

City of Bloomington Common Council

Legislative Packet Addendum

Containing additional legislative materials related to:

Wednesday, 18 February 2026

Regular Session at 6:30pm

Office of the Common Council

Phone: 812-349-3409

Email: council@bloomington.in.gov

Website: www.bloomington.in.gov/council

Address: 401 N. Morton Street, PO Box 100, Bloomington, IN 47404

Bloomington Common Council Ordinance No. 2026-06 to Amend the City of Bloomington Zoning Maps by Rezoning a 6.3 Acre Property from Residential Urban Lot (R4) and Residential Multifamily (RM) within the Transform Redevelopment Overlay (TRO) to Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan

Whereas, Ordinance 20-06, repealed and replaced the official zoning map within Title 20 of the Bloomington Municipal Code Entitled, "Unified Development Ordinance"; and

Whereas, the Plan Commission has considered this case, Z02025-12-0018, and favorably recommends that the petitioner, Bloomington Redevelopment Commission, be granted an approval to rezone 6.3 acres from Residential Urban Lot (R4) and Residential Multifamily (RM) within the Transform Redevelopment Overlay (TRO) to Planned Unit Development (PUD) and to approve a preliminary plan and district ordinance; and

Whereas, the Plan Commission therefore requests that the Common Council consider this petition.

Be It Ordained by the Common Council of the City of Bloomington, Monroe County, Indiana, That:

Section 1

Through the authority of IC 36-7-4 and pursuant to Chapter 20.02 of the Bloomington Municipal Code, the zoning of the property described below shall be changed from Residential Urban Lot (R4) and Residential Multifamily (RM) within the Transform Redevelopment Overlay (TRO) to Planned Unit Development (PUD). The property is further described as follows:

PARCEL G

ALL OF LOT 45 SEMINARY SQUARE AND SEMINARY LOTS, A SUBDIVISION TO THE CITY OF BLOOMINGTON, INDIANA AS RECORDED ORIGINALLY IN DEED BOOK "A" PAGE 55 IN THE OFFICE OF THE RECORDER IN MONROE COUNTY, INDIANA, LYING NORTH OF WYLIE STREET AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING NORTH 89 DEGREES 28 MINUTES 12 SECONDS WEST 14.16 FEET OF THE NORTHEAST CORNER OF SAID LOT, SAID POINT ON THE WEST RIGHT OF WAY LINE OF ROGERS STREET AS PREVIOUSLY DESCRIBED IN DEED RECORD 364, PAGE 240; THENCE SOUTH 00 DEGREES 17 MINUTES 49 SECONDS WEST ON AND ALONG SAID RIGHT OF WAY 338.20 FEET; TO THE APPARENT NORTH RIGHT OF WAY OF WYLIE STREET; THENCE NORTH 88 DEGREES 50 MINUTES 12 SECONDS WEST ALONG SAID RIGHT OF WAY LINE 647.77 FEET TO THE EAST LINE OF AN ALLEY; THENCE NORTH 00 DEGREES 55 MINUTES 21 SECONDS EAST ON AND ALONG SAID ALLEY 331.05 FEET TO THE APPARENT NORTHWEST CORNER OF SAID LOT; THENCE SOUTH 89 DEGREES 28 MINUTES 12 SECONDS EAST 644.08 FEET TO THE POINT OF BEGINNING OF THIS DESCRIBED PARCEL, CONTAINING 4.94 ACRES MORE OR LESS.

PARCEL H

A PART OF LOT 52 SEMINARY SQUARE AND SEMINARY LOTS, A SUBDIVISION TO THE CITY OF BLOOMINGTON, INDIANA AS RECORDED ORIGINALLY IN DEED BOOK "A" PAGE 55 AND LOTS 148, 149 AND 150 IN THE DIXIE HIGHWAY ADDITION TO THE CITY OF BLOOMINGTON ALL LOCATED IN THE OFFICE OF THE RECORDER IN MONROE COUNTY, INDIANA:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 52, THENCE SOUTH 00 DEGREES 55 MINUTES 21 SECONDS WEST 158.46 FEET; THENCE NORTH 89 DEGREES 18 MINUTES 03 SECONDS WEST 103.00 FEET; THENCE SOUTH 00 DEGREES 55 MINUTES 21 SECONDS WEST 56.07 FEET TO THE APPARENT NORTH LINE OF LOT 131

