

CITY OF BLOOMINGTON



PLAN COMMISSION

July 12, 2021 @ 5:30 p.m.
Zoom Meeting:

<https://bloomington.zoom.us/j/96991849634?pwd%3DNkZBZTNQVUhVZnM1NDdweXITSIwQT09>

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PLAN COMMISSION
July 12, 2021 at 5:30 p.m.**

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ROLL CALL

MINUTES TO BE APPROVED: June 14, 2021

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITIONS:

SP-15-21 **Trinitas Ventures**
3216 E 3rd Street
Request: Site plan approval to allow the construction of a multi-family residential development with 340 dwelling units and 906 bedrooms.
Case Manager: Eric Greulich

Petition Map: <https://arcg.is/qK45>

****Next Meeting August 9, 2021**

Last Updated: 7/9/2021

**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.**

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT – SECOND HEARING
Location: 3216 E 3rd Street**

**CASE #: SP-15-21
DATE: July 12, 2021**

PETITIONER: Trinitas Ventures
201 Main Street, Suite 1000, Lafayette, IN

CONSULTANT: Bynum Fanyo
528 N. Walnut Street, Bloomington

REQUEST: The petitioner is requesting site plan approval of a 340 unit student housing and multi-family development.

BACKGROUND:

Area: 11.98 acres
Current Zoning: Mixed-Use Corridor (MC)
Comp Plan Designation: Regional Activity Center
Existing Land Use: Retail Sales, Big Box and Retail Sales, Large
Proposed Land Use: Student Housing/Multi-family dwelling
Surrounding Uses: North – Commercial
South – Commercial (College Mall)
East – Business/Medical offices
West – Commercial (College Mall)

CHANGES SINCE FIRST HEARING: At the first hearing of this petition on May 10, 2021, the Plan Commission gave comments regarding incorporating more green features with this petition, the location and screening of proposed transformer boxes and dumpster enclosures, widening the proposed sidewalk into the site from 3rd Street, and suggested architectural improvements for the parking garage and endcaps of the buildings. To that end, the petitioner has provided a list (page #A002) of some of the sustainable design elements of this project. Additional architectural features have been added to the endcaps of the buildings including widened windows and increased glazing, additional design elements on the facades, larger awnings, and redesigned entrances. The areas around the dumpster enclosures identified at the first hearing have also been reworked to better screen those areas. The parking garage has also had several changes to the exterior including additional panelized glazing at the building corner, redesigned column modules including extended parapets and awnings, widened columns between modules, and revised ground floor window designs around the entrances. The proposed sidewalk leading into the site from 3rd Street has been widened to 10' with additional landscaping added along the corridor.

REPORT: This 11.98 acre property is located at 3216 E. 3rd Street. The site is bounded by 3rd Street along the north property line, the College Mall to the south, Kingston Dr. to the west, and Clarizz Blvd to the east. Surrounding land uses include various commercial uses to the north, business and medical offices to the east, and the College Mall to the west and south. There are no known sensitive environmental constraints on this property. The site has been developed with a 110,000 square foot big box retail store that formerly contained Kmart and a 10,000 square foot retail store for Bloomingfoods.

The petitioner is proposing to remove the former building and parking areas for Kmart and redevelop the area for new multifamily residences and student housing. The existing building for

Bloomingfoods would not be altered with this petition. There would however be improvements made to the Bloomingfoods site to bring that into compliance with all UDO regulations including removing existing parking, installing new landscaping and islands, and adding bicycle parking.

The proposed site plan features four buildings that will be used for student housing and two buildings that will contain multi-family residences for a possible total of 340 units and 906 bedrooms. Approximately 542 parking spaces will be provided through a mix of on-street spaces, surface parking, and a parking garage with 385 parking spaces. There will be two large open spaces provided for the residents consisting of a north/south park between the student housing buildings (“Frieda Park”) and another large park (“Latimer Park”) and playground between the multi-family buildings on the south side of the development. Access to the site will come from Clarizz Blvd and Kingston Drive. The existing access drive on 3rd Street will be removed with this petition.

MAJOR SITE PLAN REVIEW 20.06.050(a)(2)(C)(ii): Major site plan approval is required for developments that contain more than 30 bedrooms. This petition involves the construction of 906 bedrooms.

SITE PLAN REVIEW:

Dimensional Standards:

Setbacks: The MC zoning district requires a minimum front setback of 15’ and side and rear building setback of 7’, which this petition meets.

Height: The MC district allows for 4 stories, not to exceed 50 feet. The petitioner has included a page in their plan set (Sheet #A006) showing compliance with the height limitations.

Impervious Surface Coverage/Minimum Landscape Area: A maximum impervious surface coverage of 60% is allowed with a minimum landscape area of 40% required. These have both been met and the site has 60% impervious surface coverage and 40% landscape area. Compliance with this requirement is outlined on Sheet #L100 of the plan set.

Environmental: There are no known environmental constraints or regulated environmental features on this site. A copy of the Environmental Commission’s memo is included in the packet.

Access: The UDO requires that for nonresidential uses located on a corner lot, drive access shall be located on the street assigned the lower functional classification according to the Transportation Plan. This property has road frontage on three sides. The property has frontage on E. 3rd Street to the north (classified as a Primary Arterial), S. Clarizz Blvd. to the east (classified as a Primary Collector), and S. Kingston Dr. to the west (classified as a Local Street). There is a separate property with an existing bank that is not involved with this petition at the southeast corner of 3rd and Kingston. The petitioner will be removing the existing drivecut on 3rd Street and is requesting to locate the access drives on both Kingston and Clarizz. Both of these east/west connections are necessary for emergency service access to the buildings and through the site. The Department has determined that the proposed drivecuts on Kingston and Clarizz are allowed and what has been shown on the proposed site plan meets the UDO requirements. The UDO allows for two driveway access points per street frontage, so the two proposed access points on Kingston and Clarizz would be allowed.

Road Design and Right-of-way Improvements: As referenced previously, two private drives that travel east/west through the site and connect Kingston Drive to Clarizz Blvd. are proposed. Although they will be private, both of these drives have been designed to public street standards. The petitioner has been working with the Department on appropriate cross sections for these drives as well as for the proposed improvements along Kingston and Clarizz.

The northern drive will have tree plots and sidewalks along both sides and on-street parking along the south side. This drive will primarily serve as an access point for Bloomingfoods and the existing bank to the north. The other drive to the south, identified as “Margaret Place”, will have 10’ wide sidewalks, 6’ protected bike lanes, 7’ wide tree plots, and on-street parking along both sides with two 10’ travel lanes. This drive primarily serves as the access point to the parking garage and through access through the site. The petitioner is also proposing several improvements to the property frontage along Kingston and Clarizz. Along the east side of Kingston, the petitioner is proposing to install a 10’ wide sidewalk, 6’ wide protected bike lane, 7’ wide tree plot, and on-street parking. Along the west side of Clarizz, the petition is proposing to install a 7’ wide sidewalk, 6’ wide tree plot, and 7’ wide bike lane. The tree plot will narrow slightly along the area adjacent to Bloomingfoods due to the location of existing utilities. One of the existing travel lanes along the Clarizz Blvd. frontage will be removed to accommodate the proposed new bike lane. No changes or improvements are proposed or required along the property frontage on 3rd Street. A multi-use path was installed in this entire area along the south side of E. 3rd Street, including this location, by the Indiana Department of Transportation with a previous project.

Bicycle Parking/Alternative Transportation: The petition is required to provide one bicycle parking space per every 5 bedrooms. The petition has 906 bedrooms and is therefore required 182 bicycle parking spaces. Since the property has both commercial and residential uses and is over 20,000 square feet, all of the required bicycle parking facilities must be Class II covered spaces. A minimum of one-quarter of the total required bicycle parking spaces must be long-term Class I facilities, therefore a minimum of 46 spaces must be long term and the petitioner is proposing to provide 158 bicycle spaces inside the buildings to meet the minimum required long term spaces. In addition there will be 28 spaces outside of each building, for a total of 186 bicycle parking spaces provided with this petition. This meets the minimum of 182 spaces required. There will be at least 4 covered spaces adjacent to each of the buildings. Bicycle parking details can be found on Sheet #A004 of the plan set.

The petitioner is proposing a sidewalk through the center of the site in place of the existing driveway that is being removed from 3rd Street. The sidewalk would align with Frieda Park to the south. The Department believes that this should be a minimum of 8’ wide and have tall canopy trees planted along both sides. This provides the main pedestrian entrance to the site from 3rd Street and should be designed for a wide range of multi-modal transportation and landscaped appropriately.

Bloomington Transit: A new covered bus shelter and plaza area are proposed along the Kingston Drive frontage in the location of the existing bus stop. A large plaza area will be constructed on the south side of Building #1 to provide additional gathering space adjacent to the stop. The final design and location of the bus stop and shelter must be approved by Bloomington Transit. Clarizz Blvd. is not currently served by Bloomington Transit so a bus shelter along that frontage is not required.

Parking: The UDO requires that a student housing development provide a minimum of 0.5 parking spaces per bedroom for 11 or more bedrooms. There will be 617 bedrooms proposed for the student housing units, which would require a minimum of 309 parking spaces and allow a maximum of 462. The total maximum number of parking spaces allowed for the project is 823 for the multi-family and the student housing uses combined. The petitioner is proposing an on-site parking garage with 385 parking spaces, 100 parking spaces in the lot adjacent to Bloomingfoods, and 42 spaces along the internal private drives for a total of 527 on-site parking spaces. The proposed number of 527 parking spaces falls within the allowed range.

Landscaping: With this petition, there would be new landscaping required to be installed on the site, including Bloomingfoods. The petitioner is required to add green space along the 3rd Street frontage adjacent to Bloomingfoods to meet parking setback requirements and this has been shown on the landscape plan. In addition, parking lot islands are required within the Bloomingfoods parking area and have been shown. A landscape plan that meets all UDO requirements must be submitted and approved prior to approval of a grading permit.

Use Specific Standards: There are no use specific standards for Multifamily Dwelling units in the MC zoning district. For Student Housing in the MC zoning district, the UDO has two use specific conditions that pertain to this project.

One, each student housing or dormitory use shall be separated from any other student housing or dormitory use by at least 300 feet. There are no student housing developments within 300 feet of this site.

Two, the maximum building floor plate for a student housing or dormitory use shall be 20,000 square feet per lot. None of the four buildings used for student housing exceed the 20,000 sq. ft. maximum.

Architecture: A review of all of the architectural elements and features with this petition have been provided by Schmidt Associates and is included with this packet.

Buildings: The building will be finished with a masonry base and a mix of fiber cement lap siding and board and batten. A flat roof design and metal cap has been shown along the student housing buildings, with a pitched roof design incorporated in the multifamily buildings. In regards to the exterior façade design of the buildings, Section 20.04.070(d)(2)(D) of the UDO states that-

All facades of a primary building shall incorporate three or more of the following design elements every 40 feet to avoid blank, uninterrupted walls:

- i. Awning or canopy;
- ii. Change in building facade height (minimum of five feet of difference);
- iii. A regular pattern of transparent glass constituting a minimum of 50 percent of the total wall/facade area of the first-floor facade/elevation facing a street;
- iv. Wall elevation recesses and/or projections, the depth that are at least three percent of the horizontal width of the building façade

To meet those requirements, the proposed residential buildings all feature awnings and

canopies along the base, a change in building height of a minimum 5', and a regular pattern of transparent glass. All of the buildings feature a diverse mix of modulation and recessed entries, with variations in building heights. As mentioned previously the petitioner improved the design of the endcaps of the buildings to add additional architectural features. The breakup of the site into separate buildings with lengths of buildings around 250' creates buildings of a typical block length. All four sides of the buildings have similar architectural features and materials and represents a 360 degree architectural design. Individual pedestrian entrances have been provided along the Clarizz Blvd. frontage for many of the units with ground floor access provided to those units.

Parking Garage: The parking garage will be finished with a series of concrete columns and reveals. A series of sections of glass along the ground floor of the garage with awnings above them have been shown to meet the exterior façade requirements. The proposed roof panels along the top of the garage have been fully incorporated into the adjacent building wall and are at different heights to meet the variation in height requirement. The Department believes that changes made to the design of the parking garage meets the requirements of the UDO.

Mechanicals: The petitioner has adjusted the location of the proposed transformer boxes to move those away from the public street frontages, this addresses concerns raised by the Department at the first hearing. In addition, additional screening and slight redesign of the areas surrounding the proposed dumpster enclosures also addresses concerns related to the view of those features from the public roads.

Site Plan Review Criteria [20.06.040(d)(6)(B)]

i. Compliance with this UDO

The proposed use and development shall comply with all applicable standards in this UDO, unless the standard is lawfully modified or varied. Compliance with these standards is applied at the level of detail required for the subject submittal.

PROPOSED FINDINGS: The proposed site plan and building elevations meets all of the standards of the Unified Development Ordinance.

ii. Compliance with Other Applicable Regulations

The proposed use and development shall comply with all other city regulations and with all applicable regulations, standards, requirements, or plans of the federal or state governments and other relevant entities with jurisdiction over the property or the current or proposed use of the property. This includes, but is not limited to, floodplain, water quality, erosion control, and wastewater regulations

PROPOSED FINDINGS: There are no known federal or state regulations that would pertain to this development or site. This approval does not constitute approval or review for any federal or state requirements and the petitioner is responsible for ensuring compliance with any other applicable regulations.

iii. Compliance with Utility, Service, and Improvement Standards

1. As applicable, the proposed use and development shall comply with federal, state, county, service district, city, and other regulatory authority standards, and

design/construction specifications for roads, access, drainage, water, sewer, schools, emergency/fire protection, and similar standards

2. Municipal sewer and water hookup are required for all developments except for instances where written approvals by the City Utilities Department and the County Health Department grant an exception to the hookup requirement. All sewer and water facilities shall meet the design specifications of the City Utilities Department
3. When public improvements are required, the petitioner or authorized representative shall post performance and maintenance guarantees for such improvements. Such financial guarantees shall be submitted, reviewed, and approved per 20.06.060(c)(3)(E)iii (Financial Bond Required).

PROPOSED FINDINGS: The petitioner is finalizing an agreement and language with the City of Bloomington Utilities Department in order to provide sanitary and water service to this development. A Memorandum of Understanding will be signed outlining the terms of the agreement. Final approval from the City of Bloomington Utilities Department is required prior to issuance of any permits.

iv. Compliance with Previous Approvals

The proposed use and development shall be consistent with the terms and conditions of any prior land use approval, plan, or plat approval for all or part of the property that is in effect and not proposed to be changed. This includes consistency with any approved phasing plan for development and installation of public improvements and amenities.

PROPOSED FINDINGS: There are no prior approvals for this site. The proposed project will be constructed in one phase.

COMPREHENSIVE PLAN: The Comprehensive Plan designates this site as ‘Regional Activity Center’ and acknowledges that this district may incorporate medium to high-density multifamily residential uses. Incorporating multifamily residential within the district is supported. The Comprehensive Plan notes that this district must shift the existing dominant automobile orientation to a more balanced orientation by increasing access for transit, bicycle, and walking modes of transportation. That is being accomplished with many of the improvements proposed with this project including wider sidewalks, protected bike lanes, and internal parks and open space.

In regards to Site Design and Land Use Development Approvals, the Comprehensive Plan states that with redevelopment and infill, centers should be updated with site designs that use high-quality materials and provide landscaping, lighting, pedestrian accommodations, and open space if over a certain size. To mitigate traffic congestion, the district must employ access management strategies and improve cross-access easements between businesses (connecting parking lots). This is accomplished through the two private drives that connect Kingston and Clarizz which helps reduce traffic congestion on 3rd Street. Bicycle traffic should be accommodated in parking areas with clearly marked paths to improve the safety of cyclists and thus encourage bicycle use. This is accomplished through the installation of protected bike lanes along the existing road frontages and along one of the new internal drives. The Department believes that this petition accomplishes many of those goals. Other areas of guidance include-

- Create public on-street parking along the Urban Corridor district where feasible.
- Redevelopment within the district should be encouraged to grow vertically, with the

possibility of two- or three-story buildings to accommodate denser office development, residential multifamily, structured parking, and improved multimodal capacity.

- Internal roadway networks must provide sidewalks and walkways so that once users have parked, they can circulate through the development on foot.
- Public open spaces, including green spaces, should be a standard element of redevelopment within a Regional Activity Center. This open space could come in the form of public plazas or pocket parks, and include multiuse paths and trails that connect to nearby neighborhoods.
- In new development or redevelopment projects, utilities should be placed underground where feasible and located so as to minimize potential conflicts with trees and other landscaping features.

This petition accomplishes many of the goals of the Comprehensive Plan, including providing connectivity and opportunities for many forms of transportation. The project has been designed with a central uniform architectural theme, thus creating an overall uniform design for the entire site.

CONCLUSION: This petition meets all of the UDO requirements and provides a unique opportunity to locate additional housing units immediately adjacent to goods and services. The site is serviced by Bloomington Transit and also features several alternative transportation improvements to existing facilities including protected bike lanes. This approval will allow for the redevelopment of a non-conforming site that will meet all of the requirements of the UDO.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve case #SP-15-21 with the following conditions:

1. Final approval from the City of Bloomington Utilities Department is required prior to issuance of any permits.
2. Building elevations must be consistent with submitted renderings and elevations.
3. Final approval of all right-of-way changes shall be reviewed and coordinated with staff and the Fire Department prior to issuance of a grading permit.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: July 12, 2021

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: SP-15-21: The District at Latimer Square (old K Mart East), Second Hearing
3216 E. 3rd 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. This is a large site that will influence over 11 acres of Bloomington's potential ecosystem services and carbon footprint.

The EC applauds the Petitioner for adding Green Infrastructure including a compliant pervious area, butterfly gardens, limited mow areas, and general Low Impact Development (LID) practices. LID is an integrated, holistic strategy for stormwater management, and thus is especially important at this large site. The premise of LID is to manage rainfall at the source using decentralized small-scaled controls that will infiltrate, filter, store, evaporate, and detain runoff close to its source. The methods of the stormwater current preferred practices (CPPs) are to install native plant species and to increase greenspace, which will promote biodiversity in the area, and thus will improve habitat for pollinators and other beneficial life.

Comments

1.) LANDSCAPE PLAN

The Landscape Plan needs to be finalized with the grading permit. The Petitioner has worked early and cooperatively to satisfy the requirements up to this point, thus the EC has no doubts that the plan will take very little to be in compliance.

2.) REUSE CONSTRUCTION AND DEMOLITION MATERIALS

The existing structure and parking lot will be demolished for this project. The EC recommends that the Petitioner reuse or recycle all of the construction and demolition materials possible that result from demolition, especially the steel frame, aluminum cladding, and wiring. Unfortunately there is no longer a Construction and Demolition (C&D) Landfill in Monroe County, so all that asphalt will likely be

landfilled unless a location can be found for “clean fill.”

3.) GREEN BUILDING

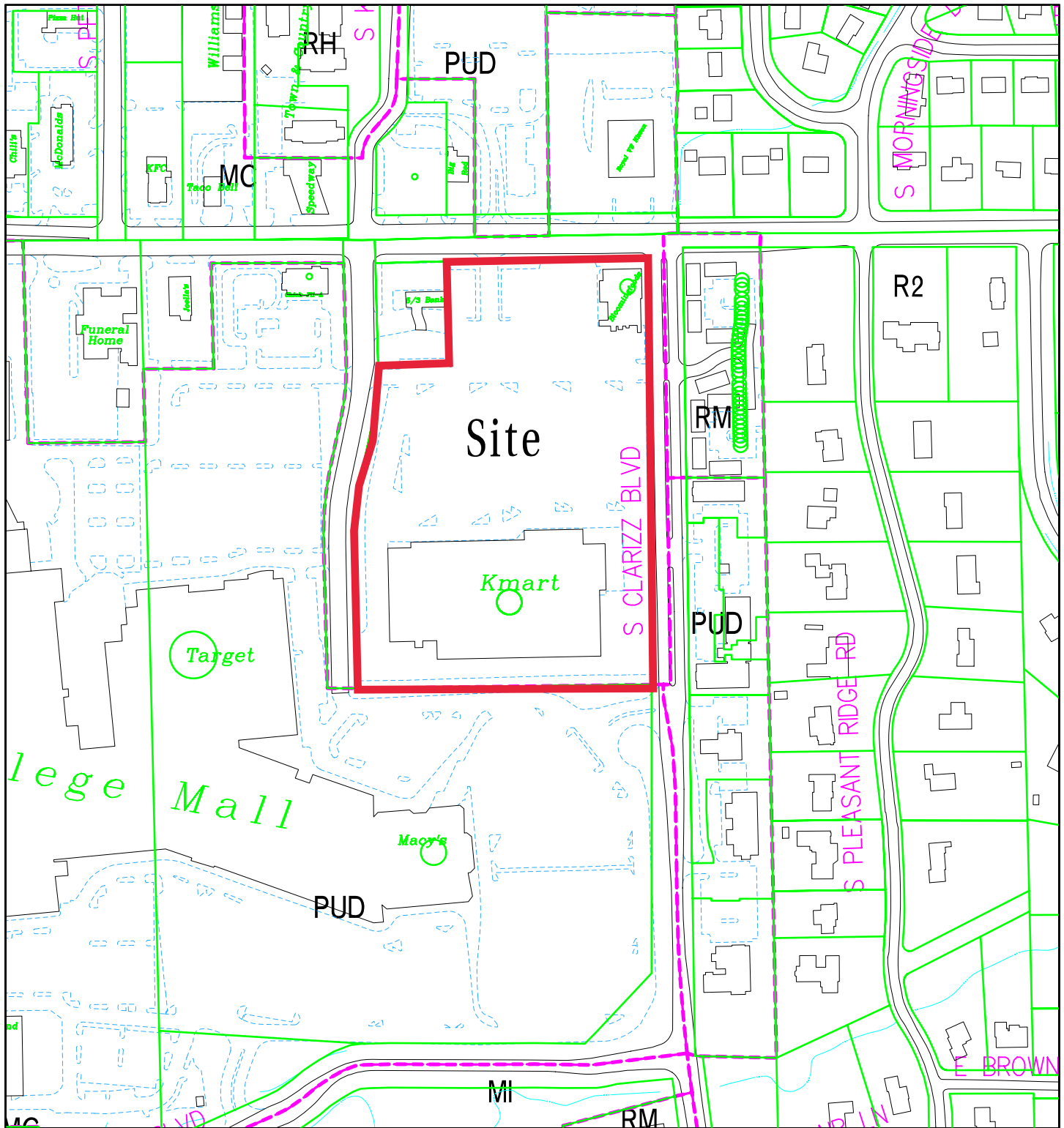
Although the Petitioner list some “sustainable practices”, they are generally mediocre and ordinary. The developer should incorporate some notable practices, regardless of the UDO incentives that could be granted, or of the outdated minimum building standards they are required by the state to follow. Buildings produce much of the CO₂ released to the atmosphere, so it is the responsibility of architects and builders to design and build buildings such that they do not continue to be one of our major polluters.

The EC believes that our city and our culture must embrace a paradigm to reduce building CO₂ emissions if we are going to combat our current climate crisis, and it is each petitioners obligation to contribute. This includes calculating a building’s total environmental footprint using the embodied energy expended as well as operational energy. Embodied energy is the energy used to make the materials and transport them, and to build the building, while operational energy is the energy used to heat, cool, and operate buildings –what we have traditionally looked at when considering energy efficiency. For example, in the past it was common to consider concrete efficient because it doesn’t use any energy, but concrete has a very high embodied energy value –a large environmental footprint to manufacture, while its operational energy is not nearly as high.

Because modernizing building methods is so important to the future, the EC recommends that the Petitioner follow the guidelines from the US Building Council’s LEED Platinum certification for green building specifications.

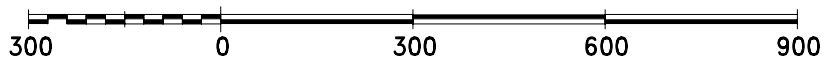
Recommended Conditions of Approval

- 1.) Revise the Landscape Plan prior to the Grading Permit issuance.
- 2.) Reuse or recycle all possible Construction and Demolition debris.
- 3.) Apply state-of-the-art green building design practices to create a high performance, low-carbon footprint structure.



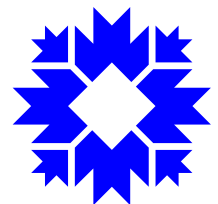
SP-15-21 Trinitas
 3216 E 3rd Street
 Plan Commission
 Site Location, Zoning, Parcels

By: greulice
 7 May 21



For reference only; map information NOT warranted.

City of Bloomington
 Planning



Scale: 1" = 300'



SP-15-21 Trinitas

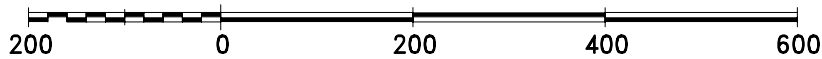
3216 E 3rd Street

Plan Commission

Aerial Photograph

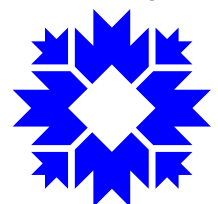
By: greulice

7 May 21



For reference only; map information NOT warranted.

