

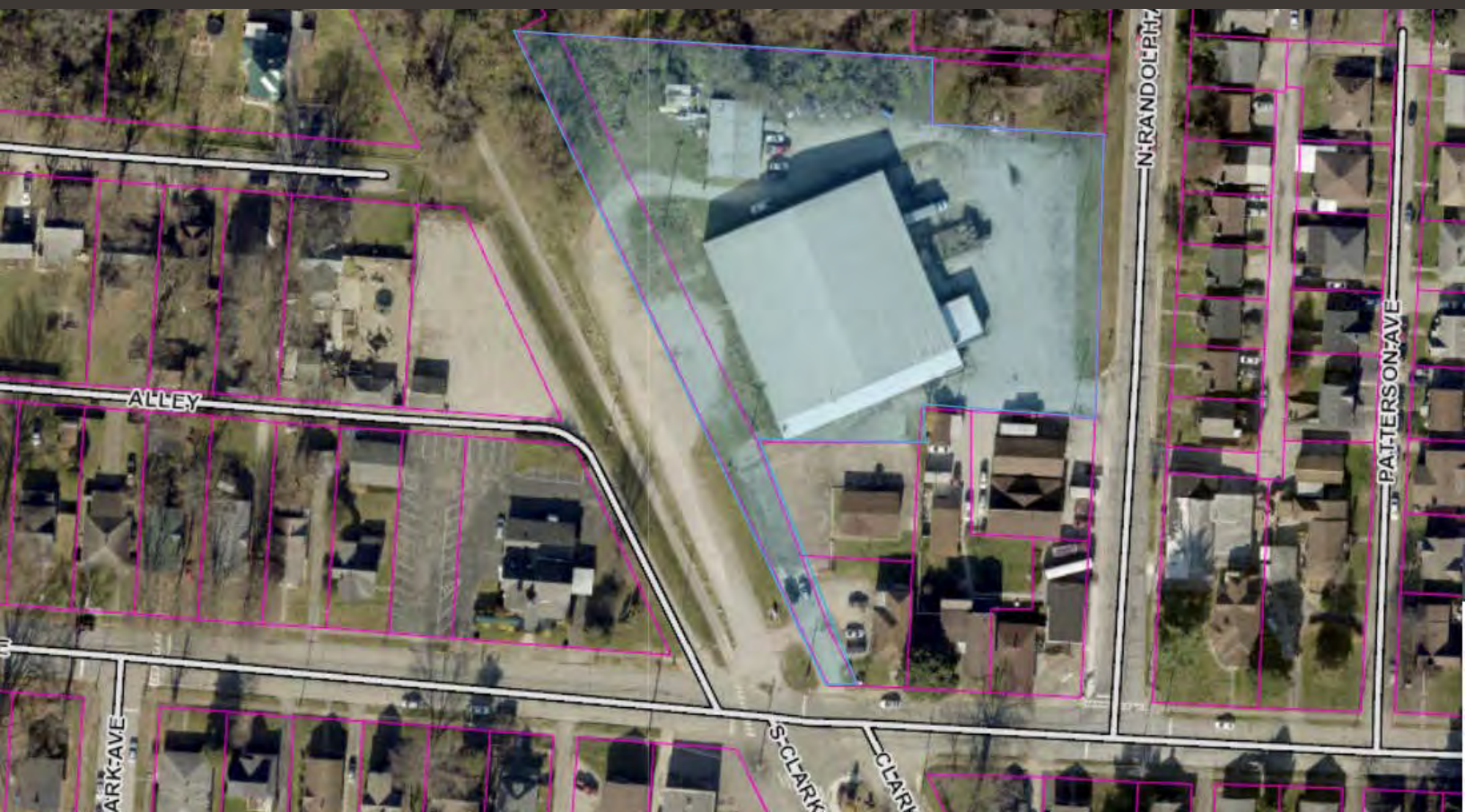


Request for Qualifications: 129 Randolph Ave

Town of Clarksville's Redevelopment Commission

Released: 3/24/2022

Proposals Due: 5/13/2022



REQUEST FOR PROPOSALS: 129 Randolph Ave (former Paper Product Company)



For the purchase and development of properties owned by the Town of Clarksville's Redevelopment Commission. The subject properties are located at 129 N. Randolph Ave in Clarksville, Indiana. Proposals are due by Friday, May 13th, 2022. Proposals must be submitted by email to Redevelopment Director Nic Langford at nlangford@townofclarksville.com.