IN DIXIE HIGHWAY ADDITION RECORDED IN PLAT BOOK 39, PAGE 478 IN THE OFFICE OF THE MONROE COUNTY RECORDER; THENCE NORTH 89 DEGREES 09 MINUTES 16 SECONDS WEST ON AND ALONG THE NORTH LINE OF SAID ADDITION 95.74 FEET TO THE EAST LINE OF SAID ADDITION; THENCE NORTH 00 DEGREES 35 MINUTES 06 SECONDS EAST ON AND ALONG SAID EAST LINE 55.83 FEET TO THE NORTH LINE OF AN ALLEY SHOWN ON SAID PLAT; THENCE NORTH 89 DEGREES 18 MINUTES 03 SECONDS WEST 136.93 FEET TO THE SOUTHWEST CORNER OF LOT 148 IN SAID ADDITION; THENCE NORTH 00 DEGREES 55 MINUTES 21 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 157.46 FEET TO THE NORTHWEST CORNER OF SAID LOT AND ON THE SOUTH RIGHT OF WAY OF FIRST STREET; THENCE SOUTH 89 DEGREES 28 MINUTES 12 SECONDS EAST ON AND ALONG THE SOUTH RIGHT OF WAY OF FIRST STREET 336.01 FEET TO THE POINT OF BEGINNING, CONTAINING 1.34 ACRES MORE OR LESS.

Section 2

This District Ordinance and the Preliminary Plan shall be approved as attached hereto and made a part thereof.

Section 3: Severability.

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

Section 4: Effective Date.

This Ordinance shall be in full force and effect from and after its adoption by the Common Council and approval by the Mayor.

Passed

Passed by the Common Council of the City of Bloomington, Monroe County, Indiana, upon the _____ day of _____, 2026.

Isak Nti Asare
President, Bloomington Common Council

Attestation of Bloomington City Clerk:

Nicole Bolden
Clerk, City of Bloomington

Presentation by Bloomington City Clerk:

Presented by me to the Mayor of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2026:

Nicole Bolden
Clerk, City of Bloomington

Approval by Mayor

Signed and approved by me upon this upon the _____ day of _____, 2026:

Kerry Thomson
Mayor, City of Bloomington

Synopsis

This Ordinance amends the zoning of the property from Residential Urban Lot (R4) and Residential Multifamily (RM) within the Transform Redevelopment Overlay (TRO) to Planned Unit Development (PUD).

Cover Letter and Petitioner's Statement

February 12, 2026 Revision 3

Eric Greulich
Senior Zoning Planning
City of Bloomington
401 N Morton Street
Bloomington, IN 47404

Re: Bloomington South PUD

Dear Mr. Greulich,

On behalf of our client, the City of Bloomington Redevelopment Commission, we respectfully request placement on the Plan Commission agenda for consideration of a rezoning petition to establish the Hopewell South Planned Unit Development (PUD). Details of this request are provided in the attached petitioner's statement and illustrated in the accompanying materials. We would also like to request that PUD final plan approval be delegated to staff. We request that secondary plat approvals be delegated to staff.

The Hopewell South PUD is the latest phase in the multi-year project to advance the redevelopment of the former IU Health Bloomington Hospital site. This project is envisioned as a pilot for housing innovation, aligning with the City's long-term goals for attainable homeownership, neighborhood-scale development, and sustainable urban design.

Project Overview

This Planned Unit Development (PUD) application proposes the subdivision and redevelopment of Hopewell Blocks 8, 9, and 10: the approximately 6.3 acres located within the southern portion of the former IU Health Bloomington Hospital site. The site is bounded by West 1st Street to the north, West Wylie Street to the south, and South Rogers Street to the east. Fairview Street runs through the middle of the parcels as an existing 16' wide right of way, while Jackson Street has been vacated but is proposed to be reintroduced.

