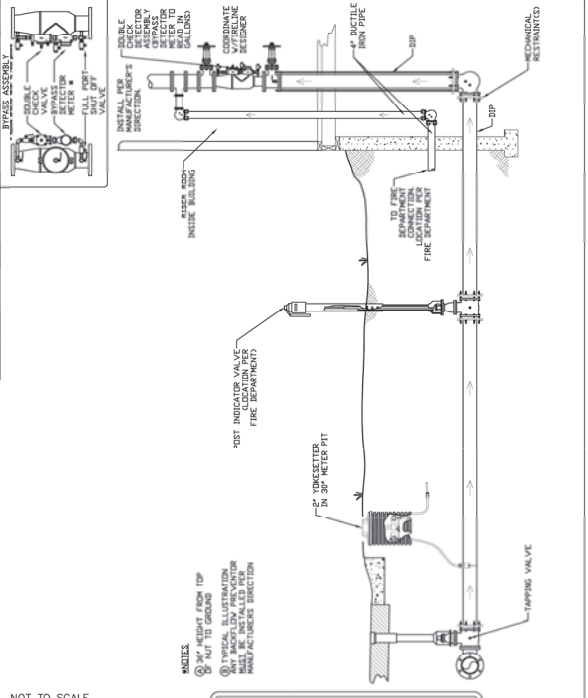
COMBINED CURB AND GUTTER INLET DETAIL
NO SCALE



METER UNDER INSTALLATION DETAIL
NO SCALE



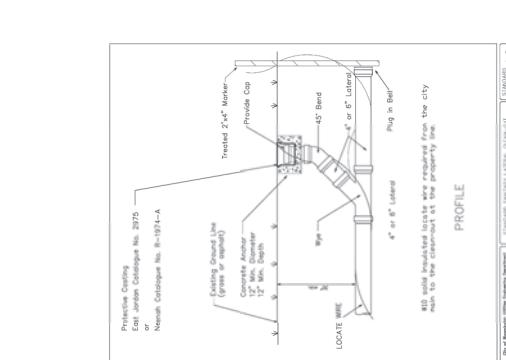
STANDARD SANITARY MANHOLE
NO SCALE



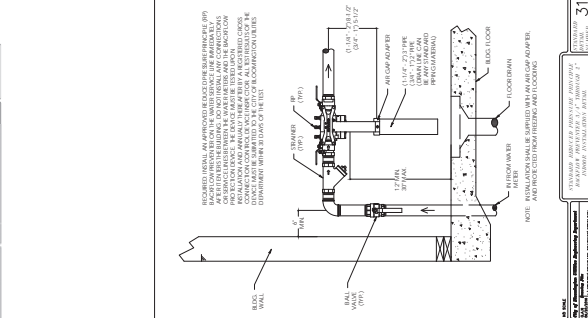
STANDARD FIRE LINE DOUBLE CHECK VALVE
2" OR SMALLER DOMESTIC METER
INSTALLATION DETAIL
NOT TO SCALE