INTRODUCTION

Clarksville's Redevelopment Commission is hereby accepting Proposals from qualified real estate developers ("Developers") to purchase and develop the subject properties described below. The subject properties sum approximately 2.5 acres. All proposals must recommend a use for the entirety of the site. The following figures are the independent land areas of each property:

Property #1: Improvements and Land

129 N. Randolph Ave.

Parcel # 10-14-00-103-083.000-012

Approximately +/- 2.22 Acres

Property #2: Land Only

411 Harrison Ave.

Parcel # 10-14-00-103-085.000-012

Approximately +/- 0.27 Acres

The site is located in South Clarksville, an area undergoing extensive redevelopment and investment for the Town of Clarksville. More specifically, it sits between two major projects in Clarksville. The site is 0.9 miles from the new multi-million dollar Main Street, featuring numerous improvements and public facilities. It is also just two-thirds of a mile from the nearby Origin Park development. Being between these two projects makes the site promising for development.

The Commission has several goals for development of this site. The accepted Proposal and ensuing development will utilize strong site planning and architectural design, incorporate aesthetically pleasing materials and sound building practices, focus on the site's prominence as a focal point for the community, and incorporate dense building designs. The development's proposed land use(s) should follow the West Riverfront District Zoning Update (Exhibit A), a form-based code that was adopted in 2021 to compliment the nearby Origin Park development. This development should be an engaging, people-scaled, and a friendly place where Clarksville residents and visitors are attracted. The Commission is seeking the best and highest use for the sites, potentially including a combination of commercial, residential, retail, and/or hospitality.

SCOPE OF OPPORTUNITY

The project area includes two (2) parcels which sum approximately 2.5 acres. The project must adhere to all applicable zoning and development ordinances, which must be confirmed by the Developer, or identify likely deficiencies that would require Commission approval to seek the necessary waivers, variances, etc. from the applicable bodies. All actions to address likely deficiencies is the sole responsibility of the Developer. The subject properties are within the West Riverfront (WRD) zoning classification.

DESIGN PROGRAM & CRITERIA

GENERAL

The design should comply with all requirements of the most current *Town of Clarksville Zoning Ordinance* (Exhibit A).

BUILDING DESIGN

In anticipation of the development of the South Clarksville area and the area around Origin Park, the Town of Clarksville and the Clarksville Redevelopment Commission have approved certain design standards. The development's footprint must fit within the designated area. The development must be designed so that street-facing facades incorporate design elements that are engaging to pedestrians. Primary facades are defined as those fronting a public right-of-way. Building architecture should be inviting and human-scaled. The development must also take into consideration the nearby existing buildings, particularly those along N Randolph.

There are existing structures on the site. It is likely that they will need to be removed in order for development to occur in a way that meets Town goals, but adaptive re-use proposals will be considered.

SITE DEVELOPMENT

The site design should provide for and encourage pedestrian and bicycle connectivity between the parcels and the surrounding areas. Depending on the final design, the project site may include residential and/or commercial activity. Though the section of Town is fairly mixed-use as a whole, this area is largely residential. As such, if commercial uses are decided upon, it may serve as a hub for nearby residents. Site design elements such as cafe seating areas, colorful/textural paving materials, street furnishings, art, water features, landscape structures, and lighting are strongly encouraged to provide a multi-dimensional visitor experience. Exhibit C represents a potential site plan.

PARKING

Each site shall provide parking in accordance with the current WRD Zone Regulations (Exhibit A). Developers shall provide a parking matrix which clearly delineates the total number of parking space provided vs. what is required via the Zoning Update. The parking matrix should be separated by proposed land use.

LANDSCAPE DESIGN

The landscape should be in compliance with the most recent version of the WRD Zone Regulations (Exhibit A) and feature plants that are either indigenous to the region, or are well-suited to the local climate. The proposed plantings should complement and reinforce the building architecture in addition to enhancing the lush character of outdoor spaces with texture, color, and visual interest.

UTILITIES

The location of municipality maintained utilities to serve the development can be found in Exhibit B, which is a survey and legal description of the site.

PROPERTY DISPOSAL CONDITIONS

The Developer should include their proposed sale or lease price for the subject properties in the narrative section of their Proposal. The Commission will use the information to assist in evaluating the Proposal and negotiation purposes should the Proposal be selected. The site and any improvements are offered “as-is” by the Commission without any guarantee of environmental conditions.