City of Bloomington
Planning



Scale: 1" = 200'



BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

JUNE 28TH, 2021

CITY OF BLOOMINGTON PLAN COMMISSION
CITY OF BLOOMINGTON PLANNING & TRANSPORTATION DEPARTMENT
SHOWERS BUILDING SUITE 130
401 N MORTON ST BLOOMINGTON, INDIANA 47404

DEAR ERIC GREULICH AND MEMBERS OF THE PLAN COMMISSION,

FOR YOUR CONSIDERATION, TRINITAS IS SUBMITTING TO YOU THIS PETITION FOR A MAJOR SITE PLAN APPROVAL FOR THE REDEVELOPMENT OF THE VACANT KMART SITE AT 3216 E 3RD STREET. THE PROPOSAL WILL INCLUDE RETAINING THE EXISTING BLOOMINGFOODS GROCERY STORE AND DEMOLISHING THE EXISTING KMART BUILDING AND ITS PARKING LOT TO BE REPLACED BY THE CONSTRUCTION OF A 340 UNIT / 906 BED MULTI-FAMILY AND STUDENT HOUSING DEVELOPMENT CONSISTING OF FIVE RESIDENTIAL BUILDINGS, ONE LEASING AND AMENITY BUILDING, AND ONE PARKING STRUCTURE. THE PROJECT IS DESIGNED TO MEET THE MC ZONING DESIGNATION REQUIREMENTS WITH NO REQUESTED VARIANCES OR DENSITY BONUSES. FOLLOWING THE FIRST PLAN COMMISSION MEETING ON MAY 10TH, OUR TEAM QUICKLY ASSEMBLED TO ADDRESS, MODIFY, AND CLARIFY ASPECTS OF THE DESIGN IN OUR PLAN SUBMISSION. FOCUS AREAS INCLUDED:

- THE DESIGN OF THE END-CAPS OF THE RESIDENTIAL BUILDINGS
- CLEARLY IDENTIFYING OUR SUSTAINABLE DESIGN MEASURES
- WIDENING BIKE LANES TO A MINIMUM OF 7', 8' ON CLARIZZ BLVD.
- IMPROVING THE SAFETY OF THE PEDESTRIAN / BIKE MOVEMENTS AT INTERSECTIONS
- ENHANCING THE DESIGN OF THE PARKING GARAGE.
- IMPROVING SIDEWALKS TO 3RD STREET AND BLOOMINGFOODS
- RELOCATING TRANSFORMERS OFF OF CLARIZZ BLVD. AND SCREEN WITH EVERGREEN NATIVE SHRUBS

LOCATION

THE PROJECT IS LOCATED ON A 11.98 ACRE SITE BOUNDED BY 3RD STREET AT THE NORTH, KINGSTON DRIVE AT THE WEST, CLARIZZ BOULEVARD AT THE EAST, AND THE COLLEGE MALL RING ROAD TO THE SOUTH. THE SITE IS ZONED MIXED-USE CORRIDOR. ADJACENT DEVELOPMENT TO THE SITE INCLUDES: TARGET AND MACY'S DEPARTMENT STORES, CHIC-FIL-A, FIFTH THIRD BANK, AND THE WILMINGTON COURT APARTMENTS AND SMALL OFFICES ON THE EAST SIDE OF CLARIZZ BOULEVARD. ADJACENT ZONING INCLUDES PUD, MC, AND RM DESIGNATIONS. ACROSS 3RD STREET TO THE NORTH IS A VACANT GROCERY STORE, CAR DEALERSHIP, AND LIQUOR STORE.

UTILITIES AND FIRE PROTECTION

THE CITY OF BLOOMINGTON UTILITIES HAS AN EXISTING 12" WATER MAIN IN CLARIZZ BLVD. WE WILL BE CONNECTING TO THIS MAIN AT TWO LOCATIONS WITH 8" WATER MAIN EXTENSIONS. THE FIRE DEPARTMENT HAS REVIEWED OUR PLAN AND HAS REQUESTED THE INSTALLATION OF FOUR FIRE HYDRANTS. THE CONNECTION AT MARY AGNES PLACE WILL BE EXTENDED WEST TO

FREIDA PARK AND A FIRE HYDRANT WILL BE INSTALLED. THE SECOND CONNECTION WILL BE AT MARGARET PLACE AND EXTENDED TO THE TRANSPORTATION PLAZA NEAR KINGSTON BLVD. WHERE AN ADDITIONAL FIRE HYDRANT WILL BE INSTALLED. ALL SIX MULTI-FAMILY BUILDINGS AND THE PARKING GARAGE WILL BE SERVED FROM THIS MAIN EXTENSION WITH BOTH FIRE PROTECTION AND DOMESTIC WATER SERVICE LATERALS. PRESSURE BOOSTER PUMPS WILL BE PROVIDED AT EACH BUILDING TO PROVIDE THE NECESSARY PRESSURE FOR FIRE PROTECTION. TWO ADDITIONAL FIRE HYDRANTS WILL BE INSTALLED ON CLARIZZ AT THE INTERSECTION OF THE ABOVE REFERENCED STREET INTERSECTIONS PER THE FIRE DEPARTMENTS REQUEST. IN ADDITION TO THE ABOVE, PAVED FIRE ACCESS APRONS HAVE BEEN PROVIDED AT THE NORTH AND SOUTH ENTRANCES TO FREIDA PARK.

SANITARY SEWER IS LOCATED IN EAST THIRD STREET. A CONNECTION AND MANHOLE WILL BE SET OVER THE EXISTING MAIN AND AN 8" GRAVITY SANITARY SEWER WILL BE EXTENDED SOUTH THROUGH FREIDA PARK TO MARGARET STREET. THIS MAIN WILL SERVE ALL PROPOSED BUILDINGS.

APPLICANT SUBMITTED MEMORANDUM OF UNDERSTANDING (MOU) TO THE CBU FOR SEWER OFFSET FOR REVIEW AND APPROVAL BY CBU BOARD OF DIRECTORS. WE ARE AWAITING THEIR COMMENTS AND ANTICIPATE BEING ON THE AGENDA FOR THE JULY 6TH CBU BOARD OF DIRECTORS MEETING. DRAFT MOU IS INCLUDED.

VEHICLE PARKING

PARKING FOR THE RETAIL, MULTI-FAMILY AND STUDENT HOUSING USES WILL CONSIST OF A TOTAL OF 535 SPACES. THE 535 SPACES ARE COMPRISED OF 378 STRUCTURED SPACES, 100 SURFACE PARKING SPACES, AND 57 PARALLEL PARKING SPACES. 302 PARKING SPACES WILL SERVE THE STUDENT HOUSING PARKING REQUIREMENT OF .5 SPACES PER BED AND THE REMAINING 233 PARKING SPACES WILL SERVE THE RETAIL AND MULTI-FAMILY USES OF WHICH PARKING IS OPTIONAL IN THE MC ZONING DISTRICT. PARKING FOR RESIDENTS WILL BE OPTIONAL. IF RESIDENTS DESIRE A PARKING SPACE THEY WILL HAVE THE OPTION TO RENT AS NEEDED IF AVAILABLE. THE PARKING STRUCTURE WILL CONTAIN 22 ELECTRIC VEHICLE CHARGING STATIONS AS REQUIRED BY THE UDO.

BICYCLE PARKING

A TOTAL OF 182 BIKE PARKING SPACES WILL BE PROVIDED TO MEET THE PARKING REQUIREMENT OF 1 BIKE PARKING SPACE PER 5 BEDS. OF THESE 182 SPACES, 158 WILL BE CLASS 1 LONG TERM PARKING DISTRIBUTED IN INTERIOR BIKE ROOMS LOCATED IN EACH OF THE RESIDENTIAL BUILDINGS. THE REMAINING 24 SPACES WILL BE DISTRIBUTED IN 6 LOCATIONS WITH 4 SPACES EACH WITHIN 50' OF THE ENTRANCE TO THE FIVE RESIDENTIAL BUILDINGS AND LEASING OFFICE BUILDING.

PUBLIC TRANSPORTATION

THE PROJECT IS CURRENTLY SERVED BY THE #3 COLLEGE MALL AND #8 EASTSIDE LOCAL BUS LINES AND IS WITHIN A SHORT WALK TO THE IU CAMPUS ROUTE LOCATED ON BUICK CADILLAC BLVD. TO THE SOUTH. THE #3 COLLEGE MALL ROUTE RUNS EVERY 30 MINUTES AND THE EASTSIDE LOCAL ROUTE RUNS EVERY 60 MINUTES. A NEW BUS STOP AND TRANSIT PLAZA FOR RESIDENTS AS WELL AS COLLEGE MALL CUSTOMERS WILL BE LOCATED ON KINGSTON DRIVE ACROSS FROM THE TARGET ENTRY.

THE IU BUS RUNS EVERY 10 TO 20 MINUTES AND WILL CONNECT STUDENTS DIRECTLY TO CAMPUS. THIS IS ACCESSIBLE FROM COLLEGE MALL BOULEVARD OR BUICK CADILLAC BOULEVARD TO THE SOUTH.

PEDESTRIAN IMPROVEMENTS AND CONNECTIVITY

THE CITY'S TRANSPORTATION PLAN IDENTIFIES KINGSTON DRIVE AND NC-13 (WE ARE CALLING MARGARET PLACE) WITH THE GENERAL URBAN TYPOLOGY. CLARIZZ BOULEVARD IS IDENTIFIED AS A NEIGHBORHOOD CONNECTOR STREET TYPOLOGY. IN THE DRC PROCESS IT WAS ADVISED BY THE CITY TO MAKE SLIGHT MODIFICATIONS TO THE GENERAL URBAN STREET TYPOLOGY PLACING THE PROTECTED BIKE LANE DIRECTLY ADJACENT TO THE SIDEWALK, PROTECTED FROM THE STREET TRAFFIC BY A LANDSCAPED ZONE FOR STREET TREES. THIS GUIDANCE IS REFLECTED IN OUR PROPOSED DESIGN OF KINGSTON DRIVE, CLARIZZ BOULEVARD AND MARGARET PLACE STREET. SINCE OUR INITIAL FILING WE HAVE REVISED OUR CLARIZZ BOULEVARD STREET SECTION TO ONE VEHICULAR LANE SOUTH BOUND WITH A 8' BIKE LANE PROTECTED BY A 2' CONCRETE MEDIAN AND ALL OTHER BIKE LANES WIDENED TO 7'. DUE TO AN EXISTING BLOOMINGFOODS TRANSFORMER, THERE IS A MOMENTARY REDUCTION IN THE TREE PLOT FROM 6' TO 4' ON THE NORTHERN CLARIZZ BLOCK (SEE SHEET A003). (NOTE: STREET AND PARK NAMES WITHIN THE PROPOSED DEVELOPMENT COULD CHANGE).

VEHICULAR TRAFFIC

THE EXISTING SITE HAS A TOTAL OF 660 PARKING SPACES AND APPROXIMATELY 128,000 SF OF RETAIL. THE PROPOSED REDEVELOPMENT CONTAINS 10,300 SF OF RETAIL (REPRESENTING THE EXISTING BLOOMINGFOODS) AND 340 UNITS OF HOUSING. PARKING PROPOSED FOR THE NEW DEVELOPMENT WILL BE 542 SPACES, A 20 PERCENT REDUCTION. ADDITIONALLY, TURNOVER OF THE RESIDENTIAL SPACES WILL BE LESS FREQUENT THAN DISCOUNT RETAIL RESULTING IN LESS TRAFFIC INTENSITY. LOCATING RESIDENTIAL APARTMENTS WITHIN DIRECT ADJACENCY OF COLLEGE MALL, TWO GROCERY STORES AND THREE BUS LINES WILL MAKE NOT OWNING, OR NOT DRIVING A CAR BOTH AN ATTRACTIVE AND PRACTICAL CHOICE FOR RESIDENTS.

DRAINAGE AND WATER QUALITY

THE EXISTING CONDITIONS AT THIS SITE IS 93% IMPERVIOUS SURFACE AREA CONSISTING OF PAVED PARKING AND EXISTING BUILDING. TO COMPLY WITH THE UDO REQUIREMENTS, OUR SITE DESIGN WILL BE PROVIDING 40% LANDSCAPING PERVIOUS AREAS. THIS WILL RESULT IN SIGNIFICANT REDUCTION IN STORM WATER RUNOFF. IN ADDITION TO THE INCREASE IN PERVIOUS SURFACE WE ARE PROVIDING BIORETENTION PONDS LOCATED THROUGHOUT THE PROJECT SITE. THESE BIOFILTERS WILL COLLECT AND FILTER THE STORM WATER PRIOR TO LEAVING THE SITE.

NEIGHBORHOOD MEETINGS

IN 2018 A WEEK-LONG PUBLIC WORKSHOP WAS HELD TO BRAINSTORM IDEAS WITH THE COMMUNITY ABOUT THE FUTURE OF THE SITE. THE CHARETTE WAS PRODUCTIVE AND PRODUCED ONE OF THE DEFINING FEATURES OF THE SITE: FRIEDA PARK. AT THAT TIME COURBANIZE, A WEBSITE TO SURVEY RESIDENTS AND COLLECT FEEDBACK WAS ALSO INITIATED. UPON THE NEW UDO AND REZONING OF THE SITE TO MC CORRIDOR, SUBSTANTIAL CHANGES WERE REQUIRED OF THE PLAN TO MEET THE NEW CRITERIA. FOLLOWING A REDESIGN

TARGETING UDO MC COMPLIANCE, A NEIGHBORHOOD MEETING WAS HELD USING THE ZOOM FORMAT (AND IS AVAILABLE FOR DOWNLOAD ON THE CoURBANIZE WEBSITE) ON MARCH 29TH, 2021. COMMENTS DURING THE MARCH 29TH MEETING DEALT LARGELY WITH PROPERTY MANAGEMENT, NUMBER OF BEDS, CHARACTER OF THE MULTI-FAMILY AND STUDENT HOUSING INCLUDING NUMBER OF BEDS, AND PERCENTAGE OF UNITS FOR THE TWO CATEGORIES.

TENTATIVE DEVELOPMENT SCHEDULE

MAY 2021 PLANNING COMMISSION HEARING #1

JULY 2021 PLANNING COMMISSION HEARING #2

NOVEMBER 2021: COMMENCE GROUND LEASE, BEGIN CONSTRUCTION

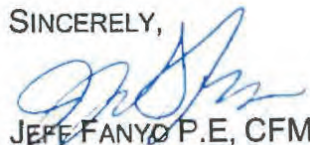
JULY 2023: SUBSTANTIAL COMPLETION

DESIGN REVIEW COMMITTEE

OUR PROJECT HAS RECEIVED POST-FILING COMMENTS FROM THE PLANNING AND TRANSPORTATION DEPARTMENT AND THE DRC ON SITE AND ARCHITECTURAL DESIGN ISSUES. THOSE COMMENTS, AND OUR RESPONSES CAN BE FOUND IN THE PDF SET ON SHEETS A108 AND A109. THE PROCESS WAS ESPECIALLY HELPFUL IN OUR TEAM'S UNDERSTANDING OF THE INTENT OF THE UDO, CHARACTER OF STREETS AND PARKS, DISTRIBUTION OF AMENITIES, AND ACTIVATION OF STREETS WITH PEDESTRIAN ENTRIES.

THANK YOU FOR THE CONSIDERATION OF THIS PETITION.

SINCERELY,



JEFF FANYO P.E., CFM



BYNUM FANYO & ASSOCIATES, INC.

The District at Latimer Square Bloomington, Indiana Site Plan Approval

Submission for July 12th, 2021 Plan Commission
(Set submitted June 28th, 2021)



TRINITAS

DRAWING INDEX

COVER SHEET
A001 DRAWING INDEX

PLANNING OVERVIEW DRAWINGS:

A002 SUSTAINABLE FEATURES, UDO BLOCK SIZE & STREET GRID COMPLIANCE
A003 SETBACKS, STREET TYPOLOGY, BUILDING ENTRIES
A004 BIKE RACK AND PARKING EXHIBIT
A005 NO-MOW EXHIBIT
A006 BUILDING HEIGHT DIAGRAMS
A007 FACADE END CAP AND GARAGE MODIFICATIONS
A008 ANTI-MONOTONY FACADE EXHIBIT - BUILDINGS 2,3,4
A009 ANTI-MONOTONY FACADE EXHIBITS - BUILDINGS 2,3,4
A010 ANTI-MONOTONY FACADE EXHIBITS - BUILDINGS 5,6
A011 ANTI-MONOTONY FACADE EXHIBITS - BUILDINGS 5,6
A012 ANTI-MONOTONY FACADE EXHIBITS - LEASING OFFICES
A013 ANTI-MONOTONY FACADE EXHIBITS - PARKING GARAGE

CIVIL DRAWINGS:

C100 GENERAL NOTES AND LEGEND
C401 GRADING UTILITY AND SWPP PLAN NORTH
C402 GRADING UTILITY AND SWPP PLAN SOUTH
C601 MISC. DETAILS
C701 SWPPP INFORMATION
C801 SWPPP DETAILS
C802 SWPPP DETAILS

LANDSCAPE DRAWINGS:

L100 OVERALL LANDSCAPE PLAN
L101 ENLARGED LANDSCAPE PLAN - BLOOMINGFOODS
L102 ENLARGED LANDSCAPE PLAN - NORTH WEST
L103 ENLARGED LANDSCAPE PLAN - NORTH EAST
L104 ENLARGED LANDSCAPE PLAN - SOUTH WEST
L105 ENLARGED LANDSCAPE PLAN - SOUTH EAST
L106 LANDSCAPE DETAILS
L107 LANDSCAPE SCHEDULE

ARCHITECTURAL DRAWINGS:

A1 - A6 CONCEPT RENDERINGS
A1 CONCEPT RENDERINGS - PARKS
A2 CONCEPT RENDERINGS - DORMITORIES AND OFFICES
A3 CONCEPT RENDERINGS - ADDITIONAL IMAGES
A100 BUILDING 1 STREET ELEVATIONS
A101 BUILDING 1 COURTYARD ELEVATIONS
A102 BUILDING 2,3,4 ELEVATIONS
A103 BUILDING 2,3,4 ELEVATIONS
A104 BUILDING 5,6 ELEVATIONS
A105 BUILDING 5,6 ELEVATIONS
A106 GARAGE ELEVATIONS
A107 GARAGE ELEVATIONS

APPENDIX - PROCESS:

A108 STAFF REPORT AND POST-FILING COMMENT RESPONSE
A109 DRC COMMENT RESPONSE
A110 DRAFT MOU LETTER

CSO

8831 Keystone Crossing, Indianapolis, IN 46240
317.448.7800 | CONTACT

PROJECT:
**THE DISTRICT
AT
LATIMER SQUARE**
Bloomington, Indiana

Scale: Drawings:
- Conceptual Design Only
- Subject to Change

Revisions:

Issue Date | Drawn By | Checked By
June 28th 2021

Drawing Title:
**DRAWING
INDEX**

Certified By:

Drawing Number:
A001

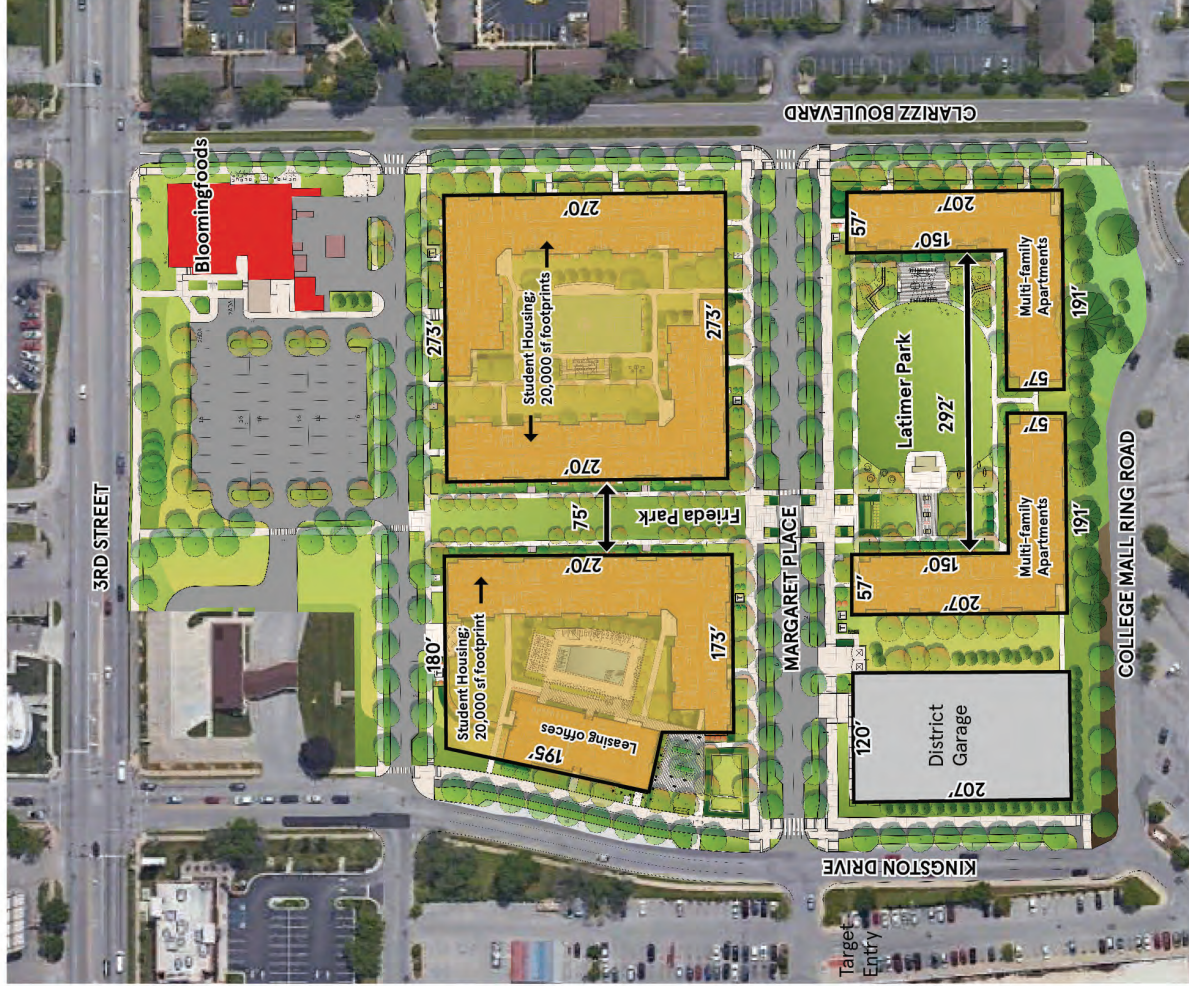
Project Number:



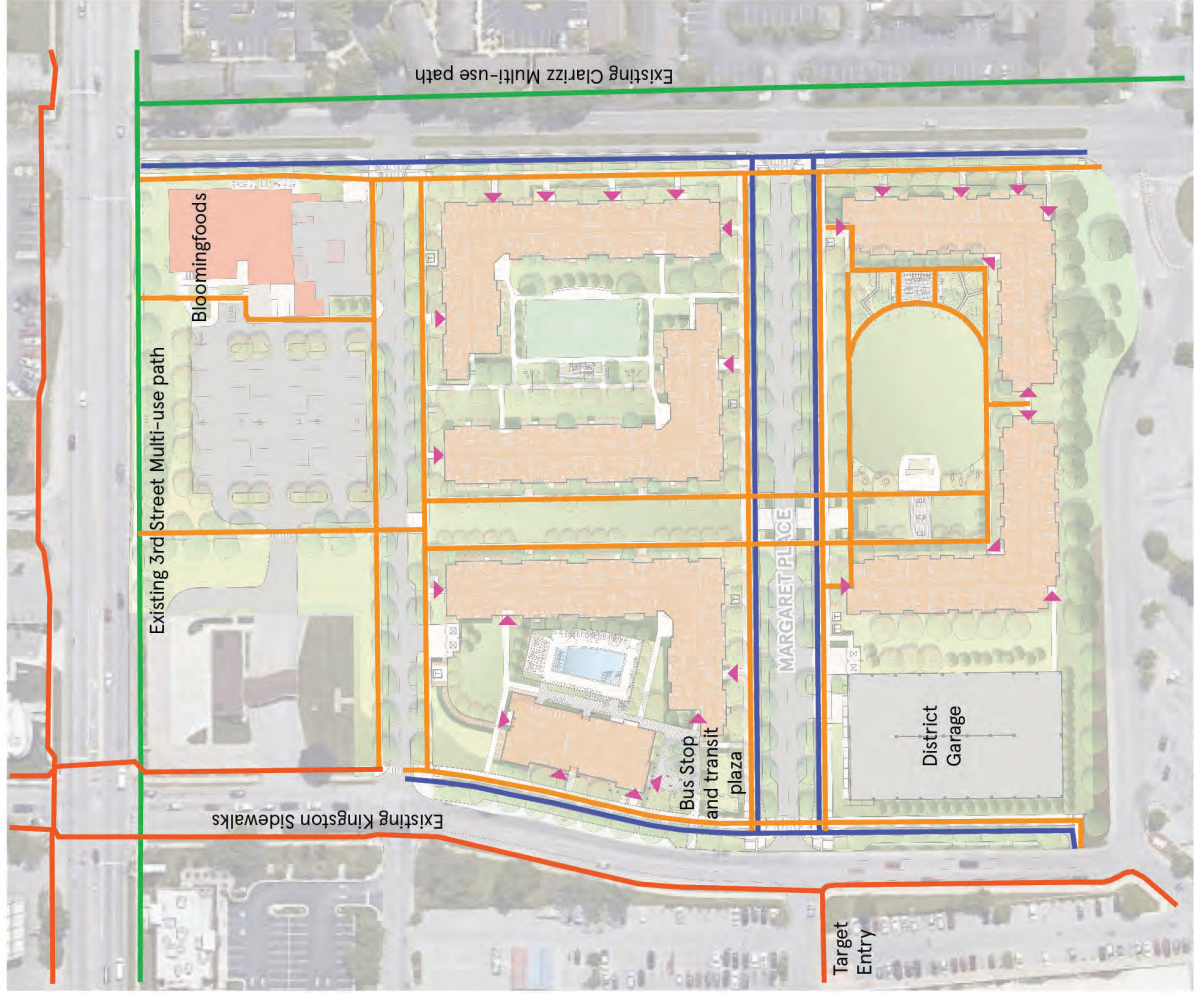
TRANSPORTATION PLAN STREET GRID NC-13 STREET ALIGNMENT SUSTAINABLE DESIGN MEASURES:

- Redevelopment of Grayfield site
- Block orientation for optimum passive solar efficiency, with elongated block east-west axis.
- Building material palette with high-recycled content.
- Building material palette with longevity in mind.
- Regionally sourced materials where possible and appropriate.
- Energy Star kitchen appliances
- Continuous insulation and reduced thermal bridging for thermal efficiency.
- Generous unit glazing areas for enhanced indoor environmental quality through increased daylighting, enhancing occupant well-being and reducing energy consumption.
- Natural ventilation a minimum of 4% of floor area for enhanced indoor air quality.
- Sustainable development practice (iii) of High-albedo cool roof colors for reducing urban heat island effect.
- Cut-off light fixtures for reduced light pollution.
- Building density planning for decreased load on project and local infrastructure.
- Common area light fixtures with occupancy sensors and lighting controls to reduce energy consumption.
- Utilize low volatile organic compounds during construction including paint, adhesives, sealants, flooring, and insulation.
- Utilize natural lighting within the amenities building to reduce energy consumption.
- Low-flow plumbing fixtures across units
- Roof Insulation Value = R20
- Wall Insulation Value = R13 wood framed wall
- Window = 0.40 U-Factor nonmetal
- Building envelope caulked and sealed minimize air leakage.
- Mechanical ducts sealed and installed entirely within the building thermal envelope.