The property is owned by the Bloomington Redevelopment Commission and consists of two parcels: Blocks 8 and 9, as designated in the Hopewell Master Plan, are on parcel 53-08-05-100-014.000-009 bounded by current active city rights of way (1st St, Rogers, Wylie St, and Fairview St). Block 10 is the northwest quarter of the city block bounded by 1st St, Fairview St, Wylie St, and Euclid Ave. Block 10 is made up of five existing parcels: 53-08-05-100-028.000-009, 53-08-05-100-028.000-009, 53-08-05-100-028.000-009, 53-08-05-402-115.000-009, and 53-08-05-402-115.000-009.

Blocks 9 and 10, located west of Jackson Street, are currently zoned R4 (Residential Urban), while Block 8, east of Jackson Street, retains a base zoning of RM (Residential Multifamily) but is regulated under the Transform Redevelopment Overlay (TRO) standards that also apply to the adjacent Hopewell East and West districts. After careful consideration, the City of Bloomington Planning Department and the Bloomington Redevelopment Commission determined that establishing a Planned Unit Development (PUD) for Hopewell South will provide the most appropriate mechanism to test zoning and subdivision reforms that may ultimately inform future updates to the Unified Development Ordinance (UDO).

This PUD framework allows the City to evaluate, in a controlled and measurable way, how calibrated adjustments to dimensional standards, lot configurations, and frontage definitions can improve housing attainability and neighborhood livability. By implementing these reforms within a defined, city-owned redevelopment area, Bloomington can observe its direct effects on construction cost, housing variety, and overall neighborhood character before considering broader adoption citywide. The Hopewell South PUD therefore establishes a regulatory structure that preserves the flexibility and design intentionality characteristic of the TRO while tailoring it to the smaller-scale, residentially focused context of Hopewell South.

The Hopewell South Planned Unit Development (PUD) is designed not only to guide the redevelopment of these blocks but also to serve as a prototype for attainable urban housing in Bloomington. The PUD seeks to demonstrate how smaller lots, context-based frontage, and simplified subdivision processes can expand homeownership opportunities without compromising neighborhood form or environmental performance. In doing so, it advances the City's broader objectives of fostering compact, connected, and inclusive neighborhoods as outlined in the Comprehensive Plan and the Hopewell Master Redevelopment Strategy.

All buildings constructed on Parcel A are included in the attached Housing Catalog, which is calibrated for wider rollout city-wide. This base catalog, and potentially additional plans, can be provided at low or no cost to residents city-wide to encourage the adoption of desirable small-scale housing. Because the buildings are provided with full construction-ready plans and details within the provided Catalog, additional architectural design standards are not needed to ensure compatibility and quality. The City has selected only the plans it deems to be compatible and of high quality. Modifications or building replacement in the future are subject to typical architectural design standards within the UDO.

Purpose and Intent

The purpose of the Hopewell South PUD is to establish a regulatory framework that supports small-lot, diverse housing options oriented towards local residents, including young professionals, local workforce households, and long-term neighborhood residents seeking to downsize while remaining in their community. The proposed standards are designed to produce attainable, ownership-oriented homes at a variety of price points, including starter homes, by allowing modest adjustments to the dimensional, access, and subdivision standards of the R4 district and TRO.

The Hopewell South project seeks to re-establish the historic street and block grid that once defined this area of Bloomington and to implement a fine-grained residential pattern that

reflects the city's traditional neighborhood fabric and promotes safe, walkable, and sustainable neighborhoods for Bloomington residents to thrive.

Block 8 is planned for renovation for a public safety or non-residential use. Incorporating this parcel within the PUD boundary ensures coordinated infrastructure planning, stormwater management, and street layout across the entire redevelopment area.

Project Goals

The primary objectives of this PUD are to:

1. Subdivide the former Bloomington Hospital site into sellable residential lots, allowing attainably priced new housing to be constructed by a range of local builders and development partners.
2. Retain or redevelop 714 S. Rogers Street (Block 8) for public safety or non-residential use.
3. Re-establish a connected network of streets and lanes consistent with Bloomington's traditional grid, improving walkability and neighborhood integration.
4. Create utility and stormwater infrastructure to serve future development and ensure long-term maintenance by the City of Bloomington.
5. Implement design and dimensional standards that enable context-sensitive infill, smaller lots, and attainable homeownership opportunities.