SUBMITTAL REQUIREMENTS

All Developers shall submit one digital copy of their proposal (required). Developers may also submit physical copies or visual aids to enhance their proposal.

OVERALL PLAN & DESIGN OF THE PROPOSED DEVELOPMENT

PROJECT PLAN

a. Narrative

Description of the overall development project.

Name of the Developer or proposing group

Name, address and phone number of the principal contact person

b. Purchase Price or Annual Lease Price and Term

The narrative should include the Developers suggested purchase/lease price for the subject properties in entirety.

SITE PROGRAM ANALYSIS

a. Total square footage of building space sizes and type being proposed per land use.

b. Number, size, and configuration of commercial or residential spaces.

c. Total number of parking spaces proposed, including vehicular and bicycle.

d. Height of building(s).

SITE CONTEXT PLAN

Plan that shows the connectivity and relationship of the proposed development to the surrounding properties.

SITE PLAN DIAGRAM

a. Building location(s)

b. Circulation patterns including vehicle ingress/egress, pedestrian & bike

c. Landscaping areas and planting list(s).

d. Building footprint

e. Parking/ingress/egress areas

f. Any other significant site improvements

BUILDING ELEVATIONS & SITE SECTIONS

Showing the relationship between the proposed development, the surrounding properties, and streetscape.

CONCEPT MATERIALS PHOTO SHEETS AND SAMPLES

- a. Proposed material boards
- b. Materials for outdoor spaces
- c. Concept plant materials
- d. Proposed signage

GRAPHIC/ILLUSTRATIVE RENDERINGS OF PROPOSED DEVELOPMENT

Showing the relationship between the proposed development, the surrounding properties, and streetscape.

ANTICIPATED BENEFITS OF THE DEVELOPMENT

FINANCIAL RETURN

Financial benefit of the development to the Town of Clarksville, including anticipated tax revenues.

JOB CREATION POTENTIAL

Number and types of new jobs that this proposal will create, with income ranges. Please include projections for total number of new businesses.

CIVIC ENHANCEMENTS

Potential community and other non-monetary benefits of this development for visitors and residents of the Town.

DEVELOPMENT FINANCING, TEAM EXPERIENCE AND CAPABILITY

The following items must be provided:

- a. Description of funding sources to be used to develop the property.
- b. . Development proforma
 - Hard and soft costs
 - Financing costs
 - Proposed tenant fees by square feet
 - Gross revenues for the first five (5) years of operation of the proposed development

d. Development timing

Developer must include a written narrative and a graphic timeline showing all major milestones of project development until final completion. This includes the due diligence period, planning, design, permitting, and construction.

If development does not begin within an agreed-upon time frame, the Town will have the option to repurchase the property at the original sale price. Such timeframe will be specified in a Development Agreement.

DEVELOPMENT TEAM

The Developer must form a Development Team consisting of individuals who, combined, have the necessary technical expertise and management capability to develop their Proposal. The Proposal should list a minimum of three (3) references that have knowledge of the Development Team's previous experience that is relevant to the proposed development. The Town may conduct reference checks on any member of the Development Team including principals, consultants, sub-consultants, or any other involved parties prior to final selection of a Proposal. The Town reserves the right to reject Proposals based on previous contractual or legal issues experienced by members of the Development Team.

- a. Table of Organization for Development Team - Developer must submit a graphic representation of Development Team's organizational structure.
- b. Bios of key Development Team Members, their qualifications, and their role in providing the services to be performed.
- c. Key Development Team Members' certifications and registration with regulatory agencies, professional organizations, etc.

SELECTION PROCESS

Complete submittal packages will be reviewed and evaluated by a Selection Committee on the criteria described below. A short list of qualified firms will then be invited to the Town Hall to make a presentation to the Commission and answer questions about the specifics of their Proposal. The Commission reserves the right, before awarding the contract, to require a respondent to submit additional evidence of qualifications, as it may deem necessary. The Commission shall be the sole judge of the competency of respondents.

The Commission reserves the right to accept or reject any or all submittals that it may, in its sole discretion, for any reason it deems fit.

Upon the successful negotiation of a Development Agreement, a formal contract will be prepared and submitted to the Commission for approval and executed by all parties.