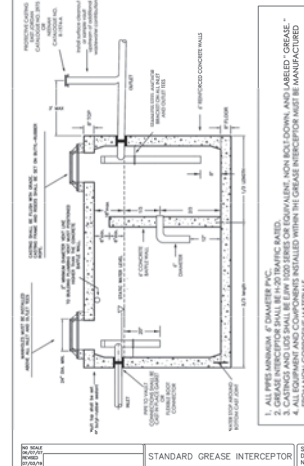
STANDARD GREASE INTERCEPTOR
NO SCALE



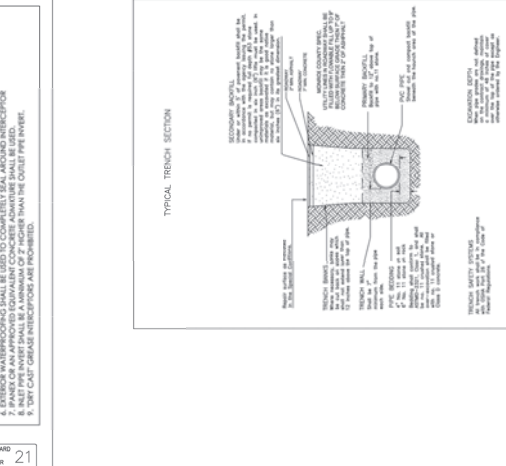
TYPICAL TRENCH SECTION
NO SCALE



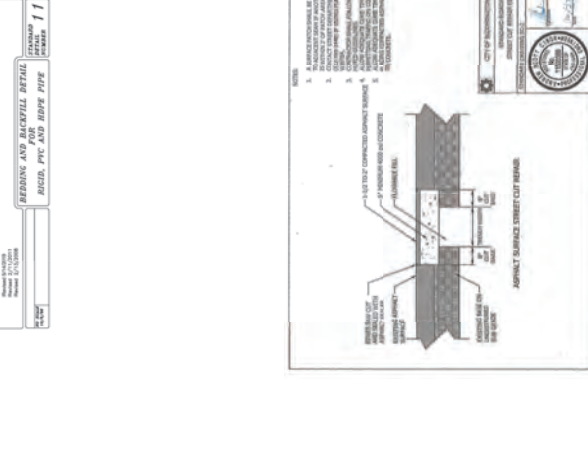
BERBERY AND BACKFILL DETAIL
NO SCALE



STANDARD GREASE INTERCEPTOR
NO SCALE



STANDARD GREASE INTERCEPTOR
NO SCALE



STANDARD GREASE INTERCEPTOR
NO SCALE

335 W. 8th Street
Bloomington, Indiana
47404

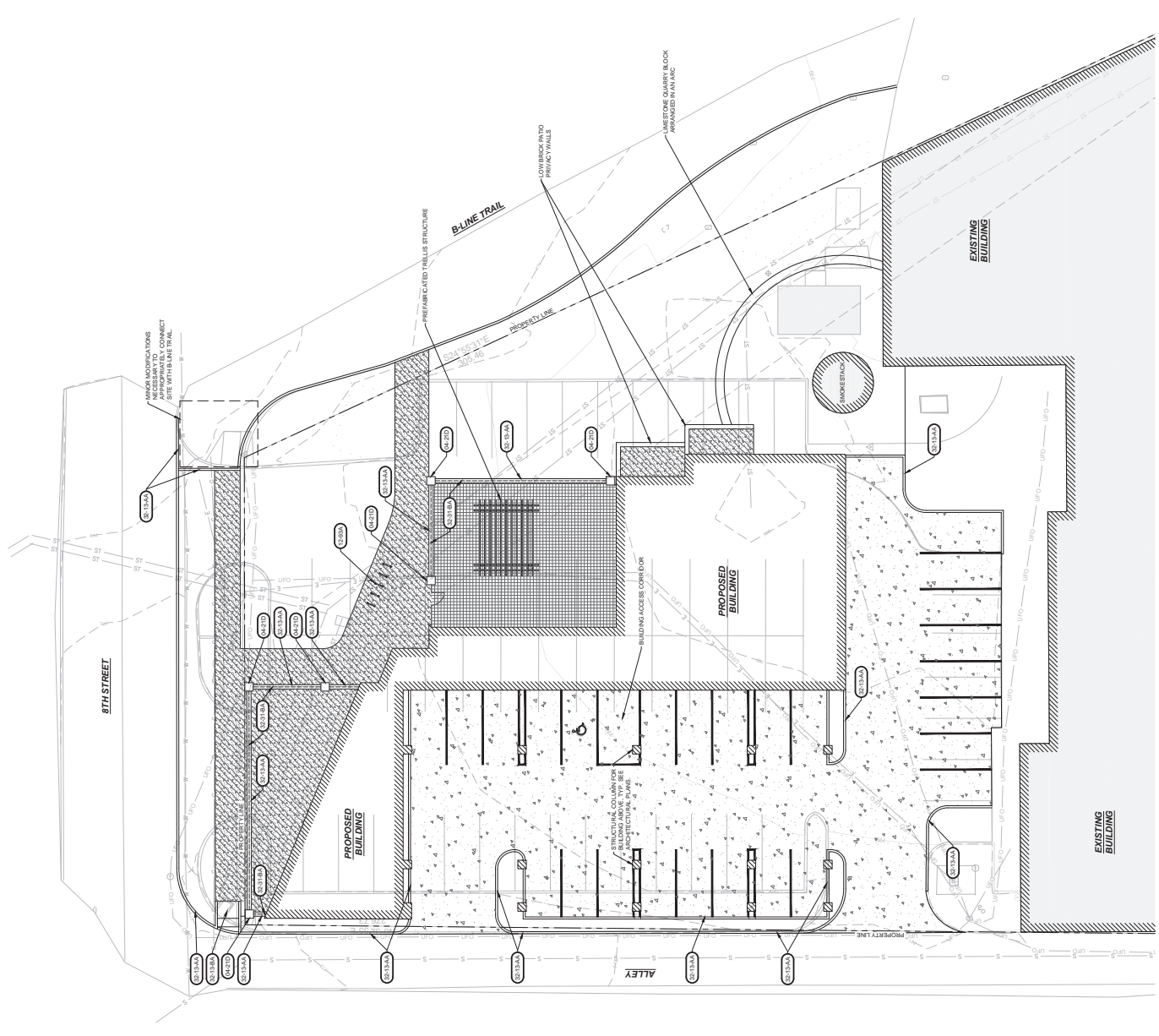
Owner
Perifera Development
601 North Chilton Street
Columbus, Indiana 47308