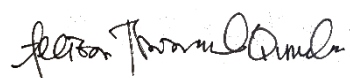
Public Purpose and Alignment

This PUD is conceived as a pilot project aligned with the City's adopted goals of increasing attainable housing supply, supporting compact urban form, and reducing infrastructure and environmental impacts through infill development. The Hopewell South PUD also supports the broader objectives of the Comprehensive Plan, the Hopewell Redevelopment Master Plan, and the City's Housing Study by creating a replicable framework for small-scale, community-focused development.

Summary

In summary, this Planned Unit Development provides a coordinated approach to subdivision, infrastructure, and housing delivery for Hopewell South. It will enable the redevelopment of a key portion of the former hospital site in a manner that balances neighborhood character, public investment, and housing attainability. We respectfully submit this PUD application for review and consideration by the Plan Commission and Common Council, in accordance with the procedures set forth in the Unified Development Ordinance (UDO) Sections 20.06.070 and 20.09.160.

Sincerely,



Alli Thurmond Quinlan
AIA RLA LEED AP
FlintlockLAB

Petitioner's Statement

Hopewell South Planned Unit Development (PUD)

Blocks 8, 9, and 10 (714 S. Rogers Street and Adjacent Parcels), Bloomington, Indiana

Legal Description(s):

015-63600-00 Seminary Pt Lot 45
015-48120-00 Dixie Highway Lots 148-150
015-48090-00 Sem Pt Lot 52

Parcel ID(s):

53-08-05-100-014.000-009
53-08-05-100-028.000-009
53-08-05-402-115.000-009

Submitted to: City of Bloomington Planning & Transportation Department

Submitted by: FlintlockLAB

Date: January 30, 2026

1. Purpose of the Planned Unit Development

(Per UDO §20.02.040(a) and §20.06.070(c)(2)(A))

The purpose of the Hopewell South Planned Unit Development (PUD) is to implement a coordinated plan for the redevelopment of approximately 6.3 acres of the former IU Health Bloomington Hospital site, bounded by W. 1st Street, Wylie Street, and S. Rogers Street, to create a connected, mixed residential neighborhood that supports attainable homeownership for Bloomington residents.

The PUD is designed as a pilot project to test zoning and subdivision reforms that, if successful, may later inform citywide UDO amendments. By restoring the historic street grid, introducing small-lot housing types, and allowing lane and trail frontages, the PUD fosters a more walkable, fine-grained, and human-scaled urban pattern than what current standards permit under the base R4: Residential Urban district.

The project also includes Block 8, identified for use for public safety or non-residential use. Its inclusion ensures coordinated infrastructure, access, and stormwater planning across the full redevelopment area.

2. Qualifying Standards and Eligibility

(UDO §20.02.040(b))

The proposed Hopewell South PUD meets all required qualifying standards as follows:

(1) Minimum Area:

The PUD includes more than five acres (around 6.3 acres), combining Hopewell South Blocks 8, 9, and 10 to meet the minimum threshold required under UDO §20.02.040(b)(1).

(2) Location:

The property lies outside the Mixed-Use Downtown (MD) zoning district, satisfying §20.02.040(b)(2).

(3) Affordable Housing Commitment:

Long-term affordability protections are critical, as this style of development (Traditional Neighborhood Development, or TNDs) in other communities tends to sell for far higher prices per square foot than more conventional suburban-style housing in adjacent neighborhoods. Small, attainably priced homes are highly in demand and can often escalate in cost faster than median incomes.

The Hopewell South Development will be a Tier 1 Affordable Housing Development per UDO 20.04.110(C) Affordable Housing. At least 50 percent of total dwelling units within the PUD will be affordable to home buyers under 100% AMI, which demonstrates our strong commitment to providing affordability. At least 15 percent of total dwelling units within the PUD are permanently income-limited to households earning less than 120% of Area Median Income (AMI). There are many mechanisms to protect long-term affordability that the Redevelopment Commission may consider, such as but not limited to, a silent second mortgage, equity share agreement, right of first offer/refusal, and partnerships with non-profit organizations that can more easily execute deed restrictions.