SCORING CRITERIA

SCORING CRITERIA 1 (100 PTS)

The overall qualifications and experience of the Project Team, including past performance. This includes the Project Team’s experience with the design and development of similar projects, particularly projects within the Town of Clarksville or the Louisville Metropolitan Area.

SCORING CRITERIA 2 (150 PTS)

The quality, comprehensiveness, and innovation of the proposed development, including:

- a. Integration of all aforementioned Design Program & Criteria.
- b. Aesthetic quality of the building architecture as experienced at the street level and beyond
- c. The development’s utilization and maximization of the property.
- d. Appropriateness of the design within its context, taking into consideration the neighborhood character.
- e. Safe and attractive integration of parking areas, as well as pedestrian, bicycle, and other vehicular circulation patterns.

SCORING CRITERIA 3 (100 PTS)

The anticipated value of the proposed development for the Town of Clarksville. For example: property tax generation, job creation potential, commercial differentiation, anticipated quality of potential jobs, civic/community benefits, and any other financial or community benefits for the Town of Clarksville.

SCORING CRITERIA 4 (75 PTS)

Developer and Project Team’s ability to fulfill the commitments stated in their Proposal. This includes the company’s capacity to meet financial and logistical development obligations.

SCORING CRITERIA TABLE

Scoring Criteria 1 - Qualifications of Development Team	100 pts
Scoring Criteria 2 - Quality of Design Proposal	150 pts
Scoring Criteria 3 - Value to the Town	100 pts
Scoring Criteria 4 – Development Obligations	75 pts

SUBMITTAL INSTRUCTIONS

Proposals are due by 2pm EST on May 13th, 2022. Proposals must be submitted by email to Redevelopment Director Nic Langford at nlangford@townofclarksville.com, any emails or packages received after the above-noted time will not be accepted under any circumstances. Any uncertainty regarding the time a submission is received will be resolved against the respondent. Any physical submission received after this designated time will be returned unopened. Physical proposals are not required, however Developers may submit physical proposals to:

Nic Langford
Redevelopment Director
Town of Clarksville
2000 Broadway Suite
208
Clarksville IN, 47129
812-283-1404
nlangford@townofclarksville.com
“129 Randolph RFP”

Inquiries shall be directed to Nic Langford, Redevelopment Director. The deadline for any and all inquiries will be Monday, May 2nd 2022 at 5p EST. No questions or inquiries will be entertained or answered after this date. Interested developers may secure a copy of the RFP documents on the Town’s website at www.townofclarksville.com/bids-rfps/

Exhibit A: West Riverfront District Zoning Update

Link to digital version of zoning update:

<https://www.townofclarksville.com/west-riverfront-district/>

Exhibit B: Legal Description and Survey

Note: parking access easement for 149 Randolph Ave must be maintained or purchase negotiated with property

Being a part of Share No. 2 on Map “C” of Sarah Patterson’s 52 acre tract, Partition Book 1, Page 202, in the Town of Clarksville, Clark County, Indiana, and intending to be the same property described in Deed Drawer 30, Instrument 222 and Deed Drawer 30, Instrument 223 as referenced in the Office of the Recorder of Clark County, and being shown on the Boundary Survey by Steven B. Seigle, Indiana Professional Surveyor 22100007 certified on August 6, 2021 as Jacobi, Toombs and Lanz, Inc. Job No. 21028 (all monuments referenced herein are as set or found on said Survey), being more particularly described as follows:

Commencing at a drill hole found marking the northwest corner of Randolph Avenue and Harrison Avenue, thence along the westerly line of Randolph Avenue, North 02°26'41" East (Basis of bearings is Indiana State Plane Coordinate, East Zone, North America Datum 1983), 220.62 feet to an iron pipe found and being the True Point of Beginning;