Address
RATIO
101 South Perryway Street
Bloomington, Indiana 47404
317-463-5640

Site Engineer
Smith Design Group
2705 East Cascade Drive, Suite 101
Bloomington, Indiana 47401
812-335-6529

REFERENCE NUMBER	SCHEDULE	DESCRIPTION	DETAIL
U-21D	BRICK MAZARIY	DESCRIPTION	DETAIL
U-21D	BRICK MAZARIY	COLUMN 4 HEIGHT W/ LUMBERSTONE TOP	
	STEEL FURNISHINGS	DESCRIPTION	DETAIL
Z-20A	STEEL FURNISHING	BIKE RACK	DETAIL
	FLOOR FINISH	DESCRIPTION	DETAIL
	FLOOR FINISH	GRASS	DETAIL
22-13BA	CONCRETE CURE RAMPS	PERPENDICULAR ONE WAY OR DIAGONAL	DETAIL
22-13BA	FENCES AND GATES	DESCRIPTION	DETAIL
22-13BA	FENCES AND GATES	CONCRETE METAL FINISHING (4' HEIGHT)	DETAIL
	FLOOR FINISH	DESCRIPTION	DETAIL
22-13BA	CONCRETE FINISHES	SEAWALL	DETAIL
22-13BA	CONCRETE FINISHES	CONCRETE FINISHES: SEAWALL, HEAVY DUTY	DETAIL
22-13BA	CONCRETE FINISHES	CONCRETE FINISHES: SEAWALL, LIGHT DUTY	DETAIL
	UNIT FINISH	DESCRIPTION	DETAIL
	UNIT FINISH	DESCRIPTION	DETAIL

STANDARD FINISHES SPOTITE, 25' ACCESSIBLE GRADING SPOTITE, 1"



FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

RATIO
PROJECT NO. 88
SHEET TITLE
SITE FEATURES PLAN
PROJECT NO. 88
SHEET TITLE
SITE FEATURES PLAN
PROJECT NO. 88
SHEET TITLE
SITE FEATURES PLAN

SCALE 1" = 20'

SHEET NUMBER
L-201

335 W. 8th Street
Bloomington, Indiana
47404

Owner: Development
541 North Clinton Street
Chicago, Illinois 60654

Architect:
111 South Perry Avenue
Bloomington, Indiana 47404

Civil Engineer:
Smith Design Group
101 South State Street
Bloomington, Indiana 47401
317-336-6555