(4) Need for PUD (Conventional Zoning Insufficient):

The Hopewell South site cannot be developed to achieve the City's housing goals under existing R4 standards due to dimensional restrictions, minimum lot area and width, and frontage requirements. An analysis of development under the current zoning regulations allowed for only 28 homes to be constructed, at price points unattainable to a Bloomington resident earning the area median income.

The proposed PUD is fully in line with the goals of R4 zoning, but calibrates specific requirements to achieve better built outcomes.

R4 PURPOSE: The R4 district is intended to accommodate residential uses on small urban-scale lots that offer a diverse mix of housing opportunities consistent with the Comprehensive Plan and other adopted plans. Properties in the R4 district typically have access to many public services that are accessible to pedestrians, cyclists, and vehicles. This district may be used as a transition between small-lot residential

development and urban-scale residential, commercial, and institutional development.

The project's overall aim is to deliver attainable homeownership opportunities. The requested PUD will **reduce the average home price by more than 30% and provide 70% more total homes** than can be built by right under existing R4 zoning.

The homes allowed under the proposed PUD will range in price from \$90,000 starter cottages up to \$650,000 three bedroom family homes. The average home price in the neighborhood will be around **\$270,000** compared to an average price of over **\$425,000** under the current code R4 constraints. Proposed changes will allow smaller, more efficient lots and flexible frontage and increase the total number of homes. Small, attainable one-bedroom houses are highly in demand by Bloomington's large number of single-person households, yet the lot cost for a 4,000 SF lot cannot be supported by this small, desirable home.

The proposed changes both reduce the cost per home for land and infrastructure and also provide for a more economically sustainable neighborhood for the city. More compact lots with small homes provide a higher tax value per acre (more working residents per block) with the same cost to provide infrastructure maintenance. The higher number of homes also better supports the intended commercial and mixed-use development in the surrounding Hopewell blocks.

The development, as proposed, provides a total of 90-100 homes, and almost 30% of them will meet Universal Design Standards, exceeding the minimum 20% threshold. About half of these Universal Design Standards Homes are fully ADA compliant, providing ample opportunities for ensuring homes for seniors and those with mobility limitations.

The PUD enables:

- Small lot homes for attainable fee simple home ownership;
- Reduced setbacks and coverage limits; and
- Legal recognition of lanes, trails, and parks as frontage.

These modifications are necessary to achieve the city's attainable housing objectives and to provide diverse ownership housing within walking distance of downtown.

(5) Ownership and Control:

The land is under unified control of the City of Bloomington Redevelopment Commission, meeting §20.02.040(b)(5). FlintlockLAB serves as the city's planning and design consultant and authorized petitioner.

(6) Highly-Valued Design Features:

The Hopewell South PUD embraces multiple features identified in §20.02.040(b)(6), including:

- **Protection of natural, environmental, and scenic resources and green spaces.**

- The site is predominantly a vacant, previously developed site with minimal tree canopy coverage.
 - By providing almost four times the number of homes allowed by the current zoning, this in-town parcel with access to services, amenities, and jobs can protect a significant amount of undeveloped agricultural and green spaces in more sensitive locations and the edge of town.
- **Retaining natural landforms throughout the development**
 - Parcel A East of Fairview and West of Rogers slopes up from Northeast to Southwest. There are no anticipated karst features, springs, wetlands, or other environmental constraints on the property. The current landform will be retained with minimal mass grading.
- **Low Impact Development (LID) and green infrastructure stormwater systems**
 - Pedestrian-oriented “green streets” collect, clean, and carry stormwater in planted green infrastructure systems to stormwater detention areas along Jackson Street.
- **Solar orientation of building forms and other passive energy-efficient design strategies**
 - All homes are designed to be solar-ready.
 - Small homes (480 SF – 2255 SF range, 1,000 SF on average) utilize fewer resources to build and require less energy to operate than typical suburban homes (average size 1800 – 2600 SF).
 - Small homes in walkable and bikeable locations are naturally dramatically more energy efficient than large homes at the edge of town, which require significant transportation infrastructure to reach and significantly more daily car trips to accommodate daily needs.
- **No block greater than 1,400 feet in the development**
 - Small block perimeters with high pedestrian permeability, and a hierarchy of streets that prioritize pedestrian safety and multi-modal transportation.
 - An inner block grid of pedestrian-only green streets further calibrates the pattern of the development to multi-modal transportation.
- **Centralized gathering and recreation spaces of an appropriate size for the entire development, or designed to serve an area larger than the entire development**
 - The code changes directly legalize the creation of a central gathering and recreation space in car-free public green spaces. Internally and externally connected open space systems, including this central green corridor.