Thence North 87°15'08" West, passing MAG nails at 23.92 feet and 75.38 feet, a total distance of 130.28 feet; thence South 02°25'15" West, 22.17 feet to an iron pipe found; thence North 87°10'56" West, 134.61 feet to an iron pipe found; thence South 22°08'31" East, passing a railroad spike at 117.91 feet, a total distance of 177.74 feet to a railroad spike found; thence South 26°17'17" East, 43.13 feet to a steel pin and cap set on the north line of Harrison Avenue, said point being N 87°21'47" W, 170.19 feet from the aforementioned drill hole; thence along said north line, North 87°21'47" West, 18.08 feet to a railroad spike set on the easterly line of a strip of land (formerly Conrail and the Philadelphia, Baltimore and Washington Railroad Company) conveyed to the Civil Town of Clarksville (formerly Conrail and the Philadelphia, Baltimore and Washington Railroad corridor) described in Deed Drawer 19, Instrument 555; thence along said line, North 25°50'34" West, 60.76 feet to a railroad spike found; thence continuing along said line North 25°45'36" West, 501.60 feet to a steel pin found; thence North 65°14'24" East, passing a steel pin found at 8.16 feet, a total distance of 25.41 feet to a steel pin and cap set on the aforementioned easterly line of the former electric railroad; thence along said easterly line, South 25°59'22" East, 13.77 feet to a steel pin and cap set; thence South 87°27'57" East, 295.04 feet; thence South 02°26'41" West, 50.00 feet; thence South 89°27'19" East, 130.00 feet to the aforementioned westerly line of Randolph Avenue; thence along said line, South 02°26'41" West, 228.92 feet to the True Point of Beginning.

Containing 2.445 acres more or less and being subject to any easements or rights of ways whether of record or not.

LEGAL DESCRIPTION

Being a part of Shore No. 2 on Map "C" of Sarah Patterson's 52 acre tract, Partition Book 1, Page 202, in the Town of Clarksville, Clark County, Indiana, and intending to be the same property described in Deed Drawer 30, Instrument 222 and Deed Drawer 30, Instrument 223 as referenced in the Office of the Recorder of Clark County, and being shown on the Boundary Survey by Steven B. Seigle, Indiana Professional Surveyor 22100007 certified on August 6, 2021 as Jacobi, Toombs and Lanz, Inc. Job No. 21028 (all monuments referenced herein are as set or found on said Survey), being more particularly described as follows: Commencing at a drill hole found marking the northwest corner of Randolph Avenue and Harrison Avenue, thence along the westerly line of Randolph Avenue, North 02°26'41" East (Basis of bearings is Indiana State Plane Coordinate, East Zone, North America Datum 1983), 220.62 feet to an iron pipe found and being the True Point of Beginning;

Thence North 87°15'08" West, passing MAG nails at 23.92 feet and 75.38 feet, a total distance of 130.28 feet; thence South 02°25'15" West, 22.17 feet to an iron pipe found; thence North 87°10'56" West, 134.61 feet to an iron pipe found; thence South 22°08'31" East, passing a railroad spike at 117.91 feet, a total distance of 177.74 feet to a railroad spike found; thence South 26°17'17" East, 43.13 feet to a steel pin and cap set on the north line of Harrison Avenue, said point being N 87°21'47" W, 170.19 feet from the aforementioned drill hole; thence along said north line, North 87°21'47" West, 18.08 feet to a railroad spike set on the easterly line of a strip of land (formerly Conrail and the Philadelphia, Baltimore and Washington Railroad Company) conveyed to the Civil Town of Clarksville described in Deed Drawer 19, Instrument 555; thence along said line, North 25°50'34" West, 60.76 feet to a railroad spike found; thence continuing along said line North 25°45'36" West, 501.60 feet to a steel pin found; thence North 65°14'24" East, passing a steel pin found at 8.16 feet, a total distance of 25.41 feet to a steel pin and cap set on the aforementioned easterly line of the former electric railroad; thence along said easterly line, South 25°59'22" East, 13.77 feet to a steel pin and cap set; thence South 87°27'57" East, 295.04 feet; thence South 02°26'41" West, 50.00 feet; thence South 89°27'19" East, 130.00 feet to the aforementioned westerly line of Randolph Avenue; thence along said line, South 02°26'41" West, 228.92 feet to the True Point of Beginning.

Containing 2.445 acres more or less and being subject to any easements or rights of ways whether of record or not.

SURVEYOR'S REPORT

In accordance with Title 865, Article 1, Rule 12, Sections 1 through 30 of the Indiana Administrative Code, the following observations and opinions are submitted regarding the cause and amount of uncertainty in the locations of the lines and corners found and established on this survey as a result of:

- Availability and condition of reference monuments;
 - Occupation or possession lines;
 - Clarity or ambiguity of the record description used and/or adjointer's description, and;
 - The relative positional accuracy of the measurements.
- The relative positional accuracy of the measurements taken while conducting this survey is within the specifications for an "Urban" class survey (0.07 feet; plus 50 parts per million) as defined by IAC 865.