** item in green denotes Sustainable Development practices as identified in Bloomington UDO.

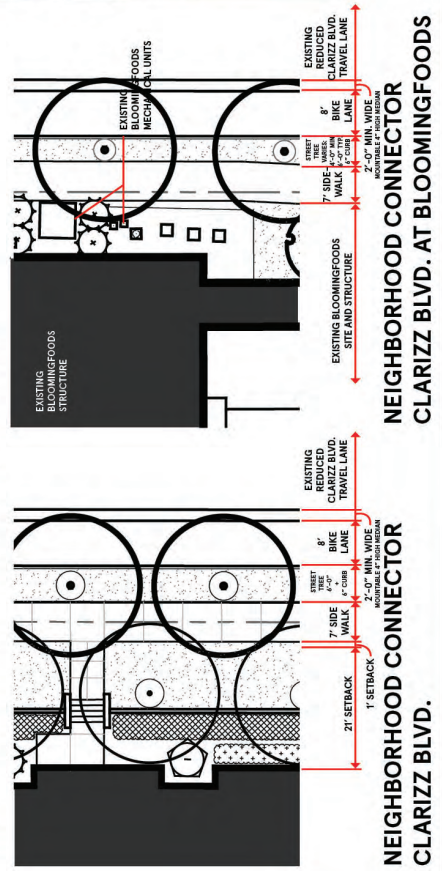
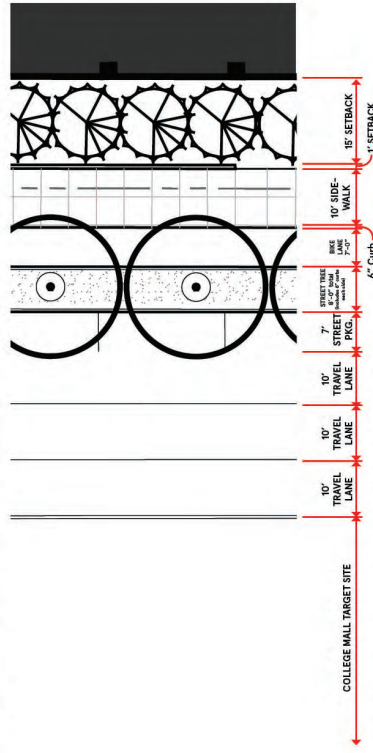
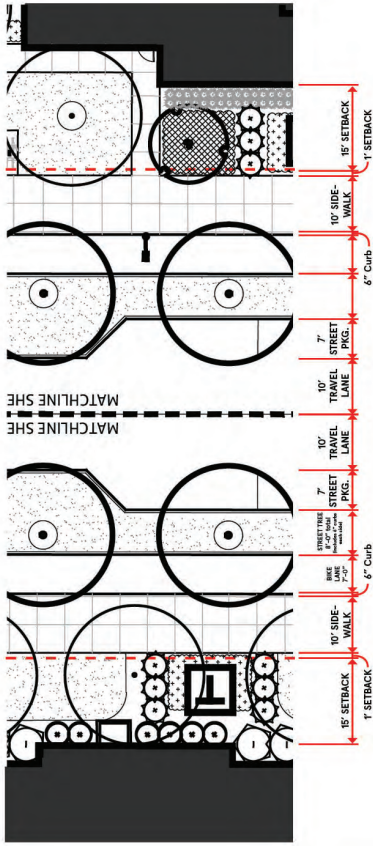


UDO BLOCK SIZE COMPLIANCE AND LAND USE



CONNECTIVITY DIAGRAM

- Street facing Building Entry
- New Protected Bike Lanes
- New Sidewalks
- New Multi-use Path
- Existing Sidewalks
- Existing Multi-Use Path



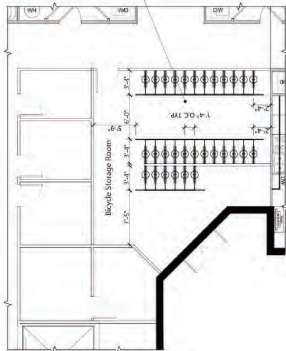
BIKE SPACES:
TOTAL REQUIRED: 906 BEDS / 5 = 182
BLOOMINGFOODS: 4 SPACES

REQUIRED PARKING:
STUDENT HOUSING (BUILDINGS 2,3,4) = 417 BEDS * .5 = 309 Spaces
Retail and Multi-Family Housing does not require parking in the MC Zoning

90 DEGREE SURFACE PARKING PROVIDED 100
PARALLEL PARKING PROVIDED 57
STRUCTURED PARKING PROVIDED 378 (22 of which are electric car charging stations required per the UD0)

TOTAL 535 SPACES

INTERIOR SPACES PROVIDED 158
EXTERIOR SPACES PROVIDED 28
TOTAL SPACES 186



100% of the bicycle storage room is required to be covered.

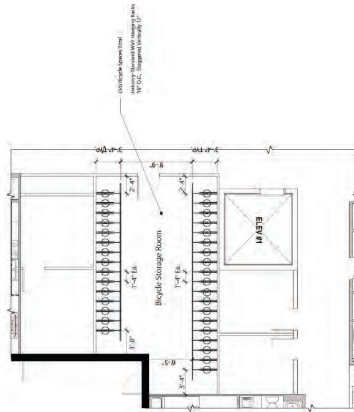


**BUILDINGS 2, 3, AND 4
BIKECYCLE ROOM DIAGRAM**
This diagram shows the layout of bicycle racks for buildings 2, 3, and 4. The racks are arranged in rows, with dimensions provided for each row and column. The racks are located in the interior of the buildings.



**BUILDINGS 5 AND 6
BIKECYCLE ROOM DIAGRAM**
This diagram shows the layout of bicycle racks for buildings 5 and 6. The racks are arranged in rows, with dimensions provided for each row and column. The racks are located in the interior of the buildings.

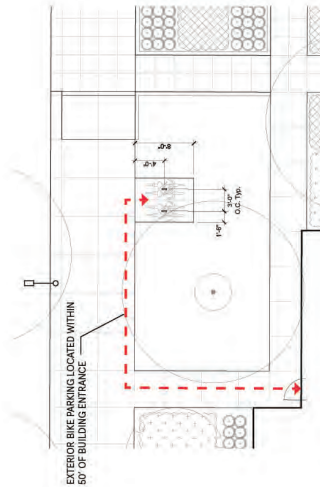
TYP. INTERIOR BIKE PARKING - BUILDINGS 2,3,4



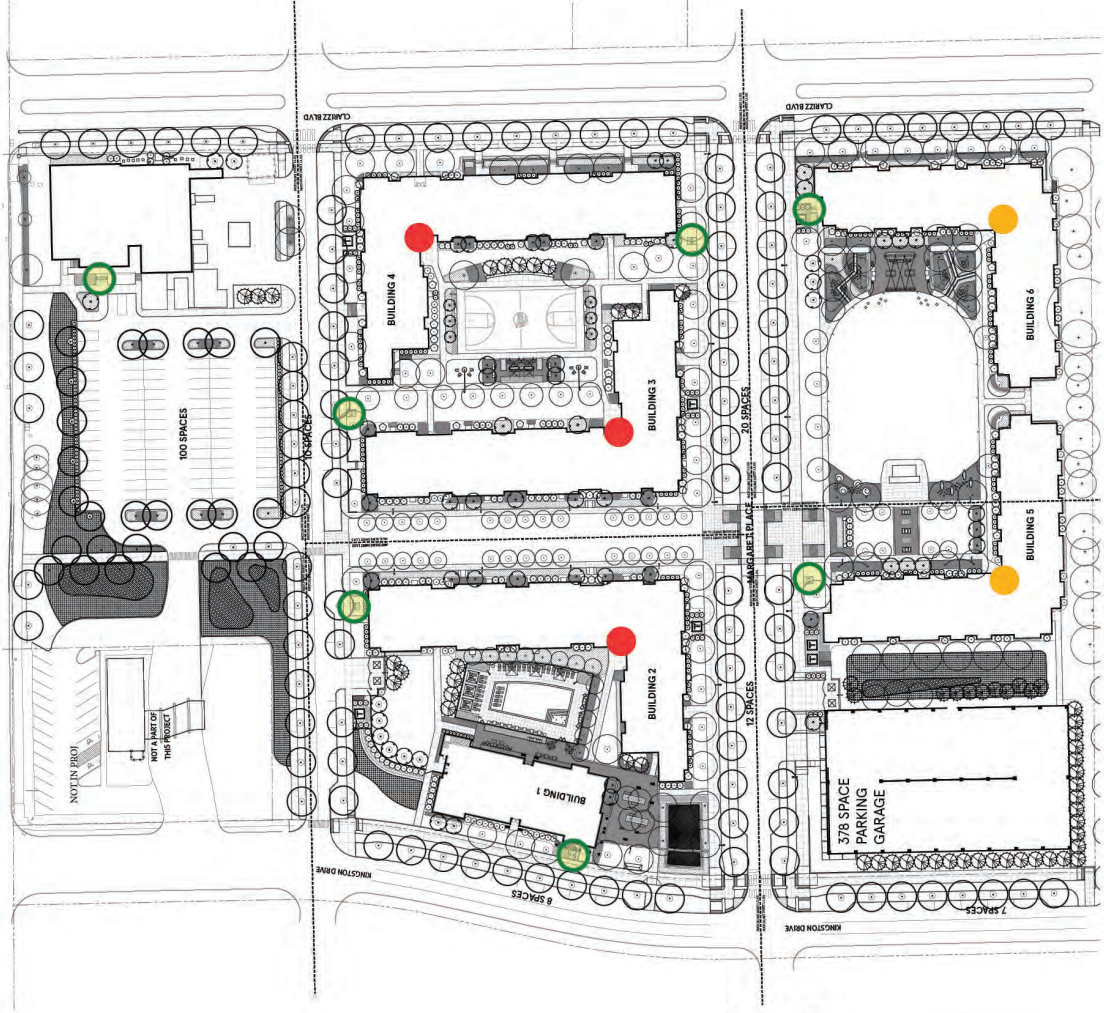
TYP. INTERIOR BIKE PARKING - BUILDINGS 5,6



EXTERIOR COVERED BIKE CANOPY

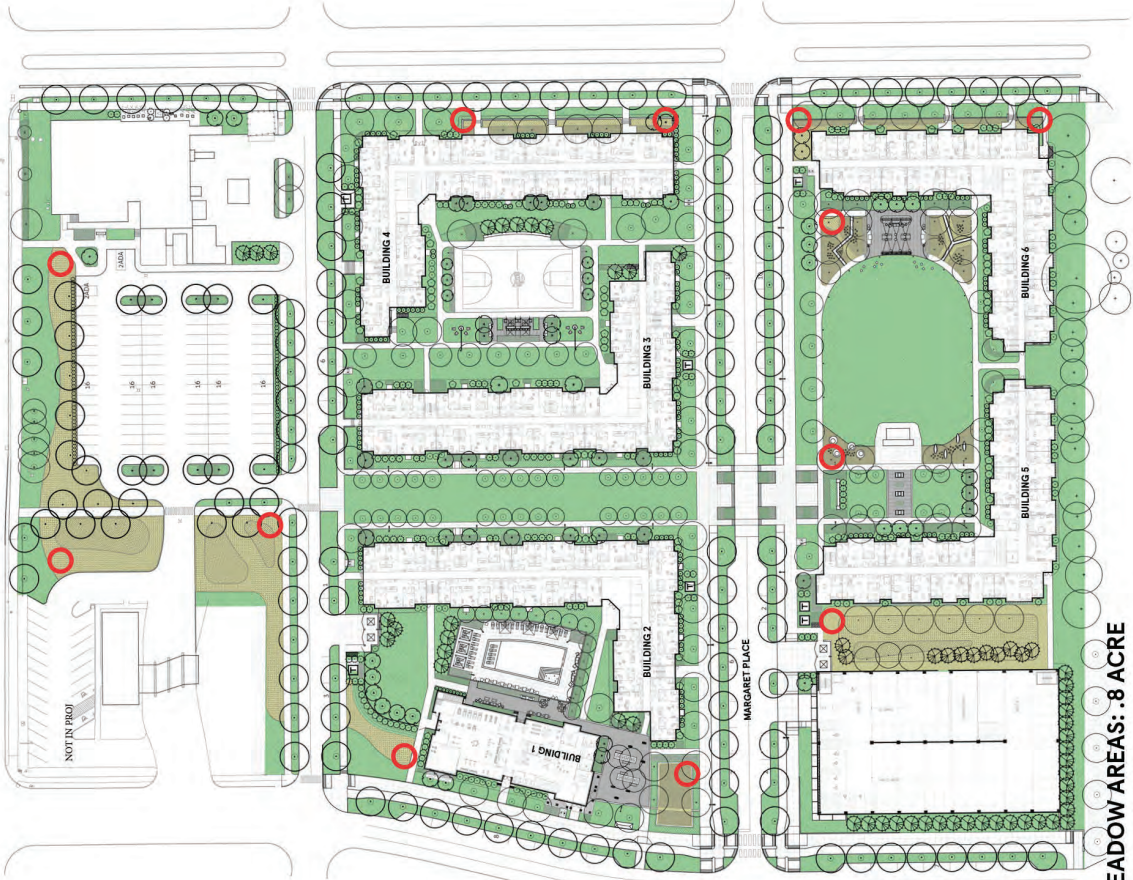


TYP. EXTERIOR BIKE PARKING - LOCATED WITHIN 50' OF A BUILDING ENTRY

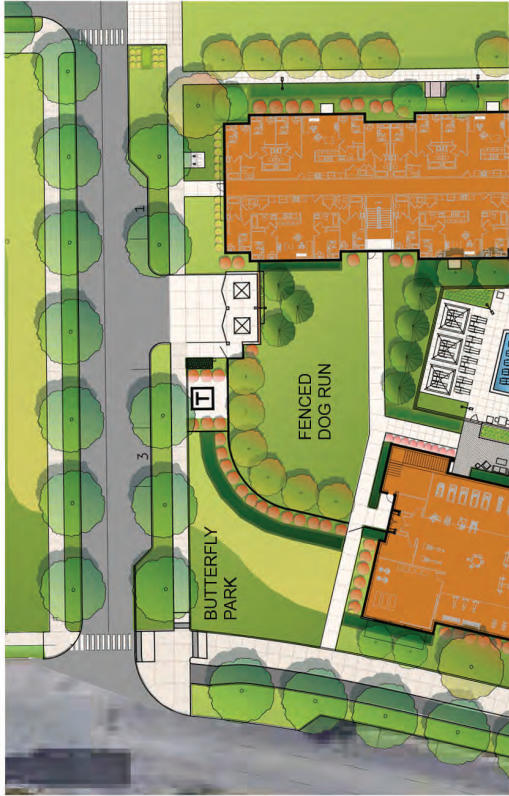


BIKE AND CAR PARKING LOCATIONS

- MEADOW AREAS
- NO-MOW AREAS WITH BUTTERFLY MEADOW SEED-MIX
- NO-MOW SIGN LOCATIONS



MEADOW AREAS: .8 ACRE

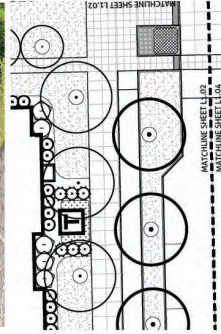


EDUCATIONAL PARK & DOG RUN

SIGNAGE FOR MEADOW AREAS



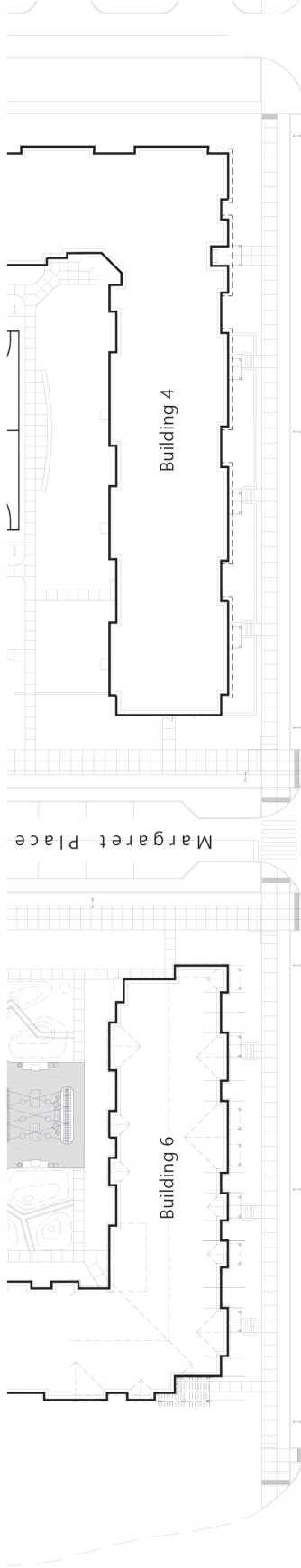
EVERGREEN SHRUBS



TYP. TRANSFORMER SCREENING

- NOTES:
1. CONDITIONS VARY SLIGHTLY, SEE ENLARGED LANDSCAPE DRAWINGS FOR MORE DETAIL.
 2. TRANSFORMER LOCATIONS PRELIMINARY, LOCATION SUBJECT TO COORDINATION WITH DUKE ENERGY





Clarizz Blvd.

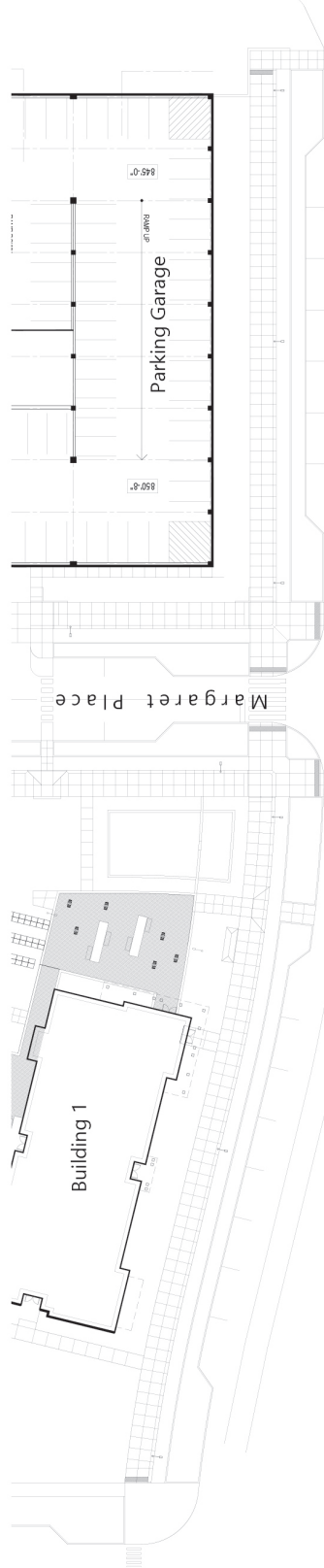


East Facade of Building 6, Apartments



East Facade of Building 4, Apartments

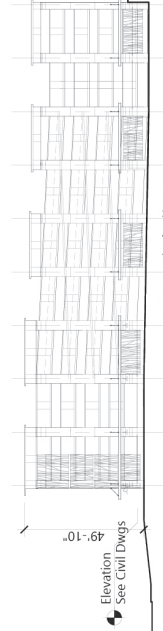
Project Elevation Along Clarizz Blvd., Facing West



Kingston Drive



West Facade of Building 1, Leasing + Amenities



West Facade of Parking Garage

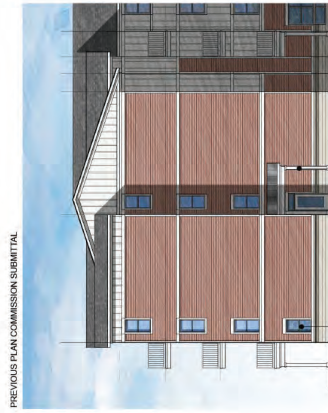
Project Elevation Along Kingston Drive, Facing East

Elevation
See Civil Dwg's
See Civil Dwg's

Elevation
See Civil Dwg's

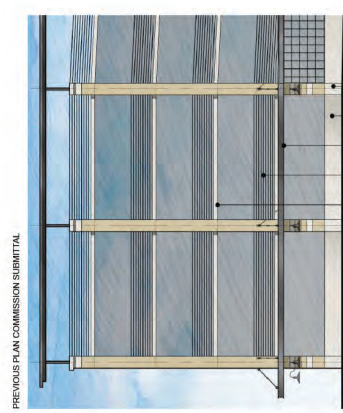
41'-1"

Elevation
See Civil Dwg's
See Civil Dwg's



- New entry levels feature
- Window area shaded
- Vertical board and batten detailing added to facade

PREVIOUS PLAN COMMISSION SUBMITTAL
**MULTI FAMILY BUILDINGS 566
END CAP FACADE FACING MARGARET PLACE**



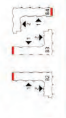
- Paneled Glazing with Bi-graftic Patterns at corner up to top level (reference to Latimer Woods)
- Corner facing Kingston and Margaret Place Drive glazed up to parapet guardrail
- Precast cornice expression replace canopy
- Precast columns now four feet in width (double)
- Precast spandrels change color on facade bays with raised cornice to accentuate facade rhythm

PREVIOUS PLAN COMMISSION SUBMITTAL
PARKING GARAGE WEST ELEVATION



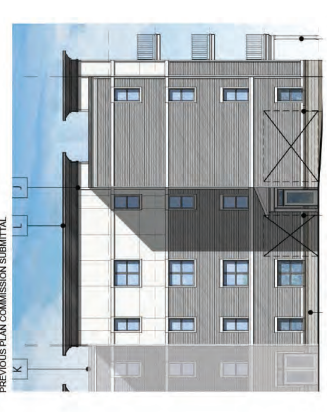
- Paneled Glazing with Bi-graftic Patterns at corner up to top level (reference to Latimer Woods)
- Corner facing Kingston and Margaret Place Drive glazed up to parapet guardrail
- Precast cornice expression replace canopy
- Precast columns now four feet in width (double)
- Precast spandrels change color on facade bays with raised cornice to accentuate facade rhythm

PREVIOUS PLAN COMMISSION SUBMITTAL
PARKING GARAGE NORTH ELEVATION



- Expanded glazing at grade level entry
- Widened entry canopy
- Corner level windows staggered vertically with arch-
- Corner windows on levels 2-4 widened

PREVIOUS PLAN COMMISSION SUBMITTAL
**STUDENT HOUSING BUILDINGS 2,3,4
END CAP FACADE FACING 3RD STREET**



- New change in entry color to create vertical facade expression and functional location for signage

PREVIOUS PLAN COMMISSION SUBMITTAL
**STUDENT HOUSING BUILDINGS 2,3,4
END CAP FACADE FACING TRANSIT PLAZA & COURTYARD PASEOS**

COMMENTS FROM SCHMIDT ASSOCIATES:

- o Parking Structure
 - The design character of the parking structure has elements, such as the corner towers which appear to be more developed than the remainder of its elevations.
 - The west elevation and other large expanses should receive additional study. Visual interest and start to break down the scale of the elevation, but more opportunity should be considered to strengthen the impact of these elements. Possibilities could include widening the pilaster elements, wrapping the pilasters with block masonry units to visually tie them to the residential buildings and/or infilling the areas between the pilaster with a metal mesh or other semi-transparent material to give the elements a more substantial visual presence. This type of application could also feature public art or a branding element for the development.
 - The open storefront framing shown in the lower areas of the west elevation should be reconsidered. Discuss options to this approach with the Planning Department, including consideration of perforated metal panels which could have water jet-cut patterns with opening shapes or themes that relate to the branding or strong design character of the rest of the development.

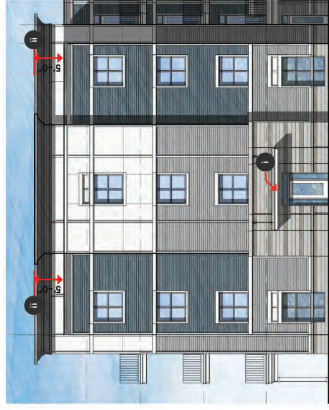
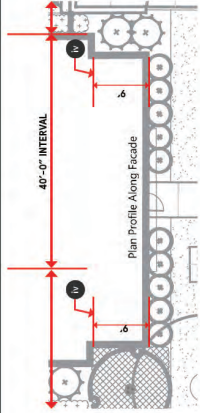
DESIGN RESPONSE:

In response to these comments, we have taken several measures to ensure the design more fully meets the requirements of the UDO. They are as follows:

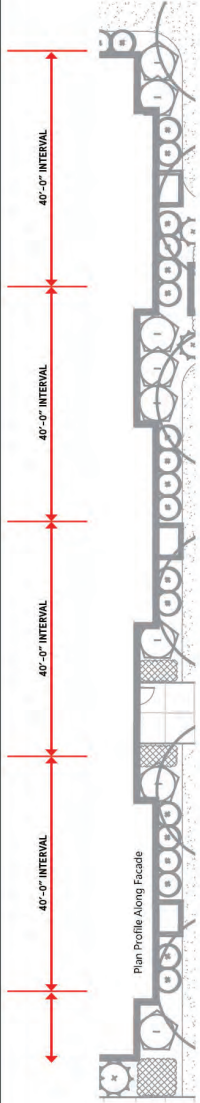
- To create a more formal facade, columns have been widened (except at stair and elevator towers).
- The column and cornice improvements greatly enhance the facade. To be consistent with the UDO, the pilaster elements aligned under the tall cornice match in color to the cornice, while those that do not are expressed in a darker tone.
- To accentuate the corner of the building at Kingston Drive and Margaret Place we ordered decorative glazing up to the parapet level to create a more formal facade pattern drawing inspiration from Latimer Woods.
- We have replaced the gridded metal expression at grade level with a more decorative expression that meets the requirements and created a expression more consistent with an urban building.



- (D) **Exterior Facades**
All facades of a primary building shall incorporate three or more of the following design elements every 40 feet to avoid blank, uninterrupted walls:
- 1 Awning or canopy.
 - 2 Change in building facade height (minimum of five feet of difference).
 - 3 A regular pattern of transparent glass constituting a minimum of 50 percent of the total wall/facade area of the first floor facade/elevation facing a street.
 - 4 Wall elevation recesses and/or projections, the depth that are at least three percent of the horizontal width of the building facade.