3. Development Standards

The Hopewell South PUD modifies existing development standards to achieve the project's affordability and design goals.

PARCEL A Development Standards (Blocks 9 + 10)

Base Zoning R4

Minimum Lot Width: none

Minimum Lot Size: none

Setbacks:

Front 0' / 12' on Wylie

Side 0' / 5' abutting the edges of the PUD

Rear 5' / 3' abutting a lane

Setbacks shall be for primary and accessory structures and for structured parking. Surface parking spaces shall not have a setback.

Structures shall not be allowed to encroach into the public right-of-way.

Maximum Height: 50' (Primary and accessory structure)

Impervious surface coverage: No maximum

Allowable Uses:

*P = permitted use, C = conditional use permit, A = accessory use, T = temporary use,
Uses with an *= use-specific standards apply*

HOUSEHOLD LIVING		Use Specific Standards
Dwelling, single-family (detached)	P	none
Dwelling, single-family (attached)	P	none
Dwelling, duplex	P	none
Dwelling, triplex	P	none
Dwelling, fourplex	P	none
Dwelling, multifamily	P	none
Dwelling, live/work	P*	20.03.030(b)(6)

Dwelling, cottage development	C*	20.03.030(b)(7)
GROUP LIVING		
Assisted living facility	C	
Continuing care retirement facility	C	
Group care home, FHAA small	P*	20.03.030(b)(10)
Group care home, FHAA large	P*	20.03.030(b)(10)
Nursing or convalescent home	C	20.03.030(b)(10)
Opioid rehabilitation home, small	C	20.03.030(b)(10)
Opioid rehabilitation home, large	C*	20.03.030(b)(10)
Single Room Occupancy	P	
Community and Cultural Facilities		
Art gallery, museum, or library	C*	20.03.030(c)(1)
Community center	C*	20.03.030(c)(2)
Day-care center, adult or child	A*	20.03.030(c)(3)
Park	P	
Place of worship	C	
Urban agriculture, noncommercial	P*	20.03.030(c)(5)
School, public or private	C*	20.03.030(c)(5)
Commercial Uses		
Crops and pasturage	A*	20.03.030(d)(1)
Orchard or tree farm, commercial	A*	20.03.030(d)(2)
Amenity center	P*	20.03.030(d)(5)
Recreation, indoor	P*	20.03.030(d)(6)
Bed and breakfast	C*	20.03.030(d)(8)
Artist studio or workshop	P*	20.03.030(d)(11)
Accessory Uses		

Chicken flock	A*	20.03.030(g)(2)
Detached garage	P*	20.03.030(g)(3)
Dwelling, accessory unit	P*	20.03.030(g)(5)
Electric vehicle charging facility	A	
Greenhouse, noncommercial	A	
Home occupation	A*	20.03.030(g)(6)
Swimming pool	A*	20.03.030(g)(9)
Temporary Uses		
Construction support activities	T*	20.03.030(h)(3)
Farm produce sales	T*	20.03.030(h)(4)
Real estate sales or model home	T*	20.03.030(h)(5)
Special event	T*	20.03.030(h)(7)

Lot Frontage and Lot Space:

Lot Frontage requirements may be met by a street, lane, paved trail, common green space, or other right of way or access easement that provides continuous pedestrian and utility access to the lot, provided that all fire code and building code requirements are met.