This is a retracement survey of a part of Shore No. 2 of Map "C" of the partition of the estate of Samuel Patterson situated in the Town of Clarksville, Indiana. The purpose of this survey is to reestablish the boundary of Edwin L. Goldberg property for the proposed acquisition by the Town of Clarksville. The subject property is bounded on the east by the west line of Randolph Avenue which was reestablished holding a drill hole found at the northwest corner of Harrison Avenue and Randolph Avenue and an iron pipe at the northeast corner of Amy Jo Munich's property (Inst. 3127692). Two other iron pipes and a metallic reading were found to vary up to 0.2 foot from line as noted. The As built location of the curb along Randolph Avenue and the calculated centerline result in a variance of up to 1.25 feet compared to the aforementioned found monumentation. Previous surveys in the area of the subject property suggest Randolph Avenue and Harrison Avenue to be 60 feet right-of-ways, however, no document of conveyance or dedication was found during this research.

An original survey of the southerly adjointers' by Joe Jacobi c. 1959 and in 1961 (rev. 1968) and a survey of the subject property performed by H.R. Blankenknecht c. 1970, both surveys established the boundary with iron pipes, four of which were recovered. Other monumentation recovered from those surveys were, the aforementioned drill hole and an iron pipe along the north line of Harrison Avenue. On this survey, a variance of up to 0.7 foot were found between monuments. In addition, four monuments were found from a survey by David Blankenknecht c. 1995 along the former Conrail railroad (now owned by the Town of Clarksville) which was used to reestablish the westerly line of the subject property. Along this line, and shown on this plat of survey, there appears to be multiple points of ingress and/or egress across the subject property that may indicate unwritten rights. In addition, a survey by David Blankenknecht c. 1999 for the adjointer to the southeast, two MAG nails and an iron pipe were recovered and used reestablish the easternmost southern line of the subject property. There is a tree at the corner of the western end of this line, where no monument was set as shown on this plat. There is an existing wood fence along this line that extends north of line 2.2 feet as shown. In addition, there is a chain link fence along the 22.17-foot line not shown on the plat that is east of line up to 0.2 feet. The 134.61-foot line of the subject property was reestablished by recovering two of the four aforementioned iron pipes. There is a building that extends up to 6 feet south of this line as noted. The northerly boundary of the subject property, in particular the lines adjoining Amy Jo Munich, (Inst. 3127692) were reestablished by record angle and record distance from an iron pipe at the northeast corner of the subject property. An iron pipe and 3/4-inch rebar of unknown origin were found at 135 feet and 130 feet respectively from westerly line of Randolph Avenue as shown but was not held for the fact that the subject property deed distance of 130 feet and 50 feet and senior to the aforementioned Munich property. Additionally, Munich's deed (M.D. 29, Inst. 5064) description does not mathematically close by 19 feet, as a result, the northwest corner of the subject property was reestablished at deed distance (336.23 feet) from an iron pipe found on the easterly line of the former electric railroad right of way. No occupation or evidence thereof were found along the lines adjoining Munich's property except for the edge of the parking area as shown.

As a result of the above observations, it is my opinion that the uncertainties in the locations of the lines and corners established on this survey are as follows:

- Due to availability and condition of reference monuments: Up to 0.7-feet as discussed.
- Due to occupation or possession lines: Up to 6-feet as discussed.
- Due to clarity or ambiguity of the record description used and/or adjointer's description: Up to 19-feet as discussed.

ADJOINERS

- AMY JO MUNICH
M.D. 29, INST. 5064
- AMY JO MUNICH
INST. 3127692
- RANDALL C. BAIRD, SR., SOLE TRUSTEE OF THE
RANDALL C. BAIRD, SR. LIVING TRUST
INST. 201919209
- RANDALL C. BAIRD, SR., SOLE TRUSTEE OF THE
RANDALL C. BAIRD, SR. LIVING TRUST
INST. 200333036
- 117 & 119 RANDOLPH, LLC
INST. 200333034
- BAIRD PROPERTY LIMITED PARTNERSHIP
INST. 200403914

NOTES

The easements shown hereon, except for Easement "B", are based on the Title Report provided by Applegate, Fifer, Pulliam, LLC. File No. 2341-005.

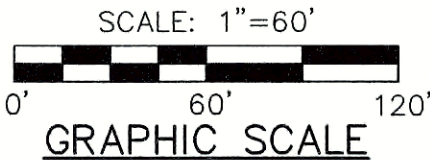
The subject property is located within Zone X (unshaded) which is "areas determined to be outside the 0.2% annual chance floodplain." This above information is derived from the FEMA Flood Insurance Rate Map No. 18019C0267E, Dated April 16, 2014.