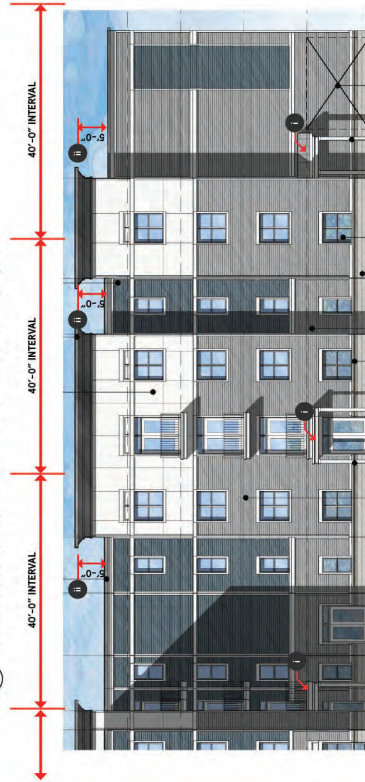


2 END FACADE B - BUILDINGS 2,3,4

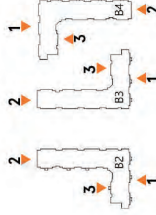
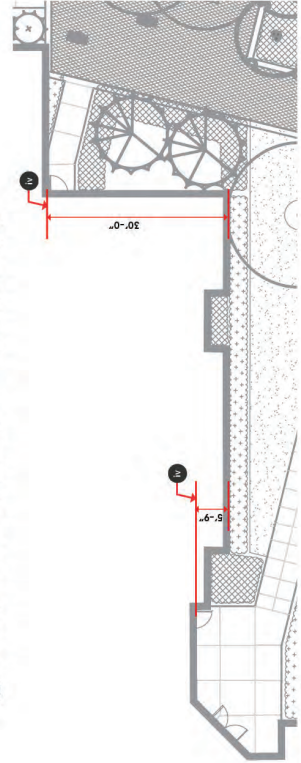


Total Level 1 Facade Area: 1,542 s.f. x 50% = 771 s.f. Req'd. Window Area = 771 s.f.

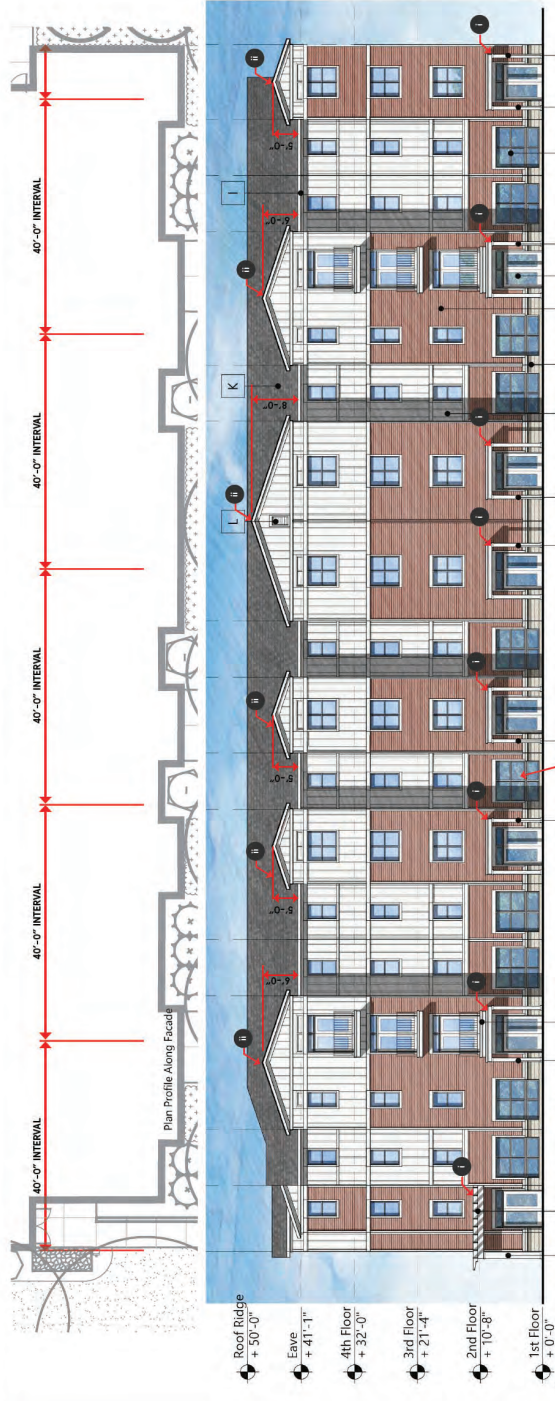
1 FRONT FACADE B - BUILDINGS 2,3,4



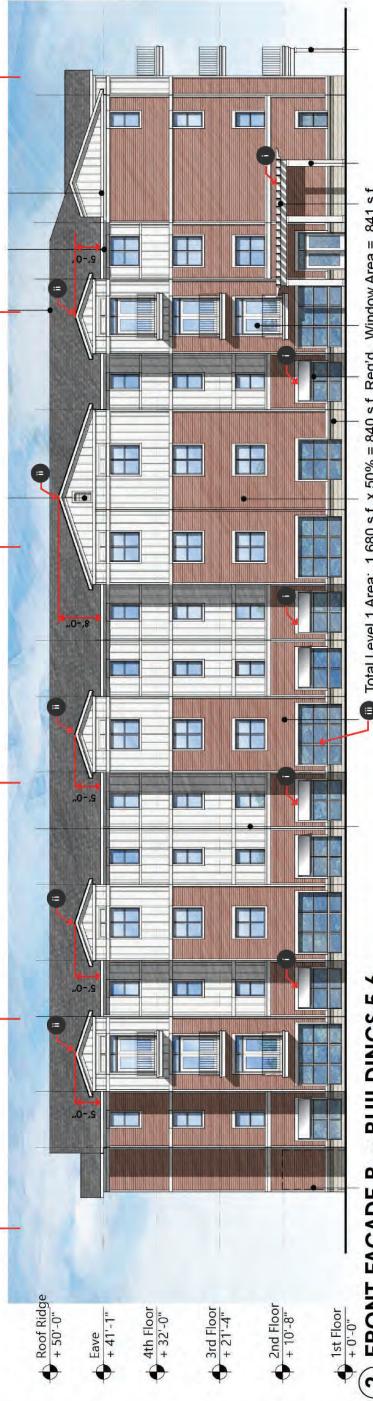
3 COURTYARD FACADE B - BUILDINGS 2,3,4



- (D) **Exterior Facades**
All facades of a primary building shall incorporate three or more of the following design elements every 40 feet to avoid blank, uninterrupted walls:
Awning or canopy;
Change in building facade height (minimum of five feet or difference);
A regular pattern of transparent glass constituting a minimum of 50 percent of the total wall facade area of the first-floor facade/elevation facing a street;
Wall elevation recesses and/or projections, the depth that are at least three percent of the horizontal width of the building facade.



1 FRONT FACADE A - BUILDINGS 5,6

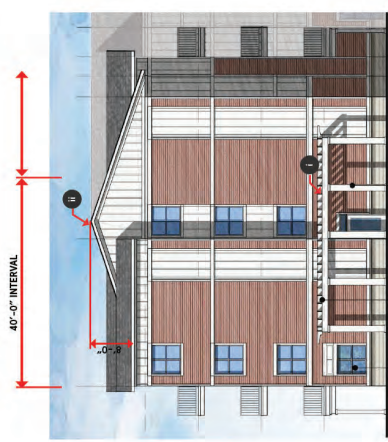
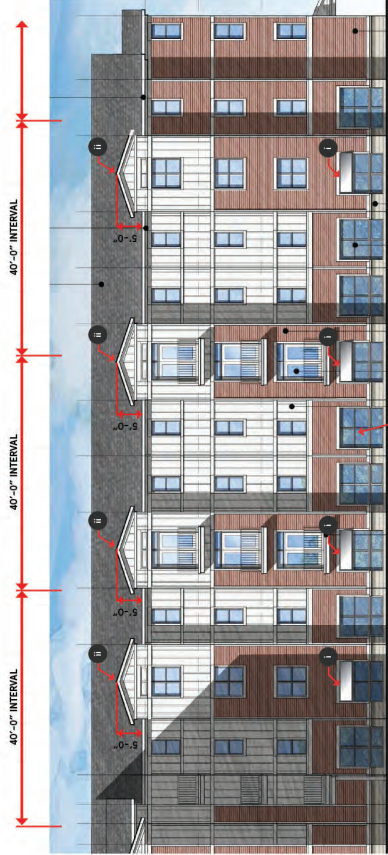
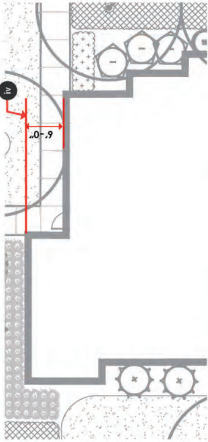
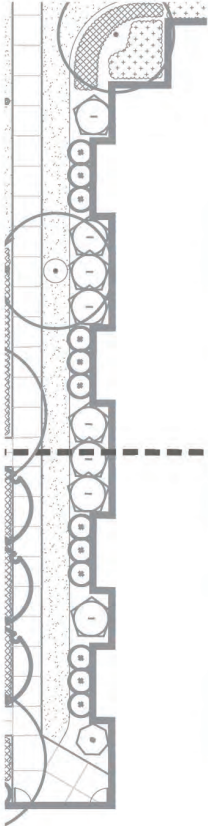


2 FRONT FACADE B - BUILDINGS 5,6



(D) Exterior Facades
All facades of a primary building shall incorporate three or more of the following design elements every 40 feet to avoid blank, uninterrupted walls:

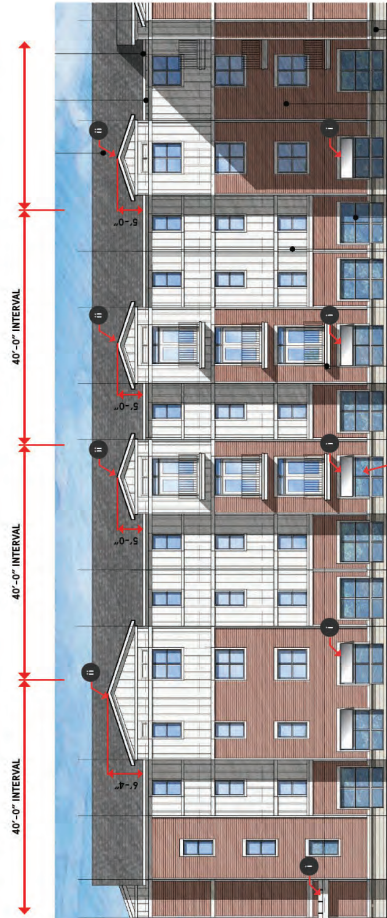
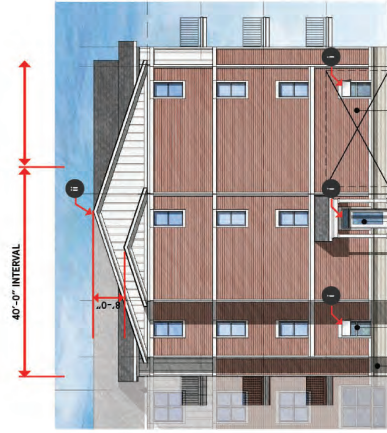
- 1 Awning or canopy;
- 2 Change in building facade height (minimum of five feet of difference);
- 3 A regular pattern of transparent glass constituting a minimum of 50 percent of the total wall facade area of the first-floor facade/elevation facing a street;
- 4 Wall elevation recesses and/or projections; the depth that are at least three percent of the horizontal width of the building facade.



② PARK FACADE A - BUILDINGS 5,6

① END FACADE A - BUILDINGS 5,6

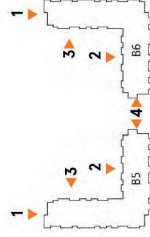
Total Level 1 Area: 1,206 s.f. x 50% = 603 s.f. Req'd. Window Area = 605 s.f



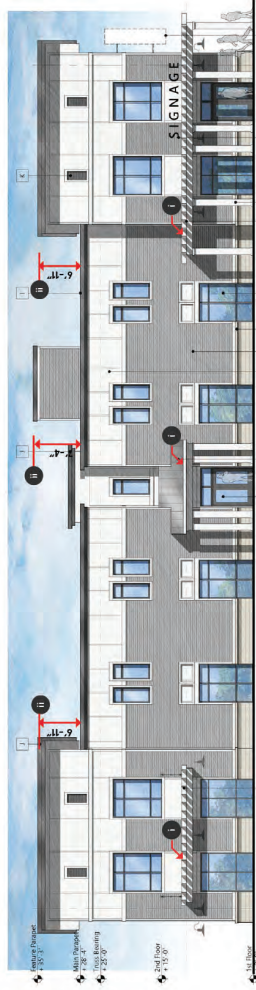
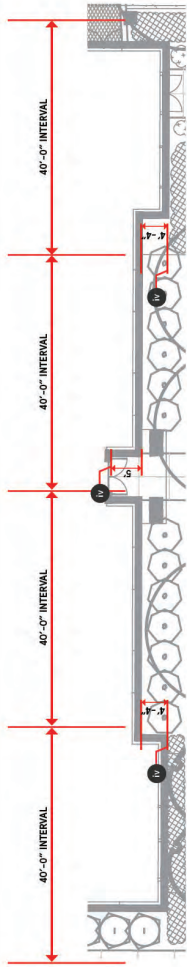
② END FACADE B - BUILDINGS 5,6

③ PARK FACADE B - BUILDINGS 5,6

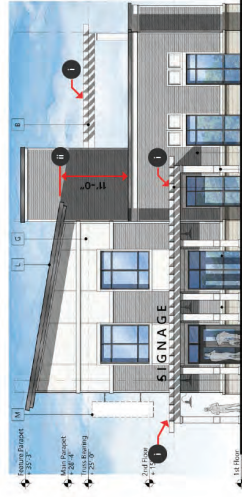
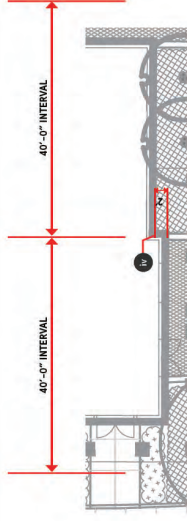
Total Level 1 Area: 1,286 s.f. x 50% = 643 s.f. Req'd.
Window Area = 650 s.f



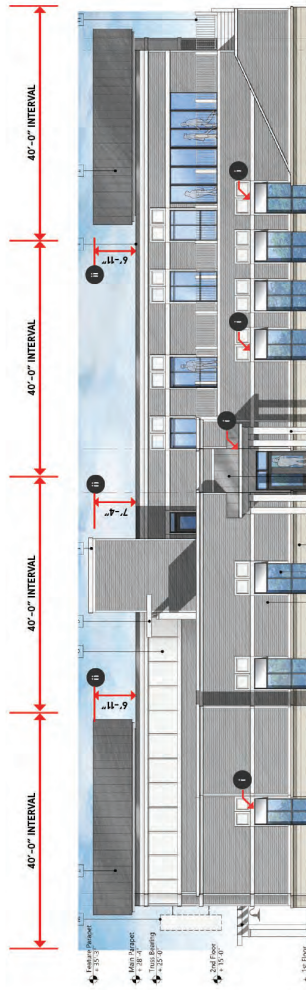
- (D) **Exterior Facades**
All facades of a primary building shall incorporate three or more of the following design elements every 40 feet to avoid blank, uninterrupted walls:
- ① Awning or canopy;
 - ② Change in building facade height (minimum of five feet of difference);
 - ③ A regular pattern of transparent glass constituting a minimum of 50 percent of the total wall/facade area of the first-floor facade/elevation facing a street;
 - ④ Wall elevation recesses and/or projections; the depth that are at least three percent of the horizontal width of the building facade.



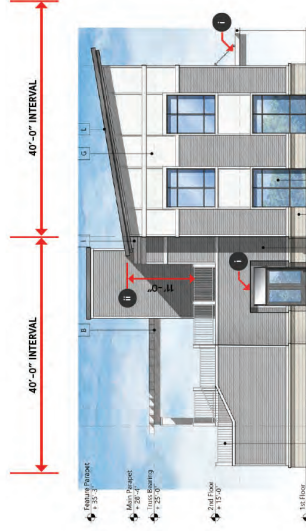
① FRONT FACADE A - BUILDING 1



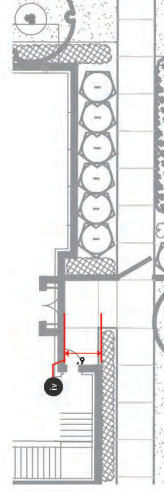
② END FACADE A - BUILDING 1



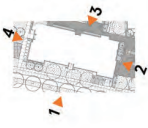
③ COURTYARD FACADE A - BUILDING 1

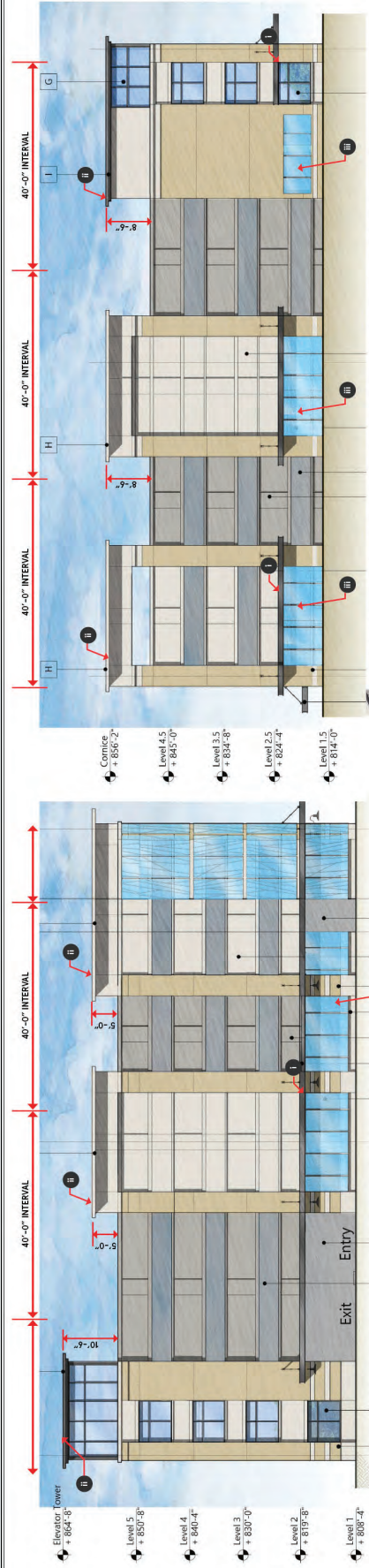


④ END FACADE B - BUILDING 1



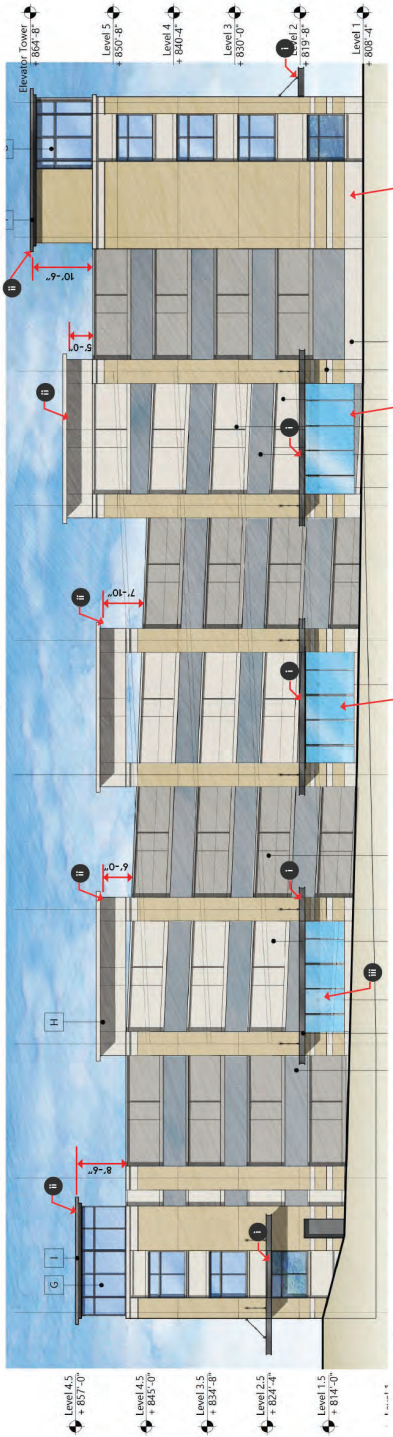
(D) Exterior Facades
All facades of a primary building shall incorporate three or more of the following design elements every 40 feet to avoid blank, uninterrupted walls:
1. Awning or canopy;
2. Change in building facade height (minimum of five feet or difference);
3. A regular pattern of transparent glass constituting a minimum of 50 percent of the total wall/facade area of the first-floor facade/elevation facing a street;
4. Wall elevation recesses and/or projections; the depth that are at least three percent of the horizontal width of the building facade.



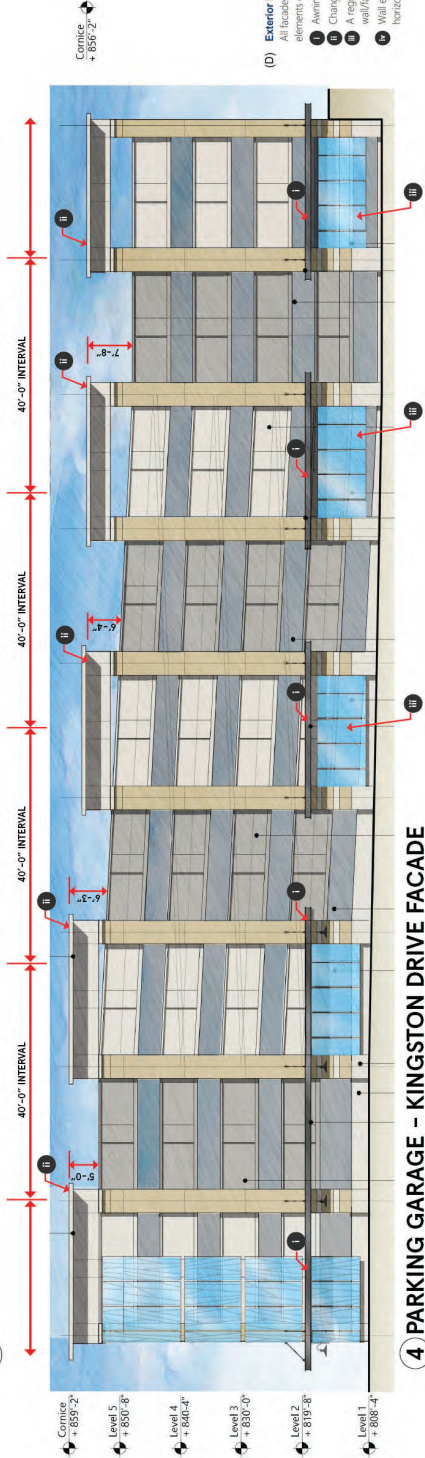


1 PARKING GARAGE - MARGARET PLACE FACADE

2 PARKING GARAGE - MALL RING ROAD FACADE



3 PARKING GARAGE - COURTYARD FACADE



4 PARKING GARAGE - KINGSTON DRIVE FACADE

(D) Exterior Facades

- All facades of a primary building shall incorporate three or more of the following design elements every 40 feet to avoid blank, uninterrupted walls:
- I** Awning or canopy;
- H** Change in building facade height (minimum of five feet of difference);
- G** A regular pattern of transparent glass constituting a minimum of 50 percent of the total wall/facade area of the first floor facade/elevation facing a street;
- C** Wall elevation recesses and/or projections, the depth that are at least three percent of the horizontal width of the building facade.

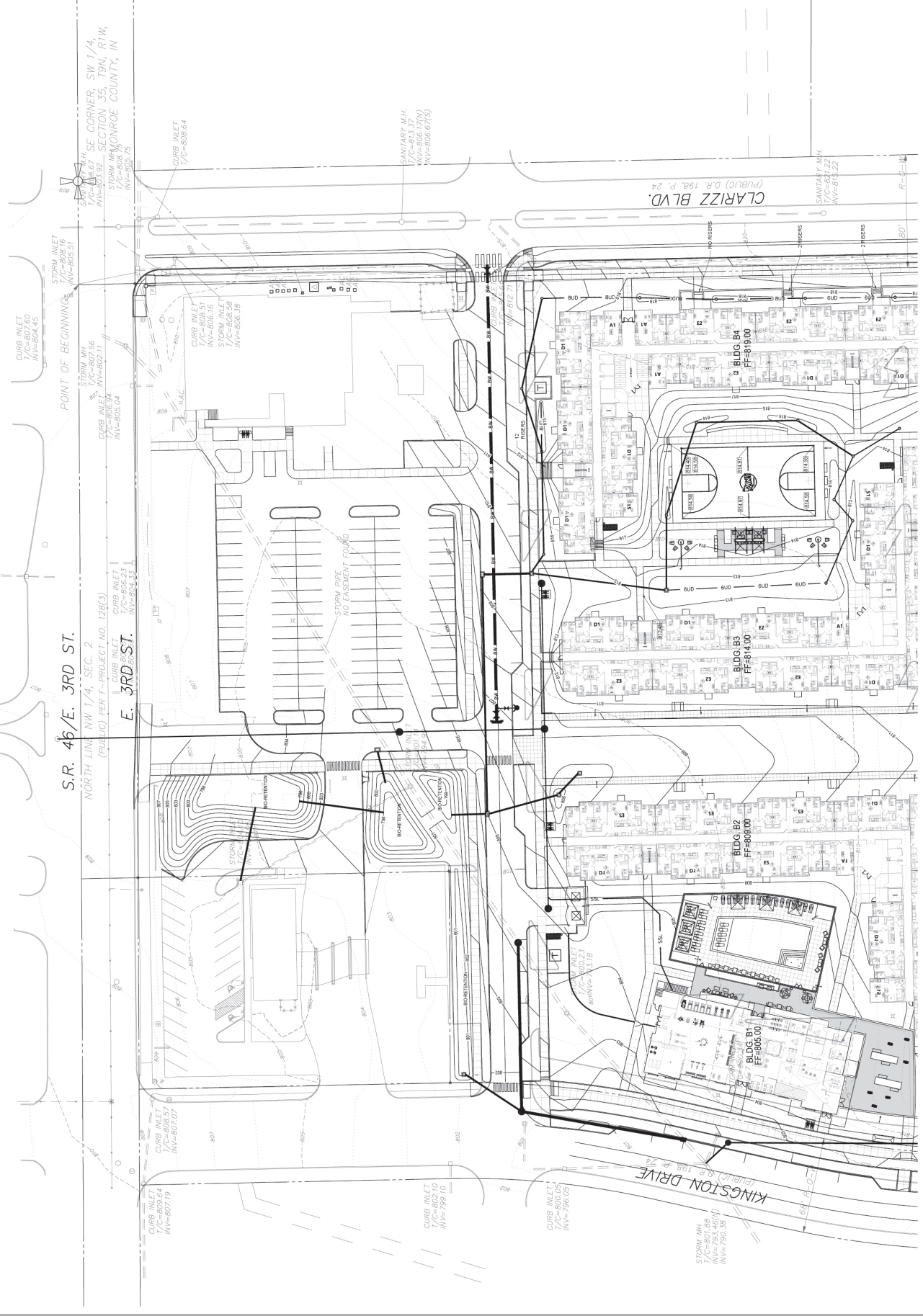


SCALE 1"=30'

S.R. 46/E. 3RD ST.