Where a lot has only non-street frontage, the frontage as described above shall be considered equivalent to street frontage for the purposes of development standards, permitting, and address assignment, except in instances where a lot has both lane and pedestrian frontages.

In such cases, the project shall designate a “Building Front” on the development plan. The designated building front shall comply with all applicable frontage requirements—including orientation, entry visibility, and porch requirements—regardless of the location of legal or vehicular access.

Building Front shall be assumed to be the primary pedestrian access for non-street frontage lots (i.e., a front porch and front door facing a trail or common green space with pedestrian access).

Primary entrance shall be located on the designated building front, and shall not require a second entrance on other frontages.

These provisions supersede any conflicting frontage or access provisions in the Unified Development Ordinance.

Architectural Design Standards:

Residential Design Standards shall be controlled within the PUD area via a pre-approved plans catalog provided with the PUD. No further architectural design standards shall apply within the PUD as long as the buildings are substantially similar to those shown in the final approved PUD Plan. (Ref. UDO 20.04.070(d)(3)(H-K))

Modifications to buildings after initial building occupancy shall be required to be compliant with all prevailing architectural design standards at the time of modification.

Accessory Dwelling Unit Requirements:

Attached and Detached Accessory Dwelling Units shall comply only with all height and setback requirements within the PUD.

Accessory Dwelling Units shall be limited to 840 square feet of habitable space.

Accessory Dwelling Units shall not be subject to owner occupancy residency requirements.

Miscellaneous Provisions:

Up to 12 multifamily dwellings on one single lot or parcel of land shall be allowed.

Neighborhood Transition Standards no additional setbacks or height reductions along the edges of the PUD are required.

Common landscape maintenance shall be provided by an HOA established before the final plat.

No drive cuts are allowed on 1st Street or Wylie.

PARCEL B Development Standards (Block 8)

Site exhibits depicting Block 8/Parcel B are conceptual only. Site design will be determined through subsequent study, coordination, and review. These standards and requirements shall apply only if the site is developed with a police, fire, or rescue station. If it is developed in some other manner, the standards of the MM and TRO district shall apply.

The final landscape plan can be reviewed with final plan approval, with limited landscaping requirements around parking areas and along the south side of the property.

Base Zoning MM+ TRO**Setbacks:**

Front 0'

Side 0' / 5' abutting the edges of the PUD

Rear 5' / 3' abutting a lane

Parking shall be set back a minimum of 0' from the property line, per historic development pattern.

Architectural Design Standards

Non-conforming existing architectural features surrounding the building shall be exempt from TRO requirements. New architectural features shall be compliant except as specifically noted.

Parking Lot Landscaping shall not apply, as vegetative screening around parking areas can obstruct sightlines and create safety and security concerns when monitoring the site, whether passively or through camera systems. The general extent and use of the surface parking lot remain consistent with historic conditions.

Fencing taller than 4 feet may be permitted on Parcel B.

UDO and TRO lighting standards would not apply to police, fire, and rescue station uses and will be subject to final Plan Commission approval during development planning to ensure lighting does not create a nuisance for adjacent residential uses.

Parking:

Parking maximum is not subject to the TRO standards.

Entrance and Drives:

One drive cut access will be allowed on Jackson St, 1st St, Rogers St, and Wylie St. Each drive access shall be a minimum of 50' from the closest street intersection.

PUD Standards Common to Both Parcels

Landscape

Existing trees intended to be retained shall comply with tree protection fencing per UDO 20.04.080(c), *General Landscaping*.

Buffer Yards are not required within the PUD.

Street Standards

Minimum Right of Way Width per PUD street standards

Sidewalk Minimum Width:

5' unless existing, in which case the width shall match historic width and placement.

Tree Plot / Green Infrastructure Minimum Width:

5' unless existing, in which case the width shall match historic width and placement.

Stormwater Standards Compliance is required with all existing stormwater standards.

Parking:

There is no minimum on-site parking requirement within the PUD.