Documents referred to by Mortgage Deed (M.D.), Deed Drawer (D.D.), Deed Record (D.R.), Instrument (Inst.), Plat Book (P.B.), and/or Page (Pg.) are records on file at the Clark County, Indiana Recorder's Office.

All monuments shown hereon as found or set are within 0.3 feet of the ground surface, unless otherwise noted.

Prior to any site excavation, contact Indiana Underground or the appropriate utility company for the location of their lines.

North and all bearings shown hereon are based on NAD 1983, Indiana East Zone State Plane Coordinates derived from control from Jacobi, Toombs, and Lanz, Inc. Job #18190 dated November 19, 2018 using the Indiana Department of Transportation INCORS System.



LEGEND

- Set 5/8" Steel Pin with Cap "Jacobi, Toombs & Lanz 0016"
- Set Railroad Spike
- Found MAG Nail Per 1999 Blankenknecht Survey (Unless Noted)
- Found Steel Pin Per 1997 Blankenknecht Survey (Unless Noted)
- Found Iron Pipe Per Deed (Unless Noted)
- Found Drill Hole Per Deed
- 24" Diameter Maple Tree at Corner Position
- Utility Pole
- Record Dimension
- Calculated Record Dimension
- Overall Distance

EASEMENTS

- Ex. 20-Foot Roadway Easement Per Deed Drawer 30, Instrument 222
- Ex. Perpetual Easement and Right of Way of Ingress and Egress Per Deed Drawer 2, Instrument 5828
- Ex. Non-Exclusive Easement Indiana Bell Telephone Company, Incorporated dba AT&T Indiana by Inst. 201316122
- Apparent Routes of Vehicular Traffic. No Record Easements Referenced or Provided-See Surveyors's Report

LINE TABLE

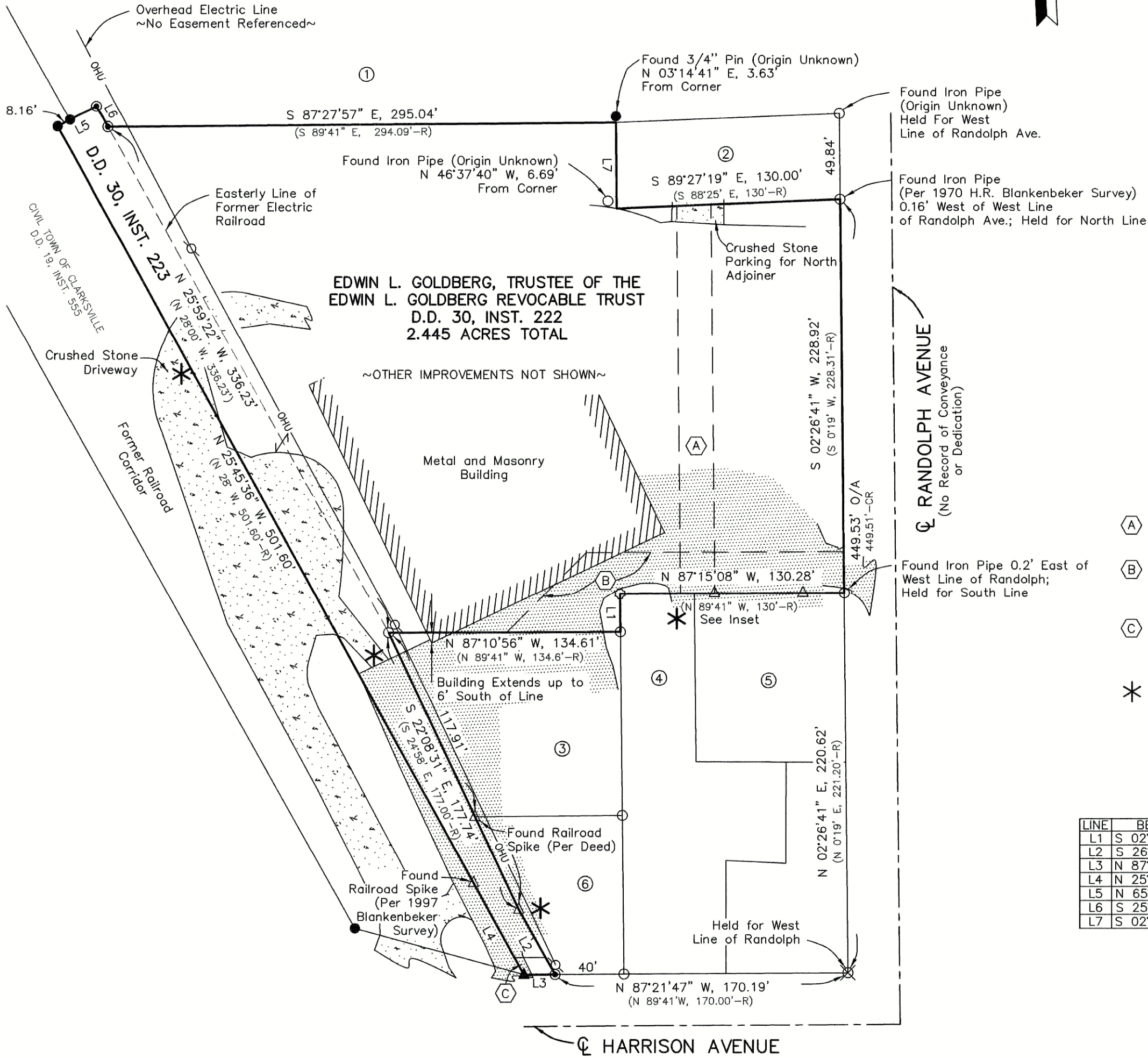
LINE	BEARING	DISTANCE	RECORD
L1	S 02°25'15" W	22.17'	S 0°19' W, 22.0'-R
L2	S 26°17'17" E	43.13'	S 28°46' E, 43.04'-R
L3	N 87°21'47" W	18.08'	N 89°41' W, 18.10'-R
L4	N 25°50'34" W	60.76'	N 28°05' W, 60.72'-R
L5	N 65°14'24" E	25.41'	N 63° E, 25.41'-R
L6	S 25°59'22" E	13.77'	
L7	S 02°26'41" W	50.00'	S 0°19' W, 50.0'-R