NORTH LINE NW 1/4, SEC. 2
(PUBLIC) PER F-PROJECT NO. 128(C)

E. 3RD ST.



CURB INLET
T/C=804.40
INV=804.40

POINT OF BEGINNING
STORM INLET
T/C=808.56
INV=808.56

STORM MH
T/C=802.56
INV=802.11

CURB INLET
T/C=806.84
INV=806.84

CURB INLET
T/C=808.51
INV=808.51

STORM INLET
T/C=808.58
INV=806.38

CURB INLET
T/C=808.64
INV=808.64

SANITARY M.H.
T/C=813.37
INV=813.37
W/W=806.6(10)

SANITARY M.H.
T/C=814.22
INV=814.22

STORM MH
T/C=805.37
INV=805.37

STORM MH
T/C=802.10
INV=799.10

STORM MH
T/C=803.23
INV=803.23

STORM MH
T/C=803.38
INV=803.38

STORM MH
T/C=805.05
INV=805.05

STORM MH
T/C=805.38
INV=805.38

STORM MH
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INV=805.38

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STORM MH
T/C=805.38
INV=805.38

CSO
6631 Jaystone Crossing, Indianapolis, IN 46240
317.648.7800 | CONTACT

PROJECT:
THE DISTRICT
AT
LATIMER SQUARE
Bloomington, Indiana

Scope Drawings:
- Conceptual Design Only
- Subject to Change

Revisions:

Issue Date | Drawn By | Checked By
June 28th 2021

Drawing Title:
GRADING,
UTILITY &
SWPP PLAN

Certified By:

Drawings Number:
C433
Project Number:
2020108

UTILITY CONTACT INFORMATION

GAS
 ENCLINE GAS SERVICE
 10000 N. STATE ST.
 BLOOMINGTON, IN 47404
 (317) 344-7800

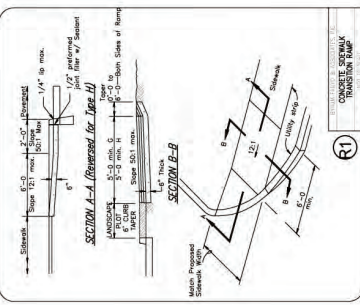
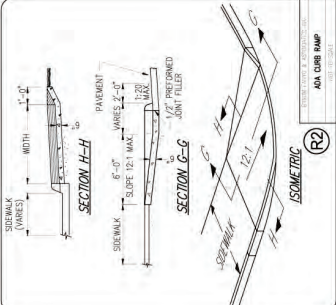
ELECTRIC
 CITY OF BLOOMINGTON UTILITIES
 10000 N. STATE ST.
 BLOOMINGTON, IN 47404
 (317) 344-7800

SEWER AND WATER
 CITY OF BLOOMINGTON
 10000 N. STATE ST.
 BLOOMINGTON, IN 47404
 (317) 344-7800

TELEPHONE
 AT&T
 10000 N. STATE ST.
 BLOOMINGTON, IN 47404
 (317) 344-7800

CABLE TELEVISION
 COMCAST
 10000 N. STATE ST.
 BLOOMINGTON, IN 47404
 (317) 344-7800

UTILITY LOCATION
 KANAWA INSURANCE
 10000 N. STATE ST.
 BLOOMINGTON, IN 47404
 (317) 344-7800



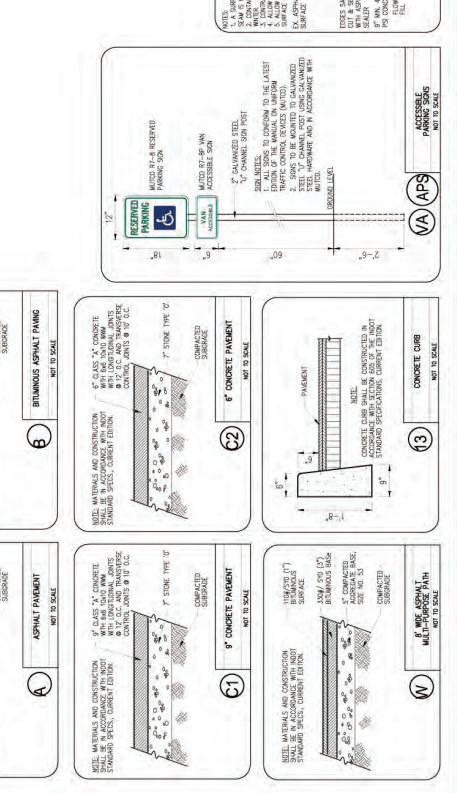
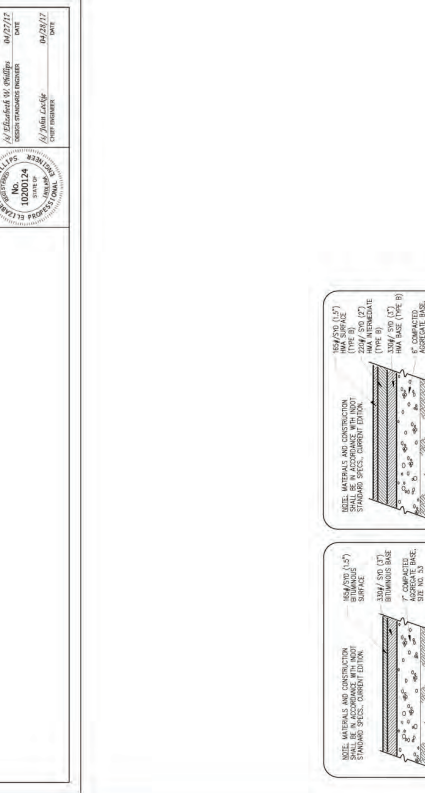
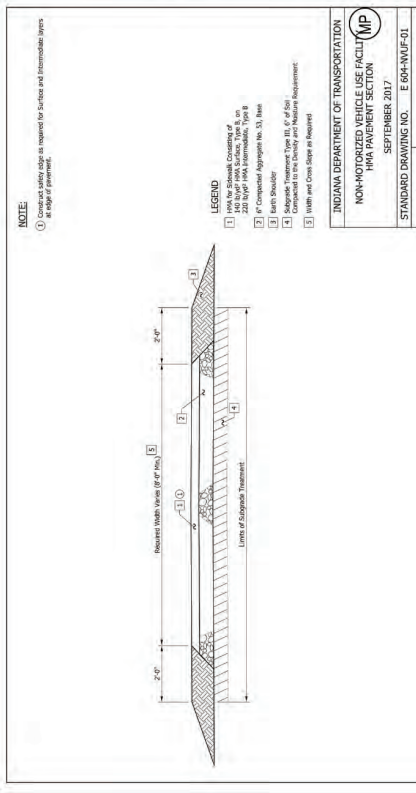
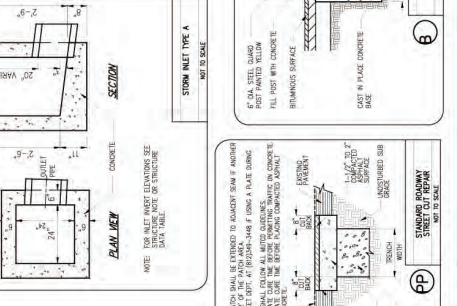
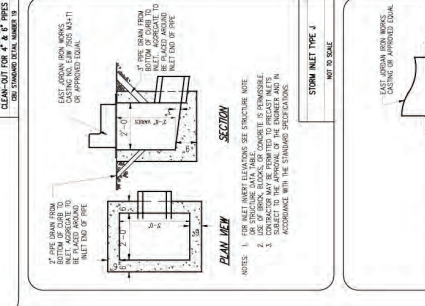
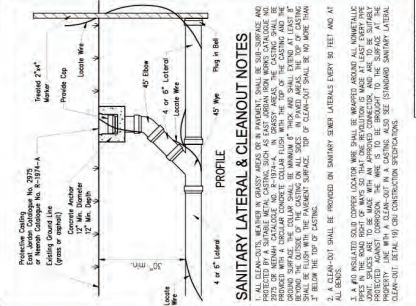
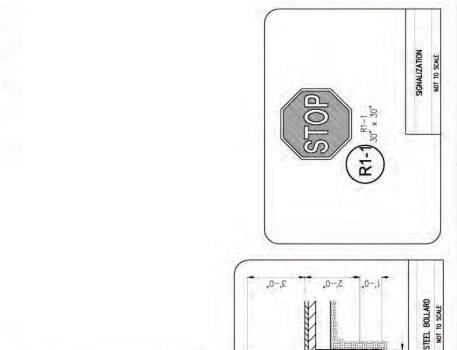
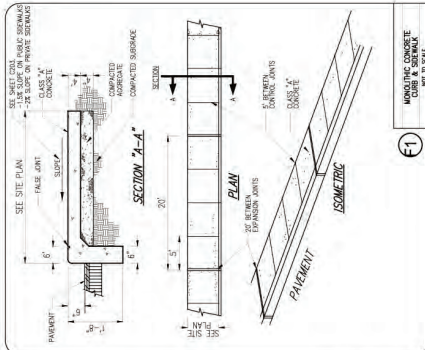
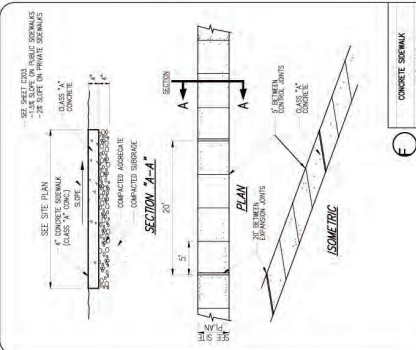
PROJECT: THE DISTRICT AT LATIMER SQUARE
 Bloomington, Indiana

Scope Drawing: Conceptual Design Only - Subject to Change

Issue Date: June 28th 2021

Project Number: 2020108

Drawing Title: MISC. DETAILS



NOTE
 1. All materials and workmanship shall be in accordance with the latest edition of the Indiana Department of Transportation (INDOT) Standard Specifications for Highway Construction, 2017 Edition.

LEGEND

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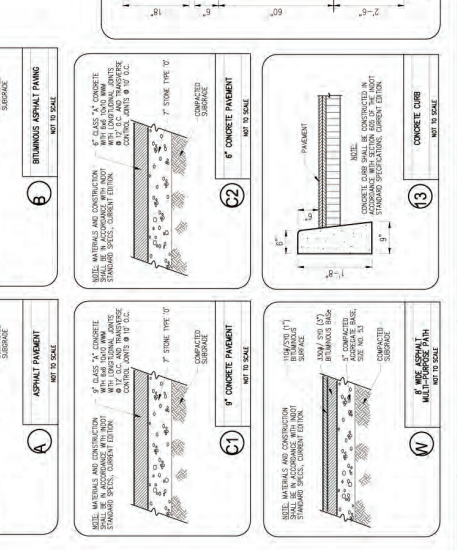
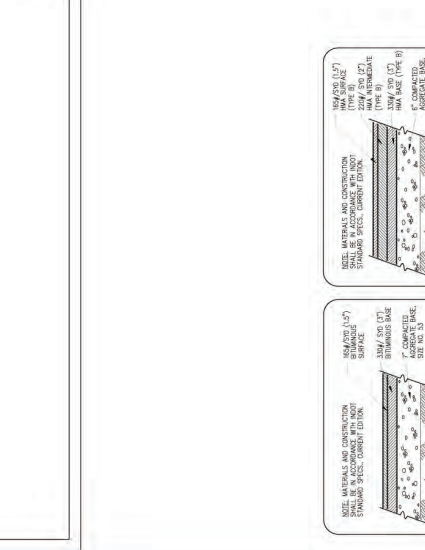
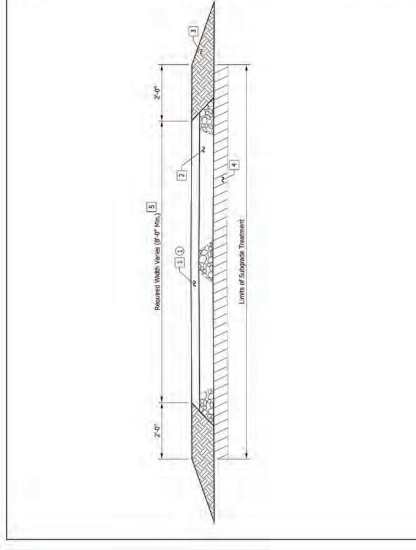
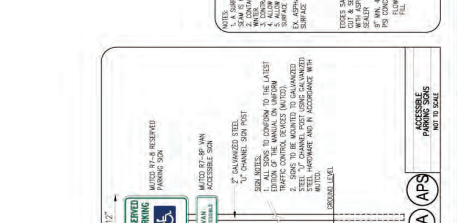
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INDIANA DEPARTMENT OF TRANSPORTATION
 NON-MODIFIED BRIDGE CASE (NCL) MP
 HIGHWAY PAVEMENT SECTION
 SEPTEMBER 2017

STANDARD DRAWING NO. E 604-RUEE-01

NO. 10000294
 DATE 08/22/17
 BY 08/22/17
 CHECKED 08/22/17
 APPROVED 08/22/17



NOTE
 1. All materials and workmanship shall be in accordance with the latest edition of the Indiana Department of Transportation (INDOT) Standard Specifications for Highway Construction, 2017 Edition.

LEGEND

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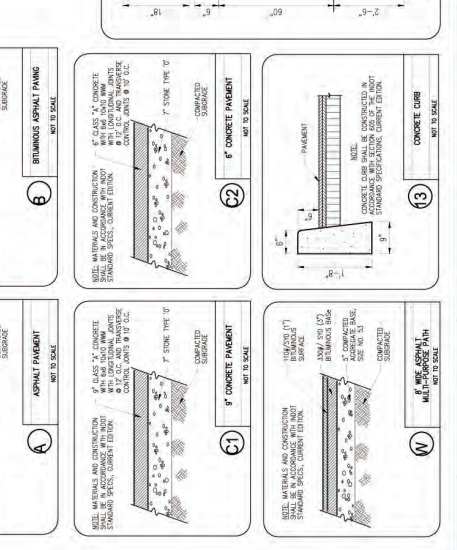
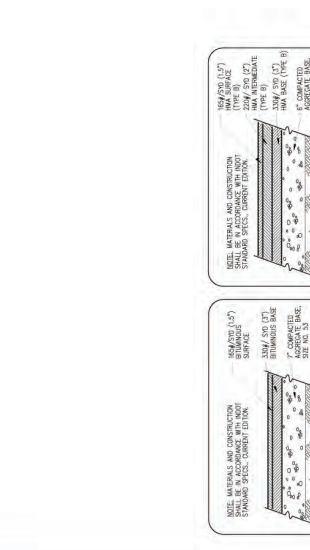
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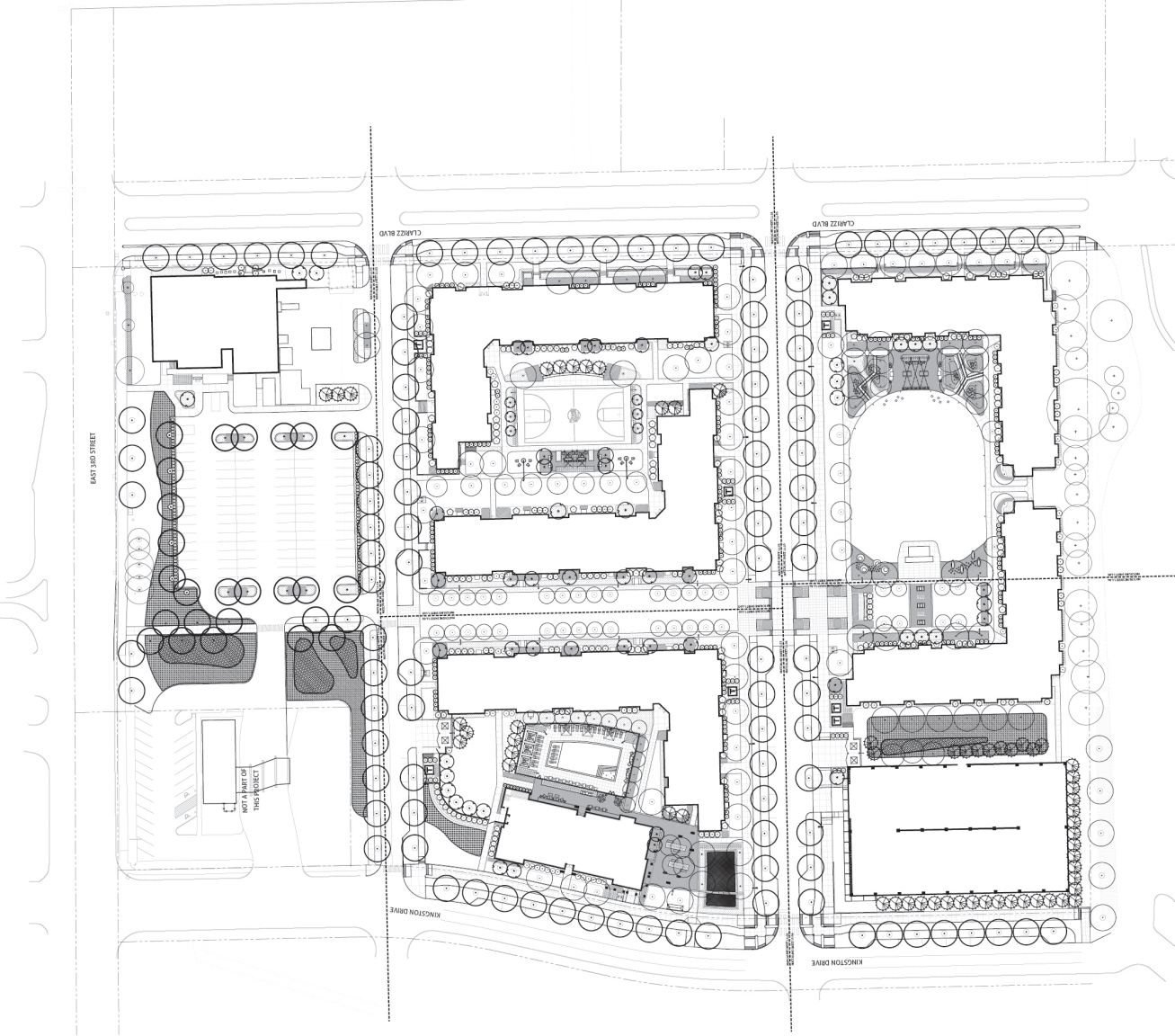
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INDIANA DEPARTMENT OF TRANSPORTATION
 NON-MODIFIED BRIDGE CASE (NCL) MP
 HIGHWAY PAVEMENT SECTION
 SEPTEMBER 2017

STANDARD DRAWING NO. E 604-RUEE-01

NO. 10000294
 DATE 08/22/17
 BY 08/22/17
 CHECKED 08/22/17
 APPROVED 08/22/17





LANDSCAPE REQUIREMENTS

Impermeable Surface	REQUIRED	PROVIDED
ASPH	60% Max.	59.9%
Landscape Area	40% Min	40.3%

20.04.080 Landscaping, Buffering, and Fences	
(F) Street Trees	
STREET	FRONTAGE
Kingston Drive	705'
Clarizz Blvd	920'
3rd Street	421'
Near Adams St. (North Side)	539'
Near Adams St. (South Side)	475'
Near Adams St. (East Side)	615'
Margaret Place (South Side)	615'

(H) Parking Lot Landscaping	
PERIMETER	SPACES
Trees	18
Shrubs (100% Eng.)	18

(I) Multifamily Development Landscaping	
TYPE	ACRES
Large Canopy Tree	11.68
Evergreen Tree	11.68
Medium/Small Tree	11.68
Shrubs - Total	11.68
Shrubs - 50% Evergreen	11.68



ANSGERSON - BOHANNAN LLC
1055 Virginia Street, Suite 210
Bloomington, Indiana 47403
www.ansgersonbohannan.com

PROJECT:
**THE DISTRICT
AT
LATIMER SQUARE**
Bloomington, Indiana

Scope Drawing:
**Conceptual Design Only
-Subject to Change**

Revisions:

Issue Date / Drawn By / Checked By
June 28th 2021

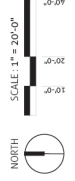
Drawing Title:
**LANDSCAPE
PLAN**

Certified By:

Drawing Number:
L101
Project Number:
2020108

LEGEND - PLANTS

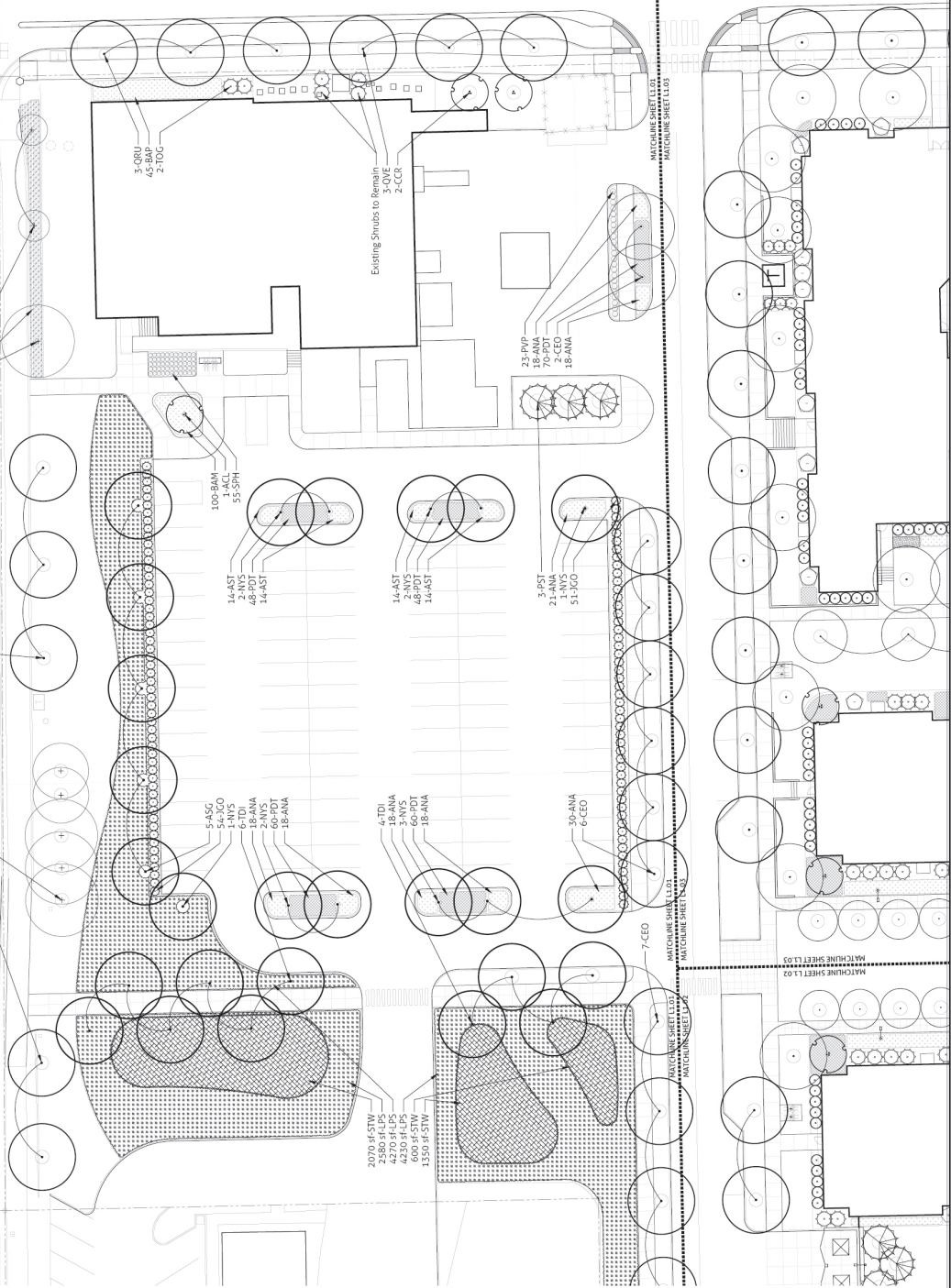
- Existing tree to remain, typical
- Canopy tree, typical
- Ornamental tree, typical
- Shrubs, typical
- Evergreen Shrubs, typical
- Perennials, Annual Grasses, & Groundcovers, typical



EAST 3RD STREET

- (2) Existing Understory Trees (Dogwood) to Remain
- (2) Existing Perennial Bed to Remain
- (1) Existing Canopy Tree (Gingee) to Remain

- (5) Existing Canopy Trees (Limbed up Spruce) to Remain



CLARIZZ BLVD



1055 Virginia Street, Suite 210
Indianapolis, Indiana 46203
www.angersonbohannan.com

THE DISTRICT AT LATIMER SQUARE

PROJECT:

Scope Drawings:
Conceptual Design Only
Subject to Change

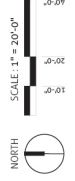
Revisions:

Issue Date: Drawn By: Checked By:
June 28th 2021

LANDSCAPE PLAN

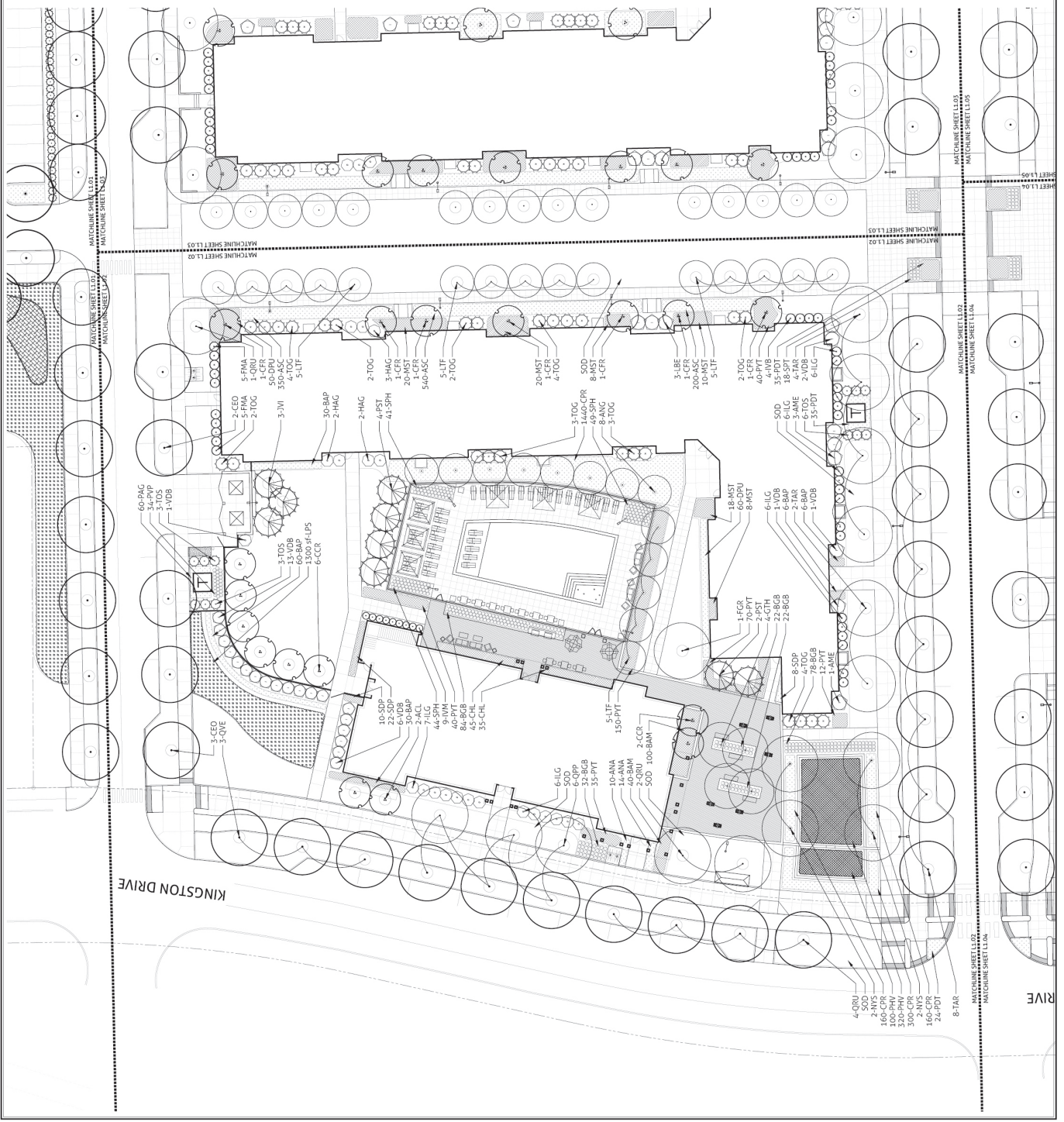
Drawn Title:
Certified By:

Drawing Number:
L102
Project Number:
2020108



LEGEND - PLANTS

- Existing tree to remain, typical
- Canopy tree, typical
- Ornamental tree, typical
- Shrubs, typical
- Evergreen Shrubs, typical
- Perennials, Ground Covers, & Ground Covers, typical



KINGSTON DRIVE

RIVE

MATCHLINE SHEET L101
MATCHLINE SHEET L102

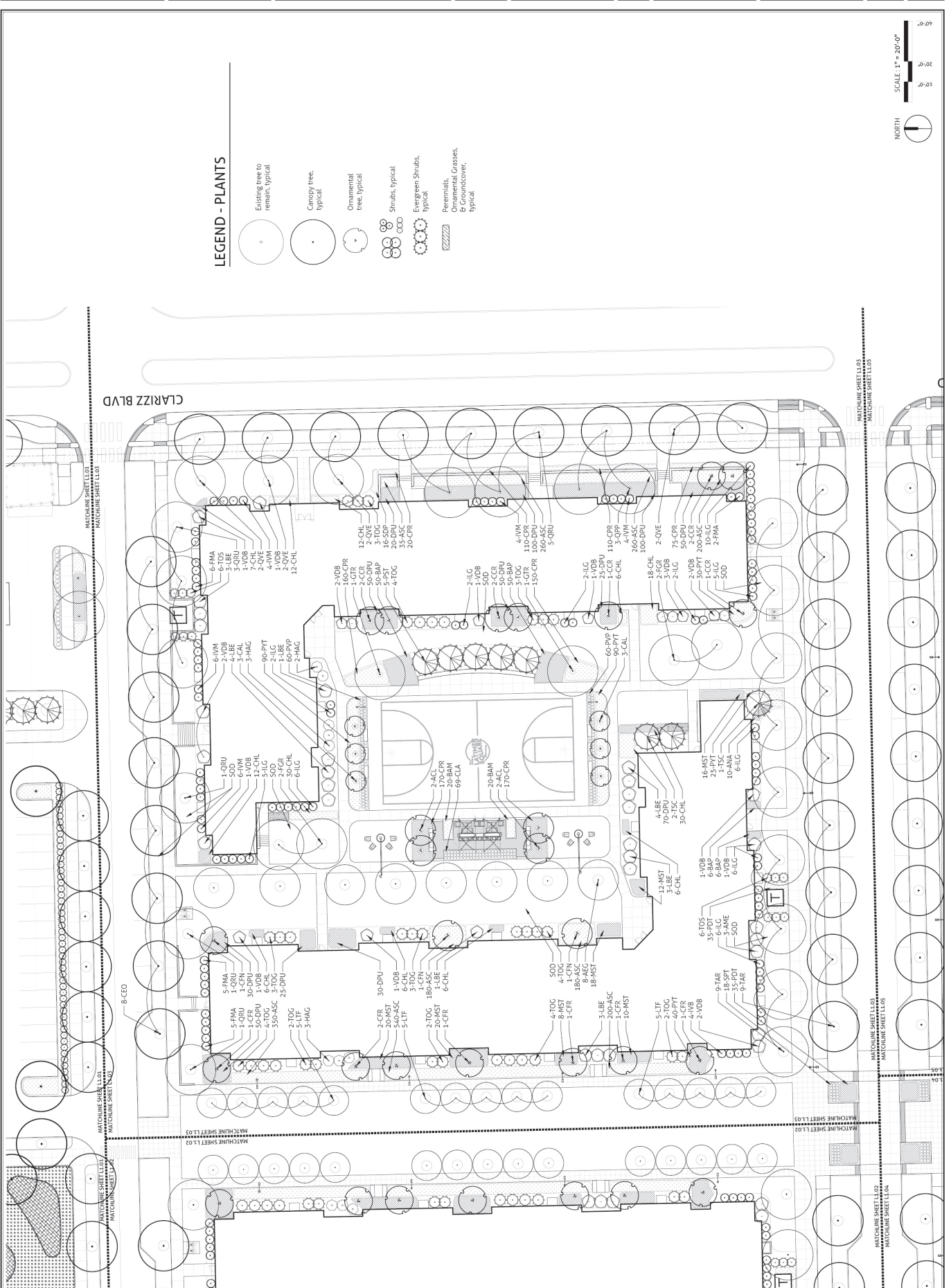
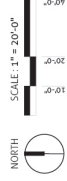
MATCHLINE SHEET L101
MATCHLINE SHEET L102

MATCHLINE SHEET L101
MATCHLINE SHEET L102

MATCHLINE SHEET L101
MATCHLINE SHEET L102

LEGEND - PLANTS

- Existing tree to remain, typical
- Canopy tree, typical
- Ornamental tree, typical
- Shrubs, typical
- Evergreen Shrubs, typical
- Perennials, Annuals, Grasses, & Groundcovers, typical



CLARIZZ BLVD

MATCHLINE SHEET L103

MATCHLINE SHEET L105

MATCHLINE SHEET L101

MATCHLINE SHEET L107

MATCHLINE SHEET L102

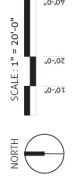
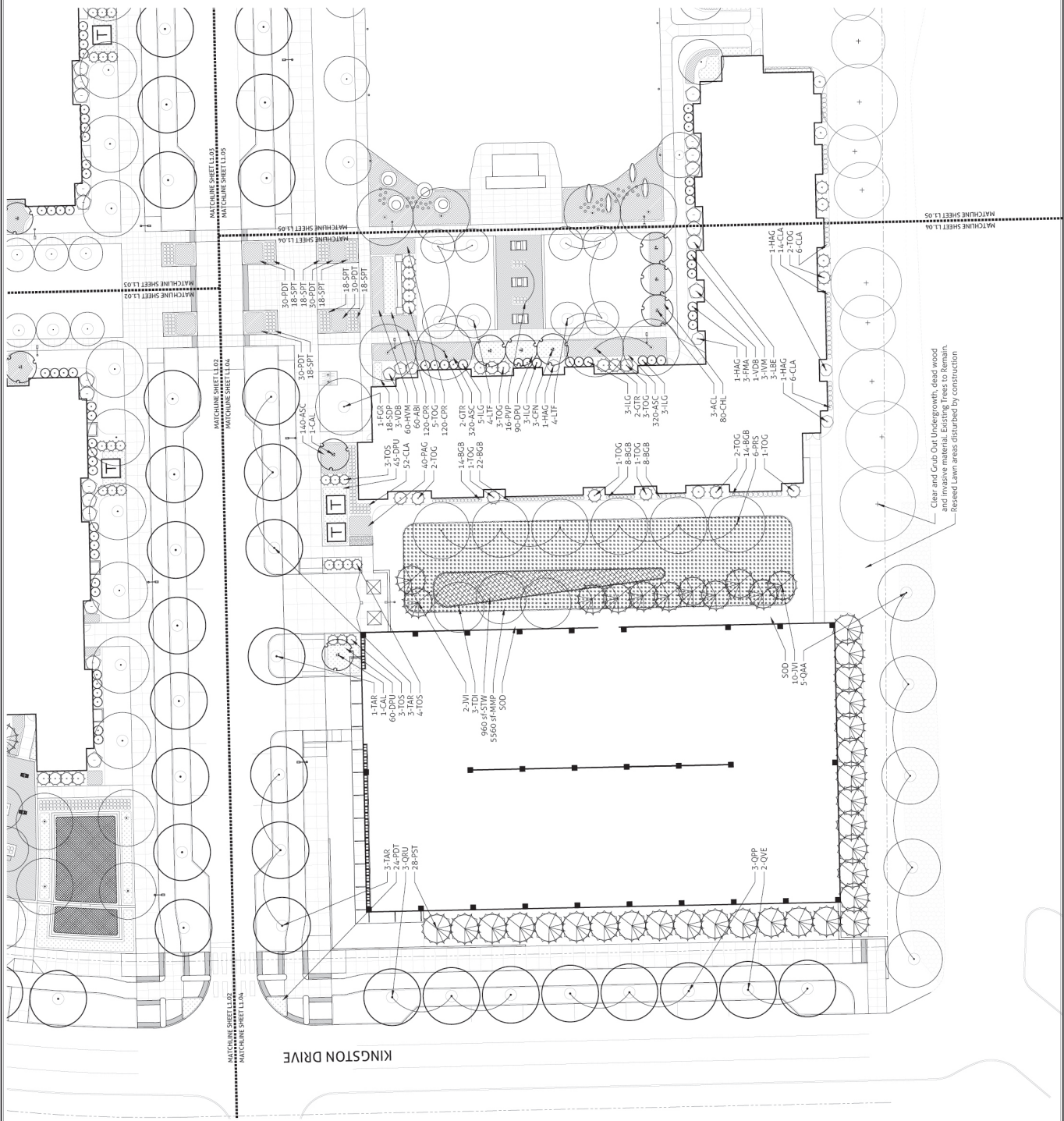
MATCHLINE SHEET L106

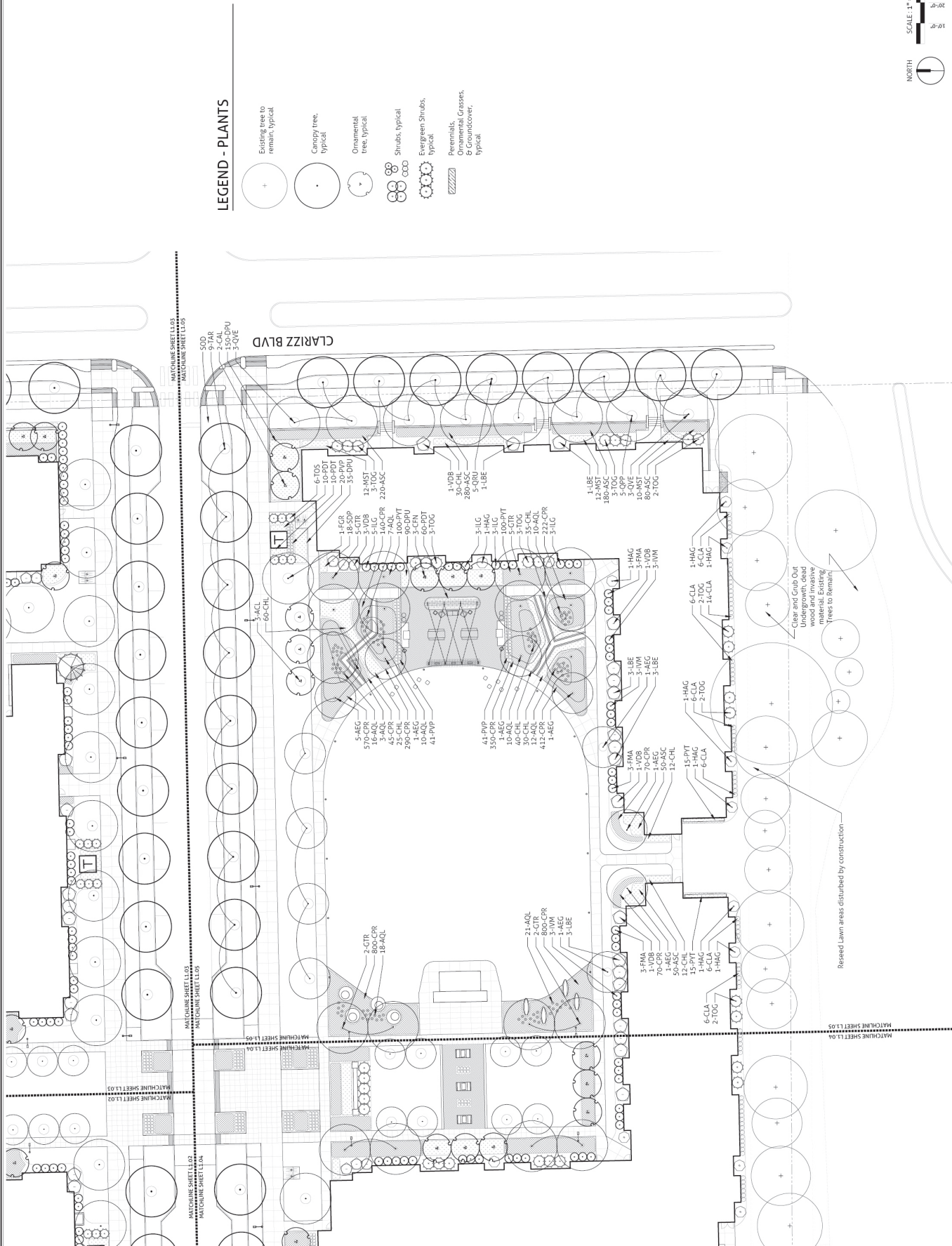
MATCHLINE SHEET L104

MATCHLINE SHEET L108

LEGEND - PLANTS

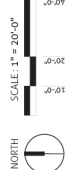
- Existing tree to remain, typical
- Canopy tree, typical
- Ornamental tree, typical
- Shrubs, typical
- Evergreen Shrubs, typical
- Perennials, Ground Covers, & Groundcovers, typical





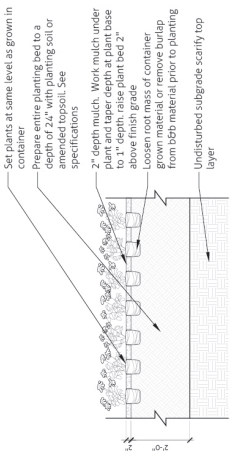
LEGEND - PLANTS

- Existing tree to remain, typical
- Canopy tree, typical
- Ornamental tree, typical
- Shrubs, typical
- Evergreen Shrubs, typical
- Perennials, Ground Covers, & Groundcover, typical



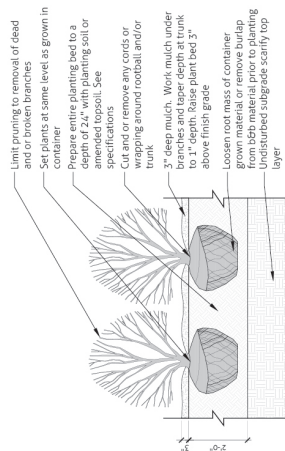
NOTES - PLANTING

1. Contractor to have all utilities marked prior to starting any construction. Contractor to observe all required utility structure setbacks for plant material, do not plant canopy trees within 5' horizontally of underground utility lines unless otherwise shown on the plans. Consult with Landscape Architect if these conditions exist.
2. All trees shall be planted in amended topsoil. All planting soil to be free from construction debris and stones larger than 1/2" in diameter.
3. Tree mulch rings in turf areas are 5 foot diameter, typical. Contractor shall provide a 5'-0" mulch ring around all existing trees within the limit of work. Remove all existing grass from area to be mulched and provide a 2" depth mulch edge.
4. All plants are to be installed in 2" deep mulch. Work mulch under plant and taper depth at plant base to 1" depth, raise plant bed 2" above finish grade.
5. Plants to be installed in containers or burlap wrapped material or remove burlap from burlap material prior to planting.
6. Plants to be installed in straight, parallel rows with equal spacing between plants. Perennials and grasses to be spaced triangularly.
7. Contractor to supply and install annuals for first season in all planter pots. Selection to be seasonally appropriate for time of installation, coordinate with owner.
8. All trees installed subject to winds to be pruned clear to the path of travel to a height of 7'.



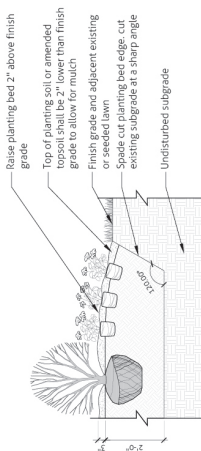
01 Section - Perennial and Groundcover Planting

Scale: 1/2" = 1'-0"



02 Section - Shrub Planting

Scale: 1/2" = 1'-0"

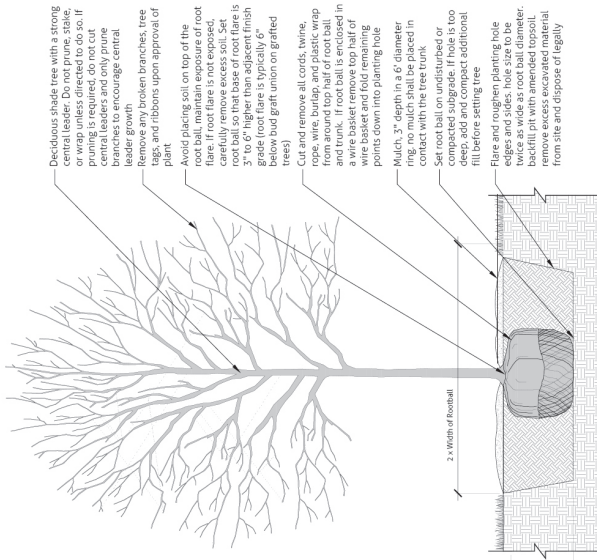


03 Section - Planting Bed Edge Condition

Scale: 1/2" = 1'-0"

NOTES - TREE SELECTION

1. All species shall be true to name, as specified. Scientific name to take precedent over common name where discrepancies occur.
2. All plant material shall conform to the ANLA American Standard for Nursery Stock ANSI.
3. All trees shall be installed with leader and limbs bare at the tip left intact.
4. Trees with forked trunks are acceptable only if all the following conditions are met:
A) The fork is in the upper 1/3 of the canopy.
B) One fork is less than 2/3 the diameter of the dominant fork.
C) The top 1/3 of the smaller fork is removed at the time of planting.
5. No bare root trees shall be installed.
6. Branching habit shall be more horizontal than vertical with no branches oriented nearly vertical to the trunk, unless cultivars or species of tree dictate otherwise.
7. Branches shall be evenly distributed around the trunk with no more than one major branch located directly above another and the crown is full of foliage evenly distributed around the trunk.
8. The crown shall be free from dieback, cankers, girdling (lice, cones) (fungal fruiting bodies), mechanical injury, bleeding areas, signs of insect boring, cankers, girdling (lice, cones) (fungal fruiting bodies), mechanical injury, and sun scald.
9. The roots shall be free of injury and distributed evenly throughout the container substrate. The roots shall be free from pests, diseases and weeds.
10. The tree shall be free from pests, diseases and weeds.



04 Section - Deciduous Tree Planting

Scale: 1/2" = 1'-0"

VIEW OF TRANSIT PLAZA FROM KINGSTON DRIVE



NOTE: RENDERINGS ARE REPRESENTATIVE OF CHARACTER BUT MAY NOT REPRESENT ALL OF THE SITE PLAN CHANGES TO DATE - PLEASE SEE CIVIL AND LANDSCAPE DRAWINGS FOR LATEST CONTENT. COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE

CSO

8831 Keystone Crossing, Indianapolis, IN 46240
317.648.7800 | cso@csocorp.com

PROJECT:
**THE DISTRICT
AT
LATIMER SQUARE**
Bloomington, Indiana

Scope: Strategic
- Conceptual Design Only
- Subject to Change

Revision:

Issue Date | Drawn By | Checked By
June 28th 2021

**CONCEPT
RENDERINGS**

Created By:

A4
Project Number:
2020108

VIEW OF LATIMER PARK FROM MARGARET PLACE



CSO
8831 Keystone Crossing, Indianapolis, IN 46240
317.848.7800 | cso@csocorp.com

PROJECT:
**THE DISTRICT
AT
LATIMER SQUARE**
Bloomington, Indiana

Scope: Design
-Conceptual Design Only
-Subject to Change

Revisions:
Date: 06/28/2021
Drawn By: [Name]
Checked By: [Name]

**CONCEPT
RENDERINGS**

Certified By:
[Signature]

A
Project Number:
2020108

NOTE: RENDERINGS ARE REPRESENTATIVE OF CHARACTER BUT MAY NOT REPRESENT ALL OF THE SITE PLAN CHANGES TO DATE - PLEASE SEE CIVIL AND LANDSCAPE DRAWINGS FOR LATEST CONTENT. COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE

VIEW OF FRIEDA PARK FROM 3RD STREET



NOTE: RENDERINGS ARE REPRESENTATIVE OF CHARACTER BUT MAY NOT REPRESENT ALL OF THE SITE PLAN CHANGES TO DATE - PLEASE SEE CIVIL AND LANDSCAPE DRAWINGS FOR LATEST CONTENT. COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE

CSO

8831 Keystone Crossing, Indianapolis, IN 46240
317.642.7800 | cso@csocorp.com

PROJECT:
**THE DISTRICT
AT
LATIMER SQUARE**
Bloomington, Indiana

Scope: Strategic
-Conceptual Design Only
-Subject to Change

Revision:

Issue Date | Drawn By | Checked By
June 28th 2021

**CONCEPT
RENDERINGS**

Created By:

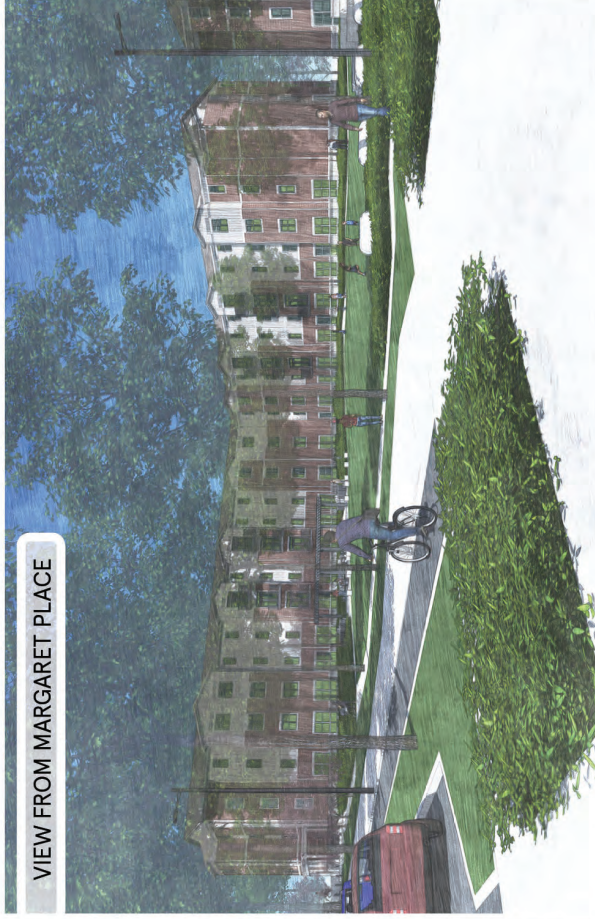
A J C

Project Number:
2020108

VIEW OF LATIMER PARK



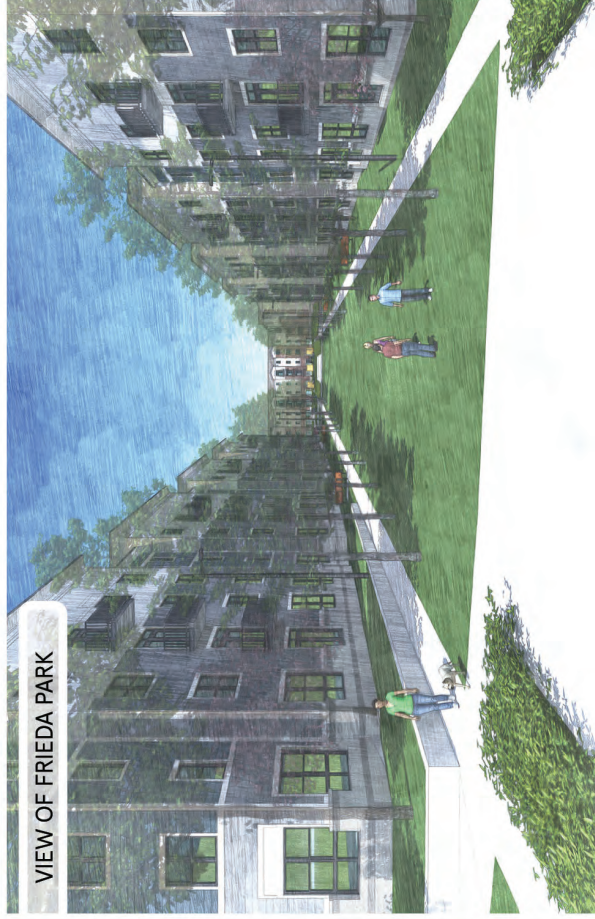
VIEW FROM MARGARET PLACE



VIEW FROM MULTI-FAMILY



VIEW OF FRIEDA PARK



CONCEPT RENDERINGS OF PROJECT PARKS

NOTE: RENDERINGS ARE REPRESENTATIVE OF CHARACTER BUT MAY NOT REPRESENT ALL OF THE SITE PLAN CHANGES TO DATE - PLEASE SEE CIVIL AND LANDSCAPE DRAWINGS FOR LATEST CONTENT. COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE

CSO

8831 Kaysville Crossing, Indianapolis, IN 46240
317.842.7800 | CONTACT

PROJECT:
**THE DISTRICT
AT
LATIMER SQUARE**
Bloomington, Indiana

Scope: Strategic
- Conceptual Design Only
- Subject to Change

Revisions:

Issue Date | Drawn By | Checked By
June 28th 2021

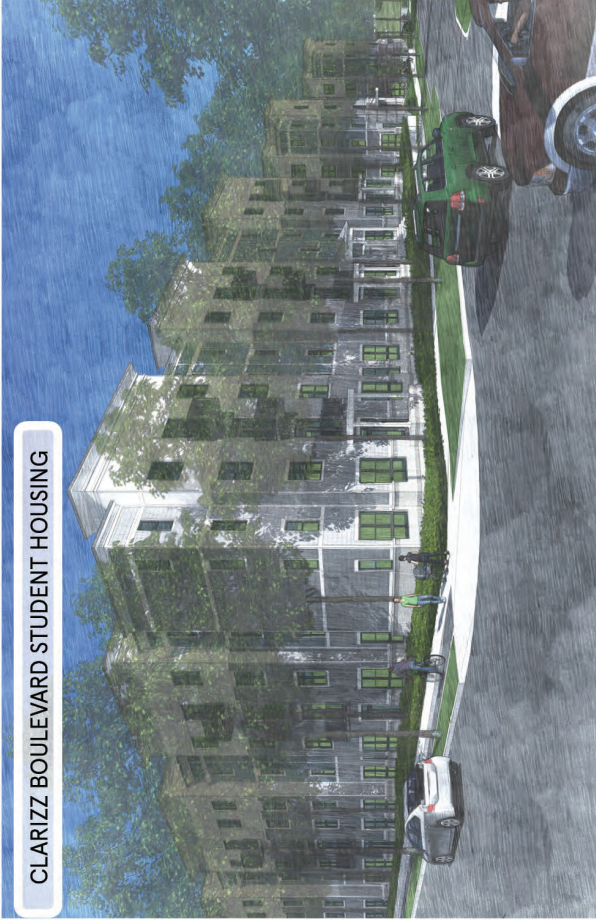
**CONCEPT
RENDERINGS**

Created By:

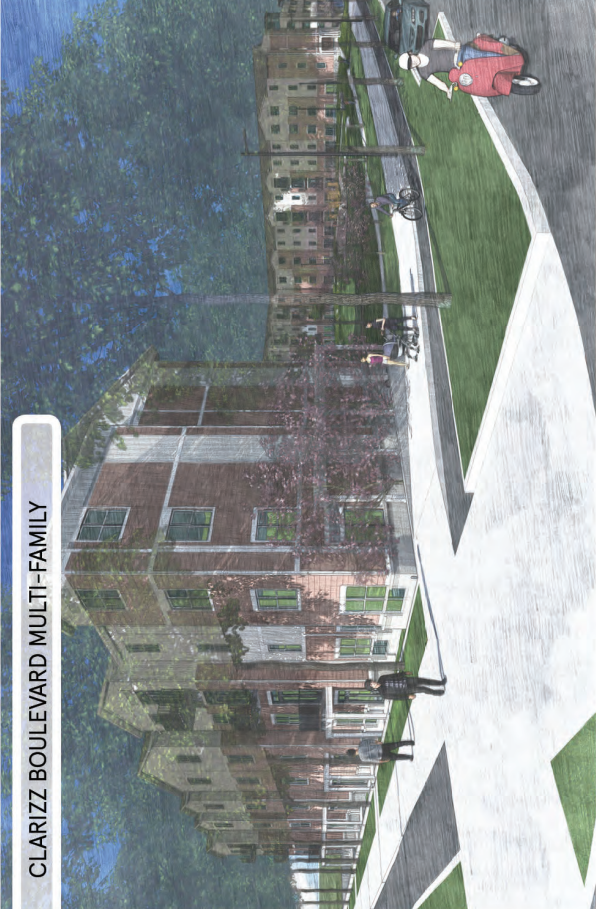
A 6

Project Number:
2020108

CLARIZZ BOULEVARD STUDENT HOUSING



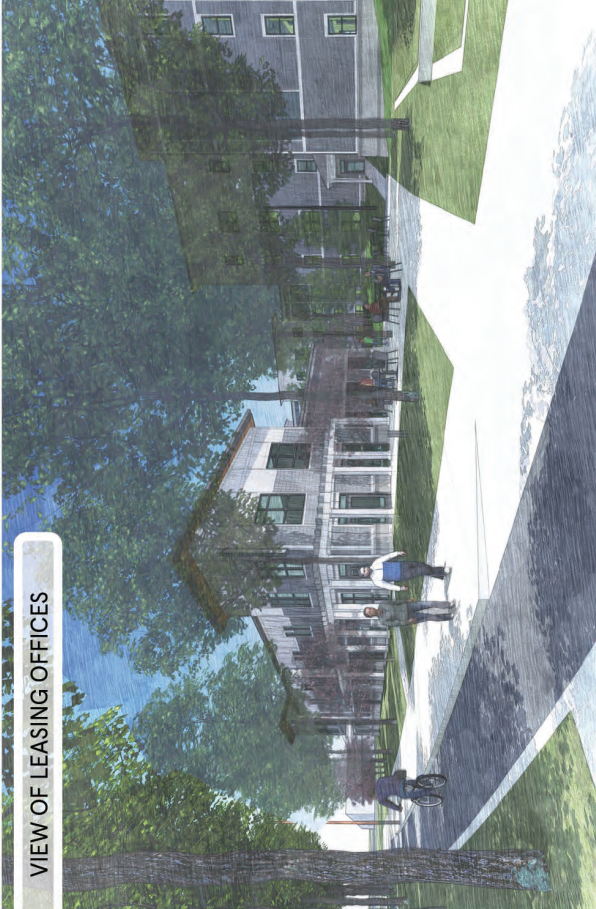
CLARIZZ BOULEVARD MULTI-FAMILY



VIEW FROM 3RD STREET

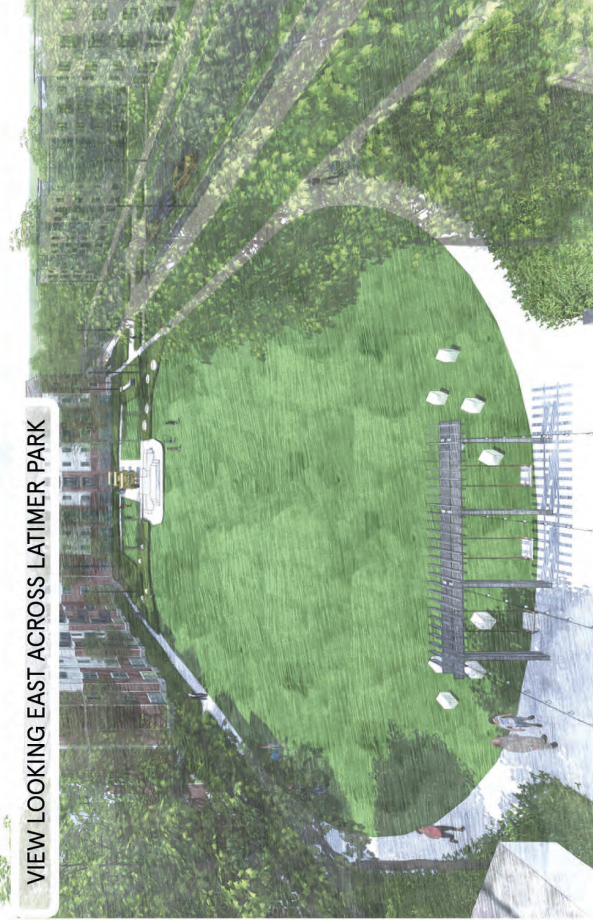


VIEW OF LEASING OFFICES



CONCEPT RENDERINGS OF PROJECT ARCHITECTURE

NOTE: RENDERINGS ARE REPRESENTATIVE OF CHARACTER BUT MAY NOT REPRESENT ALL OF THE SITE PLAN CHANGES TO DATE - PLEASE SEE CIVIL AND LANDSCAPE DRAWINGS FOR LATEST CONTENT. COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE



VIEW LOOKING EAST ACROSS LATIMER PARK



VIEW OF PARKING STRUCTURE



AERIAL VIEW

ADDITIONAL VIEWS

NOTE: RENDERINGS ARE REPRESENTATIVE OF CHARACTER BUT MAY NOT REPRESENT ALL OF THE SITE PLAN CHANGES TO DATE - PLEASE SEE CIVIL AND LANDSCAPE DRAWINGS FOR LATEST CONTENT. COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE

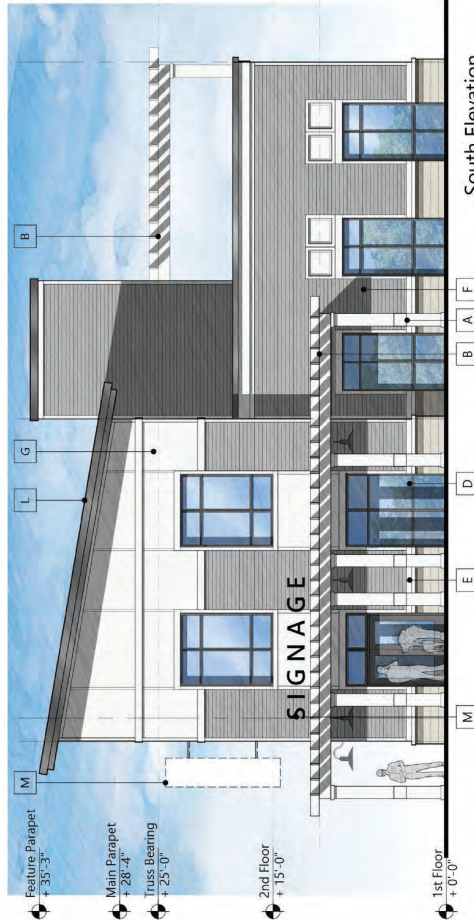


West Elevation

MATERIALS KEY:

- A. Painted Wood/Synthetic Columns
Color: White
- B. Painted Wood Trellis on Wood Columns
Color: White
- C. Painted Wood Canopy Trellis, Suspended from Facade
Color: White
- D. Aluminum Storefront Window System
Color: Black
- E. Masonry/Veneer
Color: Two-Tone Light and Dark Buff
- F. Fiber Cement Horizontal Lap Siding
Color: Grey
- G. Fiber Cement Board and Batten Siding
Color: White
- H. Metal Balling
Color: Black
- I. Pre-finished Aluminum Coping
Color: Black
- J. Cornice Detail
- K. Aluminum Gable/Vent
- L. Standing Seam Metal Roof
Color: Grey
- M. Signage Consisting of Vertical Black Sign at Southwest Corner, in addition to Above-Canopy Mounted Horizontal Signs at Each Face (South and West) of Building Entry. Exact Size/Detail T.B.D.

Exterior Elevations: B-1



South Elevation

NOTE:

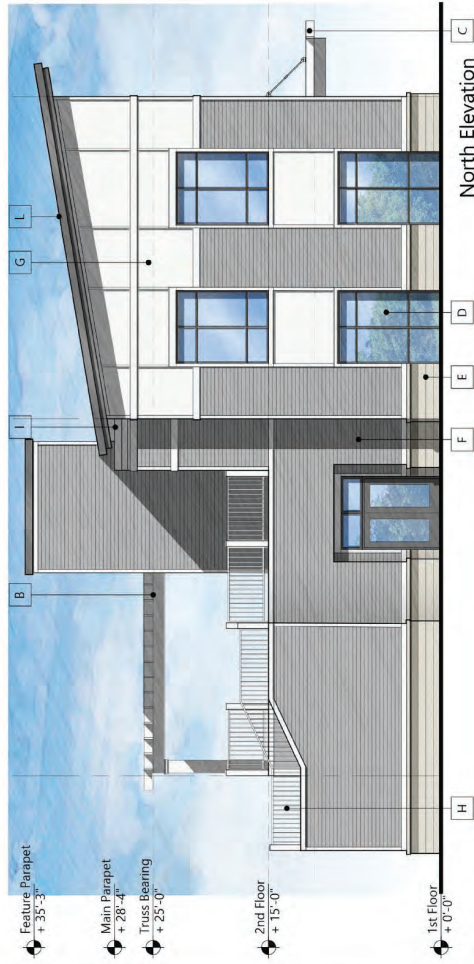
- COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE
- MINOR CANOPIES ARE NOT SHOWN TO ILLUSTRATE EXTENT OF GLAZING - PLEASE REFER TO SHEETS A007 TO A012.



East Elevation

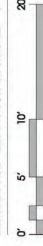
MATERIALS KEY:

- A Painted Wood/Synthetic Columns
Color: White
- B Painted Wood Trellis on Wood Columns
Color: White
- C Painted Wood Canopy Trellis Suspended
from Facade
Color: White
- D Aluminum Storefront Window System
Color: Black
- E Masonry Veneer
Color: Two Tone Light and Dark Buff
- F Fiber Cement Horizontal Lap Siding
Color: Grey
- G Fiber Cement Board and Batten Siding
Color: White
- H Metal Balling
Pre-finished Aluminum Coping
Color: Black
- J Cornice Detail
- K Aluminum Gable Vent
- L Standing Seam Metal Roof
- M Signage



North Elevation

Exterior Elevations: B-1



NOTE:

- COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE
- MINOR CANOPIES ARE NOT SHOWN TO ILLUSTRATE EXTENT OF GLAZING - PLEASE REFER TO SHEETS A007 TO A012.

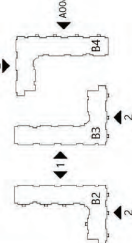
MATERIALS KEY:

- A Painted Wood/Synthetic Columns
- B Color: White
- C Painted Wood Pergola
- D Color: White
- E Operable, Vinyl Single-Hung Windows
- F Color: Grey
- G Masonry Veneer
- H Color: Buff
- I Fiber Cement Horizontal Lap Siding
- J Color: Grey
- K Operable Swing Doors, Vinyl
- L Color: Grey
- M Painted Wood Bakery
- N Color: White
- O Fiber Cement Panels
- P Color: White
- Q Fiber Cement Horizontal Lap Siding
- R Color: Accent Color
- S Pre-finished Aluminum
- T Scupper/Coverposts
- U Color: To Match Siding
- V Pre-finished Aluminum Coping
- W Cornice Detail
- X Proposed Meter Bank Location

GENERAL NOTES

- 1 Grade Level Porticos Appear Only at These Locations.
- B2: Front Elev. 2, facing South
- B3: Rear Elev. 1 & 2, facing Pool
- B4: Front Elev. 2, facing South
- B4: Front Elev. 1, facing East toward Claritz Blvd.

Key Plan:



Front Elevation - 1

Grade Condition Varies Per Building.
See Grading Plan

- Feature Parapet + 50'-0"
- Main Parapet + 45'-0"
- 4th Floor + 32'-0"
- 3rd Floor + 21'-4"
- 2nd Floor + 10'-0"
- 1st Floor + 0'-0"



Front Elevation - 2

Grade Condition Varies Per Building.
See Grading Plan

- Feature Parapet + 50'-0"
- Main Parapet + 45'-0"
- 4th Floor + 32'-0"
- 3rd Floor + 21'-4"
- 2nd Floor + 10'-0"
- 1st Floor + 0'-0"

NOTE:

- COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE
- MINOR CANOPIES ARE NOT SHOWN TO ILLUSTRATE EXTENT OF GLAZING - PLEASE REFER TO SHEETS A007 TO A012.

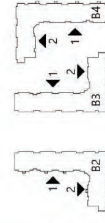
MATERIALS KEY:

- A Painted Wood/Synthetic Columns
- B Color: White
- C Painted Wood Pergola
- D Color: White
- E Operable, Vinyl Single-Hung Windows
- F Color: Grey
- G Masonry Veneer
- H Color: Buff
- I Fiber-Cement Horizontal Lap Siding
- J Color: Grey
- K Operable Swing Doors, Vinyl
- L Color: Grey
- M Painted Wood Bakery
- N Color: White
- O Fiber-Cement Panels
- P Color: White
- Q Fiber-Cement Horizontal Lap Siding
- R Color: Accent Color
- S Pre-finished Aluminum Scape/Downspouts
- T Color: To Match Siding
- U Pre-finished Aluminum Coping
- V Pre-finished Aluminum Coping
- W Comice Detail
- X Proposed Meter Bank Location

GENERAL NOTES

- 1 Grade Level Porticos Appear Only at These Locations:
- B2: Front Elev. 2, facing South
- B3: Rear Elev. 1 & 2, facing South
- B4: Front Elev. 2, facing South
- B4: Front Elev. 1, facing East toward Chariz Blvd.

Key Plan:



Rear Elevation - 2

Exterior Elevations: B-2-3-4



Rear Elevation - 1



- Feature Parapet + 50'-0"
- Main Parapet + 45'-0"
- 4th Floor + 41'-1"
- 4th Floor + 32'-0"
- 3rd Floor + 21'-4"
- 2nd Floor + 10'-8"
- 1st Floor + 0'-0"

NOTE:

- COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE
- MINOR CANOPIES ARE NOT SHOWN TO ILLUSTRATE EXTENT OF GLAZING - PLEASE REFER TO SHEETS A007 TO A012.

MATERIALS KEY:

- A. Painted Wood/Synthetic Columns
Color: White
- B. Painted Wood Pergola
Color: White
- C. Operable, Vinyl Single Hung Windows
Color: White
- D. Masonry Veneer
Color: Buff
- E. Fiber Cement Horizontal Lap Siding
Color: Medium Red
- F. Operable Swing Doors, Vinyl
Color: White
- G. Painted Wood Balcony
Color: White
- H. Fiber Cement Board and Batten Siding
Color: Arctic White
- I. Board Fascia
- J. Pre-finished Aluminum Gutters/Downspouts
Color: To Match Siding
- K. Asphalt Shingle Roof
Color: Grey
- L. Aluminum Gable Vent
- M. Proposed Meter Bank Location

GENERAL NOTES:

- 1. Porticos to appear only on east (front) elevation of Building 6 facing Claritz Blvd.



Front Elevation - 1

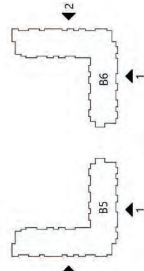
- Roof Ridge + 50'-0"
- Eave + 41'-1"
- 4th Floor + 32'-0"
- 3rd Floor + 21'-4"
- 2nd Floor + 10'-8"
- 1st Floor + 0'-0"



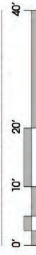
Front Elevation - 2

- Roof Ridge + 50'-0"
- Eave + 41'-1"
- 4th Floor + 32'-0"
- 3rd Floor + 21'-4"
- 2nd Floor + 10'-8"
- 1st Floor + 0'-0"

Key Plan:



Exterior Elevations: B-5-6



NOTE:

- COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE
- MINOR CANOPIES ARE NOT SHOWN TO ILLUSTRATE EXTENT OF GLAZING - PLEASE REFER TO SHEETS A007 TO A012.



Rear Elevation - 1

- Roof Ridge + 50'-0"
- Eave + 41'-1"
- 4th Floor + 32'-0"
- 3rd Floor + 21'-4"
- 2nd Floor + 10'-8"
- 1st Floor + 0'-0"



Rear Elevation - 2

- Roof Ridge + 50'-0"
- Eave + 41'-1"
- 4th Floor + 32'-0"
- 3rd Floor + 21'-4"
- 2nd Floor + 10'-8"
- 1st Floor + 0'-0"

- MATERIALS KEY:**
- A. Painted Wood/Synthetic Columns
Color: White
 - B. Painted Wood Pergola
Color: White
 - C. Operable, Vinyl Single Hung Windows
Color: White
 - D. Masonry Veneer
Color: Buff
 - E. Fiber Cement Horizontal Lap Siding
Color: Medium Red
 - F. Operable Swing Doors, Vinyl
Color: White
 - G. Painted Wood Balcony
Color: White
 - H. Fiber Cement Board and Batten Siding
Color: Arctic White
 - I. Board Fascia
 - J. Pre-finished Aluminum Gutters/Downspouts
Color: To Match Siding
 - K. Asphalt Shingle Roof
Color: Grey
 - L. Aluminum Gable Vent
 - M. Proposed Meter Bank Location

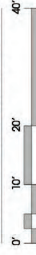
GENERAL NOTES:

- 1. Porch to appear only on east (front) elevation of Building 6 facing Clarizz Blvd.

Key Plan:

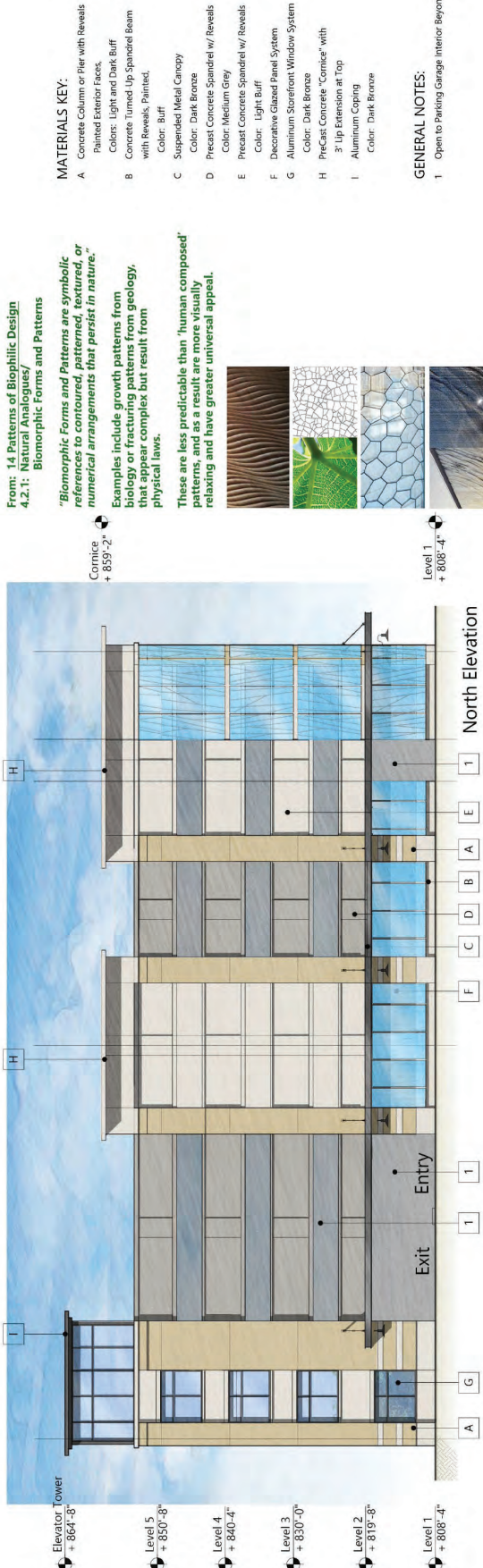


Exterior Elevations: B-5-6



NOTE:

- COLOR PALETTE IS SCHEMATIC AND SUBJECT TO CHANGE
- CANVAS CANOPIES ARE NOT SHOWN TO ILLUSTRATE EXTENT OF GLAZING

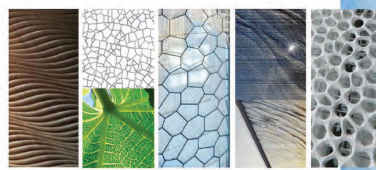


From: 14 Patterns of Biophilic Design
4.2.1: Natural Analogues/
Biomorphic Forms and Patterns

"Biomorphic Forms and Patterns are symbolic references to contoured, patterned, textured, or numerical arrangements that persist in nature."

Examples include growth patterns from biology or fracturing patterns from geology, that appear complex but result from physical laws.

These are less predictable than 'human composed' patterns, and as a result are more visually relaxing and have greater universal appeal.



- MATERIALS KEY:**
- A Concrete Column or Pier with Reveals Painted Exterior Faces, Colors: Light and Dark Buff
 - B Concrete Turned Lip Spandrel Beam with Reveals, Painted, Color: Buff
 - C Suspended Metal Canopy Color: Dark Bronze
 - D Precast Concrete Spandrel w/ Reveals Color: Medium Grey
 - E Precast Concrete Spandrel w/ Reveals Color: Light Buff
 - F Decorative Glazed Panel System Color: Dark Bronze
 - G Aluminum Storefront Window System Color: Dark Bronze
 - H Precast Concrete "Cornice" with 3" Lip Extension at Top
 - I Aluminum Copping Color: Dark Bronze

- GENERAL NOTES:**
- 1 Open to Parking Garage Interior Beyond



The concept here is to draw inspiration from Latimer Woods, and to use a branching pattern that is evocative of nature. This design pattern is conceptual only at this stage and subject to change.