RATIO

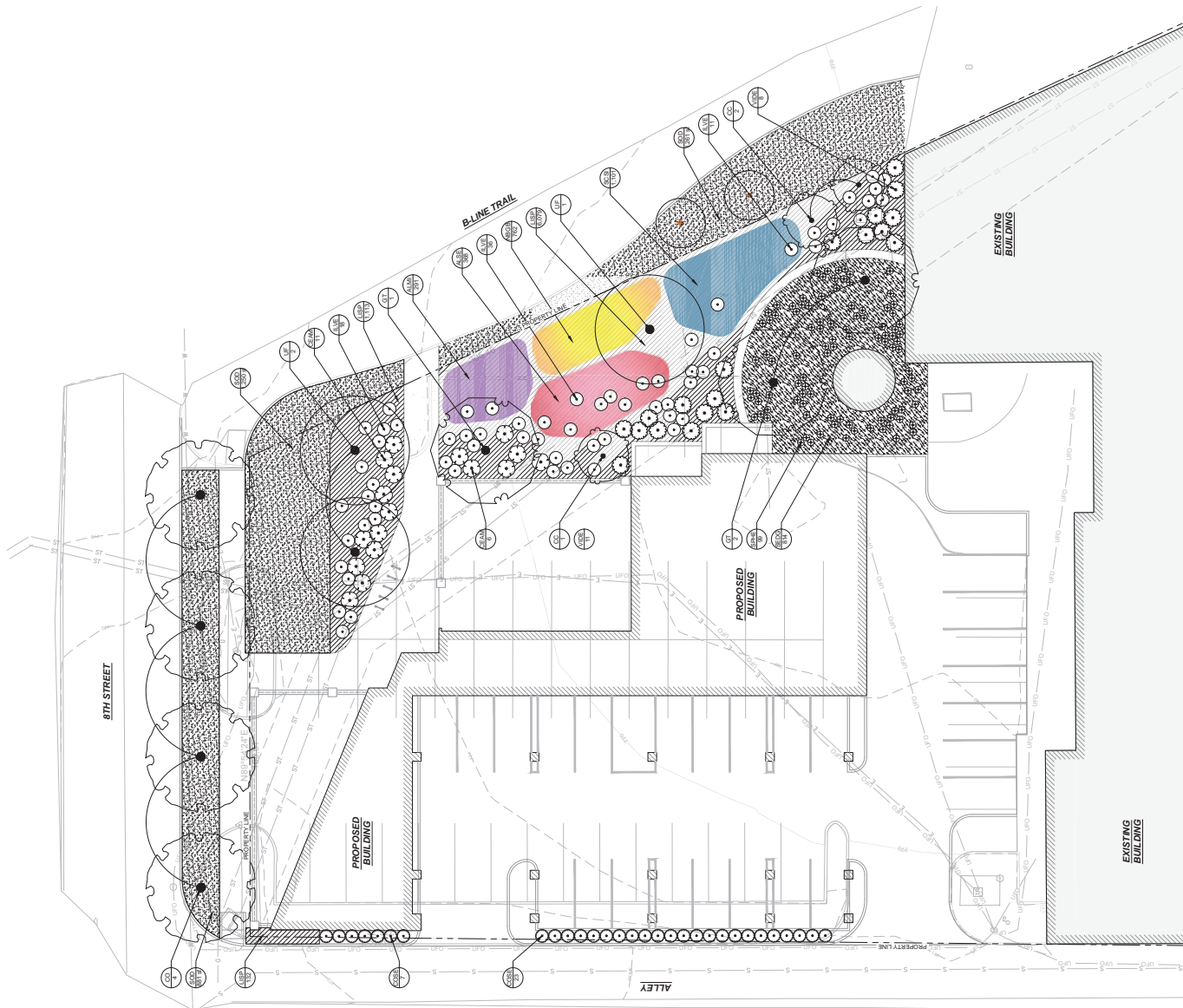
PROJECT NO. 001-1000

PLANTING PLAN

SHEET NUMBER

L-501

KEY SCHEDULE	CODE	QTY	BOTANICAL COMMON NAME	SIZE
TRIFOLIUM	OC4	4	Calluna hecortensis / Calluna hecortensis Common Hackberry	4" Cal.
	OC3	3	Calluna hecortensis / Calluna hecortensis Single Stem	1/2" Cal.
	OC1	3	Calluna hecortensis / Calluna hecortensis	3/16" Cal.
	UP3	3	Ulmus pumilus / Forsythia	4" Cal.
SPRINKLER	CODE	QTY	BOTANICAL COMMON NAME	SIZE
	CEM1	17	Conoclinium ovatum / New Jersey Tea	1 Gal.
	OCSE	30	Conoclinium ovatum / New Jersey Tea	1 Gal.
	ALVE	65	Alnus incana / Red Spruce	3 Gal.
	SPHE	99	Sporobolus holostichus / Prairie Dropseed	1 Gal.
	USE1	19	Ulmus pumilus / Forsythia	1 Gal.
GROUND COVERS	CODE	QTY	BOTANICAL COMMON NAME	SIZE
	USP	7,234	Ulmus pumilus / Forsythia	1 Gal.
	ALSE	368	Alnus incana / Red Spruce	1/2" Cal.
	ALM1	291	Alnus incana / Red Spruce	1/2" Cal.
	USP1	742	Ulmus pumilus / Forsythia	1/2" Cal.
	OCSE1	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE2	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE3	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE4	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE5	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE6	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE7	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE8	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE9	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE10	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE11	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE12	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE13	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE14	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE15	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE16	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE17	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE18	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE19	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE20	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE21	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE22	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE23	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE24	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE25	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE26	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE27	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE28	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE29	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.
	OCSE30	1,101	Conoclinium ovatum / New Jersey Tea	1/2" Cal.



FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