SURVEYOR'S CERTIFICATE

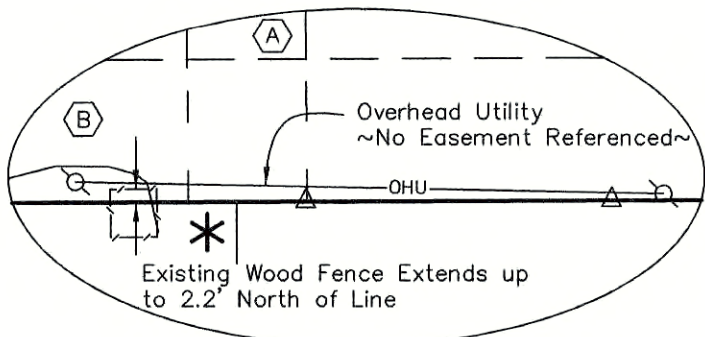
I, Steven B. Seigle, hereby certify that this Survey was performed under my direct supervision and was executed according to the requirements set forth in IAC 865, Article 1, Rule 12 to the best of my knowledge and belief, and that the field work was completed on 7/27/21

Steven B. Seigle
Registered Land Surveyor No. 22100007

8-6-21
Date



INSET



Jacobi, Toombs & Lanz, Inc.
Consulting Engineers & Land Surveyors
1829 E. Spring Street, Suite 201 - New Albany, Indiana 47150
812-943-9583 - WWW.JTLENG.COM

BOUNDARY SURVEY
BEING A PART OF SHARE NO. 2, MAP "C" OF SARAH PATTERSON'S 52 ACRE TRACT, PARTITION BOOK 1, PAGE 202, TOWN OF CLARKSVILLE, CLARK COUNTY, INDIANA

OWNER OF RECORD
EDWIN L. GOLDBERG, TRUSTEE OF THE EDWIN L. GOLDBERG REVOCABLE TRUST

CLIENT
TOWN OF CLARKSVILLE
REDEVELOPMENT COMMISSION

JOB No. 21028
DATE: 8/6/2021
SCALE: 1"=60'
CHECKED BY: S.B.S.
APPROVED BY: S.L.M.
DRAWN BY: S.A.B.
SHEET NO:

Exhibit C: Potential Design Plan from MKSK (next page)