South Elevation



East Elevation

Garage Elevations

MATERIALS KEY:

- A Concrete Column or Pier with Reveals Painted Exterior Faces.
Colors: Light and Dark Buff
- B Concrete Turned-Up Spandrel Beam with Reveals, Painted.
Color: Buff
- C Suspended Metal Canopy
Color: Dark Bronze
- D Precast Concrete Spandrel w/ Reveals
Color: Medium Grey
- E Precast Concrete Spandrel w/ Reveals
Color: Light Buff
- F Decorative Glazed Panel System
- G Aluminum Storefront Window System
Color: Dark Bronze
- H Precast Concrete "Cornice" with 3' Lip Extension at Top
Aluminum Coping
Color: Dark Bronze
- I Aluminum Coping
Color: Dark Bronze

GENERAL NOTES:

- 1 Open to Parking Garage Interior Beyond

STAFF REPORT COMMENTS FROM MAY 7TH, 2021

CONCLUSION: The Department is continuing to work with the petitioner and has highlighted the following features for further discussion and possible revisions-

- Design of the end caps of the Buildings, especially for the ends most visible from a public street.
- The design of the end caps of the residential buildings has been enhanced since the previous submittal. Side by side comparisons are illustrated on sheet A007. With each cap facade there is a key plan indicating where the facades occur on the site. The highest level of the facade is highlighted in red. In both circumstances the canopy and glazing area has been increased along with additional facade detailing and color variation.
- Design of the parking garage and incorporation of suggestions from Schmidt Associates for possible improvements.

The design of the parking garage has been enhanced using decorative glazed panel systems. At the corner, the decorative glazed parking lot entry north of the building 4 facade. Please see the enlarged landscape drawings L101 through L105 to see the indicated planting screens (native evergreen shrubs) and revised locations. Notably, the most prominent corner just north of the offices has been turned into a butterfly park educational exhibit which also serves the dual purpose of screening views to the utility areas and project pool.

- Modifications to the proposed sidewalk connection to 3rd Street.
- Per the City's recommendation, the sidewalk extending north to 3rd Street from Frieda park is 8' wide with trees on both sides. A new sidewalk running from 3rd Street along the Bloomingtons entry now extends all the way to the sidewalks along the parking lot entry.

POST FILING COMMENTS



City of Bloomington
Planning and Transportation Department

April 19, 2021

Mark Becher
6541 Central Avenue
Indianapolis, IN 46220

RE: Post filing comments related to redevelopment of East

The following are comments that have been received to date regarding the proposed position for the mid-block entry from the Bloomingtons. Please see the enlarged landscape drawings L101 through L105 to see the indicated planting screens (native evergreen shrubs) and revised locations. Notably, the most prominent corner just north of the offices has been turned into a butterfly park educational exhibit which also serves the dual purpose of screening views to the utility areas and project pool.

- **Alternative Transportation**
 - o The entrance into the site between Bloomingtons and Fifth Third Bank must have a new job on both sides.
 - o The mid-block entry has been removed off of 3rd street.
 - o Formerly titled Mary Agnes Way, now shown along the south side of the east-west street

- **Landscape**
 - o Screen areas and landscaping will need to be shown along the east side of the Bloomingtons.
 - o Additional comments regarding the landscaping plan may be received and passed along once a thorough review of the landscaping plan has been completed.
- **We have revised the landscaping and sidewalks along the east side of Bloomingtons to help an mudi landscape as possibly considering the constraints of the existing curb line and transformer.**

- **Architectural**
 - o The parking garage design has been revised to meet the UDO requirements.
 - o Please see sheet A013 for revised elevations.
 - o The elevations for the residential buildings do not meet the required 3% modulation and the front of the examples.
 - o Additional comments regarding architecture may be passed along once a review is complete.

Where it is not possible to meet the 3% modulation we have employed the 50% glazing option. We have documented each unique facade for compliance on sheets A008 through A013.

o Please show the location of any ground mounted HVAC and utility structures, including electrical transformers or utility boxes.

The site plans now indicate the location of transformer pads and meter locations. Transformers have been relocated off of Claritz Boulevard and screened with native evergreen shrubs. Please see the enlarged landscape drawings for shrub species and locations. Other MEP equipment will be roof mounted and screened from grade level view. Final location of transformers subject to coordination with Duke Energy.

- **Emergency Services**
 - o No comments have been received yet. Staff has reached out to the Fire Department for specific comments and will pass those along once received.

- **Vehicular access locations**

Vehicular access from 3rd Street has been removed at the mid block. Access will instead be focused off of Claritz Boulevard and Kings-ton Drive. To maintain clear and efficient emergency vehicle movements in the Bloomingtons parking lot, two entry points have been provided. They are shown at 20' in dimension. Parking garage access remains near the transit plaza. We feel that the parking garage must be convenient to the leasing office, and help buffer the apartment buildings from the commercial activity of the Target store to the east.

Maintaining the existing curb line, we have revised the Claritz Boulevard street to one lane to accommodate an 8' bike lane and 2' concrete median. Inside the existing curb line we are showing the required tree pit, 7' sidewalk and a setback of 15' required for the 8' bike lane. We are also showing a 7' sidewalk and a setback against the irregular Bloomingtons existing footage.

o We think the southern blocks of Claritz should be similar to the northern block as they immediately narrow back down to one. We understand that these blocks are less constrained than the northern blocks, and the setbacks could be different (e.g. have a single southbound motor vehicle lane and then widen to two lanes and then immediately narrow back down to one).

The southern blocks have been revised to match the lane and bike configuration shown adjacent to Bloomingtons with the required 8' tree pit (not including curb) and 7' sidewalk and 8' bikelane.

o Protected Bike Lanes on all streets should be at least 7' wide. I believe the 8' and 7' in other, but we are wanting that wider is better for maintenance needs and to allow side-by-side riding. We would actually prefer that those be 8' wide, but I don't think can require that. The developer should be aware that on the private facility is expected to be much easier because it can be done using more standard equipment (e.g. a pickup truck with a pole attached instead of a specialty flow).

Please see sheet A003 for our streetcane plans. Bike lanes are 7' at all locations and 8' at the intersection.

o Parking lanes are shown at 8'. The transportation plan shows either 7' or 8'. Using 7' appears to be more desirable in this context.

Streetcane plans on sheet A003 have been revised to clarify curb and sidewalk dimensions.

o The intersection treatments for the proposed bike lanes do not look ideal. I guidance: <https://www.nacto.org/publication/urban-streetscape-design/intersection-protection/intersection/>

Streetcane plans on sheet A003 have been revised to clarify curb and sidewalk dimensions.

o recommended screening NACTO, protected intersection guidance: <https://www.nacto.org/publication/urban-streetscape-design/intersection-protection/intersection/>

We have revised the intersection design per our conversation with Neal Koppen.

o The intersection design per our conversation with Neal Koppen.

- **Engineering**
 - o In the northern block of Claritz, staff does not support the proposed 8' multiuse path. To work with the constraints of the Blocks mechanical units, we recommend only one southbound motor vehicle lane. As an example cross section, the existing west curb line of Claritz can shift 4' to the east to provide adequate space for the 8' bike lane. The remaining 20' of street space on Claritz could be divided between 2' concrete median, 11' motor vehicle lane. The median would need to be maintainable by an emergency service vehicle (in the snow there is a stopped vehicle that has to be towed) which means that this is a similar approach could still provide adequate access for them.

The cross-walk has been removed as suggested.

o Why are no sidewalks shown on the north side of the northern east-west street?

We have since added a tree pit and sidewalk to the north side of the Bloomingtons parking lot entrances. The smaller parking spaces as permitted by your ordinances allowed our team to do this.

o Consultation with NDOT will be required for the driveway onto 3rd Street. NDOT may require removal or access management improvements. If it is required, we will coordinate with NDOT.

We have also extended a 8' sidewalk along the west side of Bloomingtons has also been added for safer pedestrian passage from 3rd Street south to the student housing.

o Why do the Frieda Park improvements not extend all the way north to 3rd Street? We have also extended a 8' sidewalk along the west side of Bloomingtons has also been added for safer pedestrian passage from 3rd Street south to the student housing.

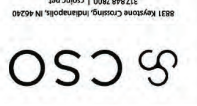
Please submit a lighting and photometric plan for our review.

o The photometric plan is being updated to include the comments from the City, we will provide as soon as possible. The street lights along the public streets have been removed to ensure there is limited trespass beyond the property line

I am happy to discuss any of these comments at your convenience, so please let me know if you would like to go over any of these. If you have any further questions please feel free to email with any additional questions.

For your information the City of Bloomington's Unified Development Ordinance is available online at www.bloomington.in.gov/ordinances

Sincerely,
Eric Greenhill
Senior Planning Planner



2021 Skyline Crossing, Indianapolis, IN 46202
317.642.7800 | CONTACT

PROJECT:
**THE DISTRICT
AT
LATIMER SQUARE**
Bloomington, Indiana

Scope Change
**Conceptual Design Only
-Subject to Change**

Revisions

Issue Date | Drawn By | Checked By
June 28th 2021

**STAFF
REPORT &
POST FILING
COMMENT
RESPONSE**

Created By:

A108
Project Number:
2020108

FUTURE RETAIL SITE RELATIONSHIP TO KINGSTON DRIVE RETAIL TRAFFIC



Beth Rosenbarger continued:
It is important in this logic of placing the retail part in the intersection of Kingston Drive and Claritz Boulevard to B-located fronting on Claritz would be a good spot, or closer to Target and across from the parking garage.

- Our logic for siting the future retail building at Kingston and Mary Agnes is based on the following:
 - Kingston and Mary Agnes are the primary entry for retail traffic into the site.
 - Chick-fil-A, 5/3 Bank, and Bloomingfoods are all located on Kingston and Mary Agnes.
 - For a small retail space that will likely serve food and beverage, proximity to Chick-fil-A is more natural than the cart-oriented retail activity of Target and Bloomingfoods.
 - Bloomingfoods' service and loading area impacts the ability to lease the retail at Claritz and Mary Agnes.

Street cross sections should meet the Transportation Plan—both in terms of right-of-way and design.

Please see sheet A003 for enlarged plans of Margaret Place, Kingston and Claritz Boulevard. It was noted that the current floor plan for the Future Retail Site is a modified version of their General Urban and Neighborhood Connector typologies to create a safer version for cyclists and pedestrians. Note: Due to the existing location of the Bloomingfoods store and transformer there is a momentary 2' reduction in the tree pit.

It's unclear to me from the image the location of street trees, but they should be placed between the street and the sidewalk, not on the far side of the sidewalk.

Please see sheets L100-L105 for location of street trees.

The Transportation Plan shows two street connections, NC-13 and NC-15. Their descriptions both say, "Provide new street grid as part of a future redevelopment of the area. The grid should be established with block length of 350 - 550 ft." (pg. 54) See sheet A002 for our block and street grid extension diagrams.

Mary Agnes Street: This street connection is valuable and great. It is not really in the Transportation Plan. The plan is specifically to provide a street grid with 350-550 ft block scale, and this street helps achieve that. With the exception of Claritz, all of the streets are General Urban Typology. I would recommend general urban for this street connect as well, but potentially with a narrower right-of-way.

Since our last submittal, the design of Mary Agnes has been narrowed to accommodate UDO setbacks at 3rd street and the need to decrease our impervious surface area. Since our initial filing we have added a tree pit and sidewalk on the north side of the Bloomingfoods parking lot entry. We have also closed the mid-block entry for more pervious area.

Margaret Place: Appears to align almost with NC-13, which is a connection to Hunter Ave further west. Please review the alignment to see that connection will work. Typology should be General Urban, not Neighborhood Connector.

Bicycle facility: bike lane can change to a protected bike lane for an improved connection for residential. Overall right of way for General Urban is 90 feet. This can be reduced but needs discussion and with review of a cross section.

Margaret Place has been revised to the General Urban Street Section. Please see our alignment diagram on sheet A002 illustrating the potential alignment to Hunter Avenue. No dedicated turn lane has been provided to maintain a narrower street section. Protected bike lanes are provided on Margaret Place, Kingston Drive and Claritz Boulevard.

DRC COMMENTS

Linda Thompson - Senior Environmental Planner
On the K-Mart site, they are over their impervious surface allowance.

Site design has been revised to meet impervious requirements, please see sheet L100 in this set for percentage calculation.

Tim Clapp - Fire Inspection Officer
The layout of the building does not appear to have proper fire department access. The interior courtyards need to be accessible for the fire department.

Please see CS01 and CS02 for hydrant locations and fire truck access aprons at either end of Frida Park.

Phil Pedon - Utilities Engineer

With regards to the 32x6 E 3rd Site, downstream sanitary sewer is at capacity and increased flows of this amount will require up-sizing of that sewer. Based on the number of beds it seems that this project could contribute around 500,000 gallons per day. Please see sheet A002 for details of the exact up-sizing requirements will need to be determined through a sewer basin analysis and pipe capacity calculations.

Team is in conversation with Phil and Troy

Troy Powell - Senior Project Coordinator, Engineering

The Kmart site water system and master metering requirements will take some time to think through with the need, design, and limited pressures in the area.

Zac Huneck - Planning and Special Projects Manager - Blooming Public Transit Corporation

We discussed with Trinitas in early 2020 that the anticipated transit demand from new occupants there would justify the inclusion of infrastructure for a transit stop and shelter in their design—we suggested the SE corner of Kingston at the drive Mary Agnes St bus stop is included there.

A new bus stop and transit plaza with outdoor seating is provided at the intersection of Margaret Place and Kingston Drive. This will provide bus access for both Target customers and residents.

Beth Rosenbarger - Planning Services Manager

Want to see elevations of course. What will it be like? Are there entrances on the streets, can people walk up? Are units at ground level or set up a little Do want here from stoops or small porches? Balconies? We need to see elevations of the building, not the back. And that the ground floor is still a few feet or steps (small ramp) off the ground.

Renderings and elevations of the various buildings have been provided in the Architectural section. A number of stoops and balconies have been provided throughout the design. The building and Claritz Boulevard are connected directly to the sidewalk creating multiple building entries to activate the street. Slopes in the grading create a variety of conditions in relation to building entries.

On-street parking: I would support less parking on this site if that can be achieved. However, we are working with the street parking counting toward required parking, especially because the City might change how it chooses to use that space. The availability of street parking might be justification to lower parking (the exact requirement is listed in code). However, when parking on Claritz without information as to what the City might do, we are not sure. We are working in from Claritz seems odd to me. Happy to discuss further, and I support that this improves Claritz by improving the sidewalk, adding street trees, and allowing one southbound travel lane. Parking is ok. I just want to discuss.

Please see Sheet A004 for parking demand calculations and parking supply. Street parking on Claritz has been removed.

Frida park: Seems very useful as a north/south connection for pedestrians except that it ends with a building. Can this connection be continued to the southern end of the block? It would be a great connection for people walking and bicycling. It appears that people already walk through here based on the gap in trees along that property boundary. Even if this connection has building over it, but not at ground level in order to provide connectivity as recommended in grid form.

At the center of Latimer Park we have added a break to the buildings to allow a pedestrian connection to College Mall (if the mall chooses to complete the connection). We have located the pedestrian connection as this area nearly completely level with the surface parking area to the south. The mall road quickly drops in elevation as you head west, making a pedestrian connection unattractive.

Kingston Drive: General Urban Typology
Facility: bike lane
Proposed Right of Way: 84'
The drive cut for a better parking garage off of Kingston—I would think this would be better off of Margaret.

The drive entry for the parking garage has been relocated off of Margaret Place.

How many stories is the parking?
What happens on the street frontages where the parking lot is that allowed in code (Kingston is a public street)?

The parking structure is four stories with the elevator extended to the roof parking level. A parking garage is considered a primary structure in the UDO and is allowed on a public street. Please see sheet A107 for building elevations of the garage.

2. Sanitary Sewer Offset Construction: CBU shall be responsible for the design, bid letting, selection of the Contractor(s), management and completion of the Project. CBU shall be responsible up front for all costs associated with the Project.
3. Contribution from Trinitas: Trinitas shall reimburse CBU the actual cost associated with the offsets up to \$130,000 as described herein. CBU shall forward a true and accurate copy of all invoices to Trinitas on a monthly basis during the life of the Project and Trinitas shall, within 30 days of receipt of the same, make payment to CBU in the amount of each invoice.
4. Sewer connection Fee: As required by Bloomington Municipal Code, Trinitas shall pay the CBU invoiced sewer connection fees for the connection of the new multi-family development. Both parties understand that revenues from the sewer connection fees are not utilized or contributed to the Project. Sewer connection fees are not a cost of the Project and not part of the Project cost.
5. IDEM Waste Load Allocation Letter: CBU agrees to sign the IDEM waste load allocation letter that is part of the IDEM sanitary sewer extension permit for Trinitas' construction of its multi-family development, with the following conditions:
 - a. IDEM must approve tailored language in the permit that allows Trinitas to begin construction of the multi-family

- Removal of direct connections of storm flows to the sanitary sewer with a credit of flows removed based upon a one-inch storm event.
 - Sanitary lateral sealing from sanitary main connection for a length of 10-feet with a credit of flows removed based upon a one-inch storm event.
 - Sanitary main lining with a credit of flows removed based upon a one-inch storm event.
 - Manhole sealing credit of flows removed based upon a one-inch storm event.
- WHEREAS**, Trinitas Ventures, LLC will contribute the cost of offsetting 362,400 gpd of peak flow to CBU a fee not to exceed \$133,000.
- NOW, THEREFORE**, in consideration of the mutual covenants contained herein, the parties do hereby agree to be bound by the terms and conditions enumerated in this Memorandum of Understanding as follows:
1. The area for offset reduction shall be in the Southeast Sanitary sewer basin as defined in the Greeley and Hansen report dated February 2010. This area is further described as the area south of Indiana Railroad and north of Covenantier Drive. Neighborhoods to concentrate on include Green Acres, Park Ridge and Hoosier Acres.

Secretary to the Board

Vic Kelson, Director Dated
City of Bloomington Utilities

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**MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITY OF BLOOMINGTON UTILITIES
AND TRINITAS VENTURES, LLC
FOR PAYMENT OF THE COST TO OFFSET PROPOSED SANITARY
SEWER EFFLUENT FROM 3216 E 3RD STREET
BLOOMINGTON, INDIANA**

WHEREAS, the City of Bloomington Utilities Department (CBU), which acts by and through its Utilities Service Board (USB), owns and operates a sanitary sewer wastewater utility; and,

WHEREAS, Trinitas Ventures, LLC (Trinitas), is proposing to construct a multi-family project located at 3216 E 3rd Street, Bloomington, IN, the current site of the abandoned Kmart building, which will generate 90,600 gallons per day (gpd) of effluent with a peaking factor of 4 resulting in peak flows of 362,400 gpd that CBU infrastructure will assume into its existing sanitary sewer system; and

WHEREAS, to ensure adequate capacity for this new source of sanitary sewerage and to prevent potential future sanitary sewer overflows, Trinitas will pay for offsetting flow reduction utilizing one or more of the following methods:

- Sump pump disconnection from sanitary sewer to be credited with 10,000 gpd per disconnection.

project and its sewer service main and laterals prior to CBU completing the Project offsets; and

b. CBU anticipates that it will have the Project completed prior to June 1, 2023. However, in the unlikely event that CBU does not complete the Project by June 1, 2023, CBU will connect Trinitas' multi-family project to the existing sewer system during the interim as the Project is being completed.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Understanding which shall become effective as of the date last entered below.

CITY OF BLOOMINGTON
UTILITIES SERVICE BOARD
TRINITAS VENTURES, LLC

Julie Roberts, President Dated

ATTEST:

LaTreana Harrington Dated



Eric Greulich <greulice@bloomington.in.gov>

Fwd: [Planning] Kmart East

Darla Frost <darla.frost@bloomington.in.gov>

Fri, May 14, 2021 at 3:35 PM

To: Jacqueline Scanlan <scanlanj@bloomington.in.gov>, Eric Greulich <greulice@bloomington.in.gov>

For your information, and to forward to Plan Commission

----- Forwarded message -----

From: **mscherylmcc via Planning Department** <planning@bloomington.in.gov>

Date: Fri, May 14, 2021 at 3:13 PM

Subject: [Planning] Kmart East

To: planning@bloomington.in.gov <planning@bloomington.in.gov>

To Brad Wisler and members:

I saw an article about Kmart East...I have lived in Bloomington my entire life...it has changed so much and in my opinion not in a good way...it seems to me that there is no longer a Bloomington but an IUton...IU has taken over...the article mentioned there will be no affordable apartments...not surprising...the owner/owners can make more money renting to students...I feel/know that this email will not change anything for residents like me...

Cheryl

--





Eric Greulich <greulice@bloomington.in.gov>

Fwd: [Planning] The District at Latimer Square

Jacqueline Scanlan <scanlanj@bloomington.in.gov>

Mon, May 10, 2021 at 5:53 PM

To: Darla Frost <darla.frost@bloomington.in.gov>, Eric Greulich <greulice@bloomington.in.gov>

Eric,

Can you please save in the folder to send out with the packet next month?

Thanks,
Jackie

----- Forwarded message -----

From: **TammyJo Eckhart** <thetammyjo@gmail.com>

Date: Mon, May 10, 2021 at 5:47 PM

Subject: [Planning] The District at Latimer Square

To: <planning@bloomington.in.gov>

Tonight you will have a meeting about The Trinitas Development of the former eastside Kmart lot in Bloomington into what they are calling "The District at Latimer Square."

While I cannot make the meeting tonight, I have a lot of problems with the development as laid out in this [article](#) in the B Square Beacon.

How in the world could possible even consider this project when it directly proclaims that the housing offer will only be for rent and only at market prices? How would this aid with the housing problems, now approach a housing crisis, that this city is experiencing?

We don't need more pricey housing. We need fair housing. I know of people in the Park Ridge neighborhood (which you may think of as solidly middle class to upper middle class) who have to chose between food, health care, and housing on a monthly basis.

You need to stop and really put your decisions behind your rhetoric of claiming to support fair and lower class housing. You could do that right there on that site. But NOT with this project.

Love, Peace & Chocolate,
TammyJo Eckhart, PhD

[My Patreon My Site](#) | [The Chocolate Cult](#)



Eric Greulich <greulice@bloomington.in.gov>

Fwd: [Planning] public comment about SP-15-21 (Trinitas / Latimer Sq.)

Jacqueline Scanlan <scanlanj@bloomington.in.gov>

Mon, May 10, 2021 at 6:07 PM

To: Darla Frost <darla.frost@bloomington.in.gov>, Eric Greulich <greulice@bloomington.in.gov>

Another for next month's packet please.

Thanks,
Jackie

----- Forwarded message -----

From: **Eoban Binder** <eoban@eoban.com>

Date: Mon, May 10, 2021 at 6:05 PM

Subject: [Planning] public comment about SP-15-21 (Trinitas / Latimer Sq.)

To: <planning@bloomington.in.gov>

I appreciate that Trinitas is still working on this project, although I'm surprised that after years of work it still contains a very high number of major flaws:

1. The structured parking at the SW of the site should be hidden as much as possible, i.e. by ground-floor commercial and/or wrapped by buildings
2. The north-south 'Frieda Park' area should have residential building entrances opening up to it in order to energize the space, otherwise it will feel dead / desolate / under-utilized, or perhaps even unsafe for residents.
3. Same north-south area should have a multi-use path running through it for bikes to use. There is no reason not to include a wider path here as there is plenty of space to do so. I cannot conceive of why this was not done.
4. Kingston Dr. and Clarizz Blvd. should have protected bike lanes built in BOTH directions, it is simply stupid to build such lanes in only one direction as people on bikes need to travel both directions on this street and it will simply encourage people to ride on the wrong side of the street instead (as we already see in other poorly-designed bike lanes like 3rd St. on the south side of IU campus)
5. There should be a mid-block crossing at approx. the north entrance of Building B4 so residents of this block can walk directly to Bloomingfoods without having to walk to a corner and walk back over. Realistically people will just cross the street wherever they feel like so if you're going to put crosswalks on this unnamed street, put them all the places people will actually want to cross.
6. The protected bike lanes on Margaret Pl. seem almost decorative rather than functional; it is not clear how they actually connect to anything other than ending in a sort of poorly-designed 'mixing zone' at the end of a block. These intersections need to be redesigned according to NACTO design guidelines for protected bike intersections with proper markings, signage, etc; the petitioner's assertion that these streets were designed to public street standards is misleading and inaccurate
7. 'Potential commercial building' near Building B1 should be depicted in the plan renderings. If the idea is to master-plan the area then why stop short of actually finishing the plan?
8. Bike/ped crossing of Kingston Dr. at Margaret Pl. looks as though it has not been properly designed. If people cross here to go to Target (and they will) it must be properly/safely designed with crossing, signage, etc. Preferably a raised crossing and/or HAWK control
9. Same goes for crossings on eastern edge of site; if a Wilmington Court resident is walking to Target, where are they supposed to safely cross Clarizz Blvd.?
10. Bike parking at Bloomingfoods entrance looks insufficient / is not illustrated in enough detail. 4 bike spaces is

HIGHLY insufficient for a supermarket

11. Pedestrian connections to Bloomingfoods in general are insufficient / not illustrated in enough detail. How does someone using 3rd St. MUP access Bloomingfoods except via a highly-circuitous route? Overall pedestrian connectivity to Bloomingfoods in all directions is EXTREMELY poor as depicted.

12. There is no bike/ped access point at the south-west corner of the site from buildings B5/B6 to go mall entrance south of Target without having to go around the block (on Margaret Pl.). Really there should be an east-west path along the south edge of the entire site from corner to corner. Elevation change is a very poor excuse for not designing a proper connection here and simply does not fly in urban contexts.

13. North-south sidewalk immediately east of drive-thru bank should be a wider multi-use path for bike access to 3rd St multi-use path.

14. Bus stop / transit plaza is not depicted in sufficient detail. Where are the benches, shelters, bike racks, bus platform(s), whatever else? Has BT signed on to the location/arrangement of this station? No indication from petitioner about this that I can tell.

15. 28 exterior bike parking spaces is not enough a 900-bedroom project; there will be plenty of residents who will want easier quick access to their bikes outside as well as bike parking for guests.

16. Several building entrances (such as south entrance of Building B2) have no exterior bike racks within a reasonable distance.

My suggestion here would be for Trinitas to seriously reconsider the level of attention they are paying to bike and pedestrian connectivity and safety, which is ostensibly a major feature of this project yet is not particularly well-reflected in the petition so far.

—Eoban