Parking is allowed directly adjacent to lanes in designated parking spaces constructed of asphalt, concrete, pavers, gravel or other all-weather surfacing. Parking may at no time block or impede on the drive lanes of the lane.

Parking areas of 4 or more spaces located on lanes shall not require landscaping or screening.

On-street parking may be provided within the public right of way in designated paved spaces on Fairview and Jackson as parallel, angled, or 90-degree spaces..

Where angled or head-in spaces have been provided adjacent to a sidewalk, wheelstops or a wider sidewalk to maintain clear width shall be required

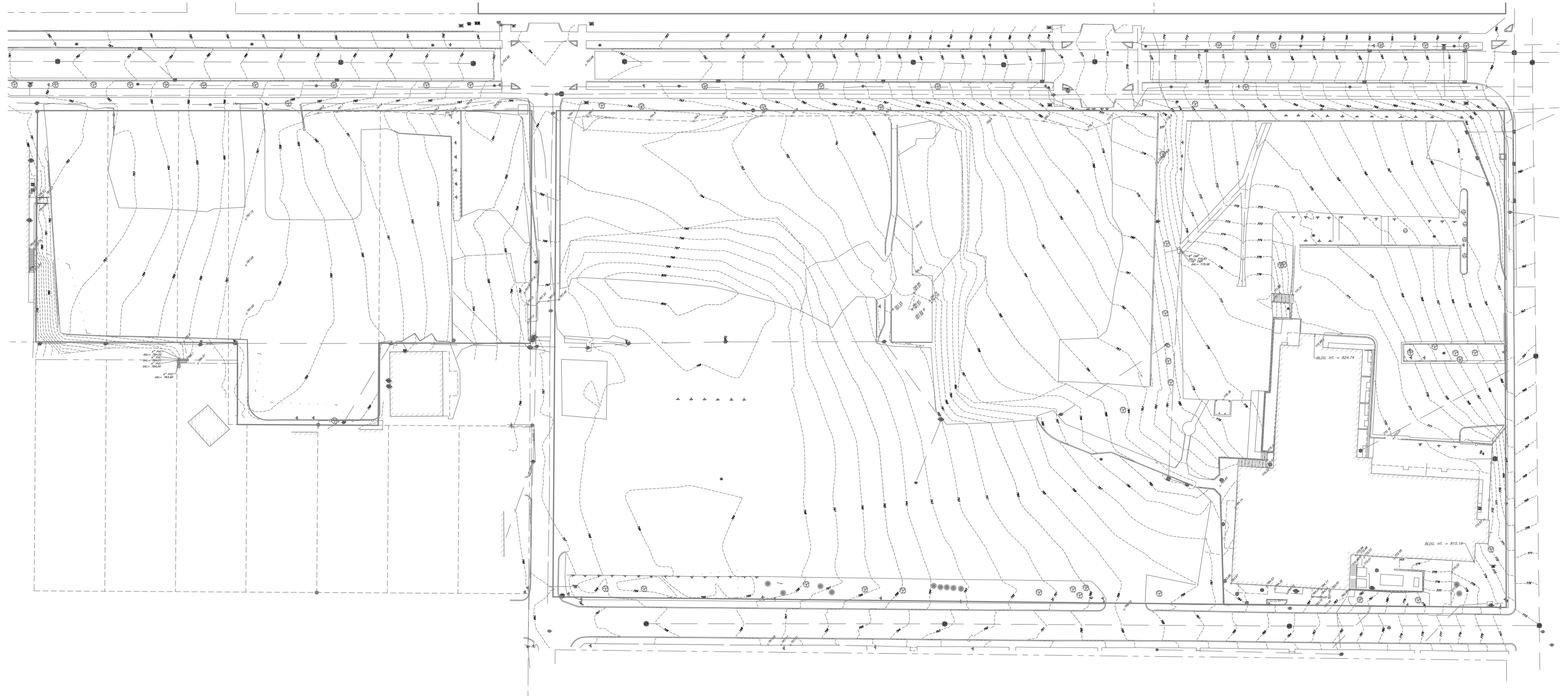
Phasing:

Phasing will be completed per the phasing plan in the PUD exhibits.

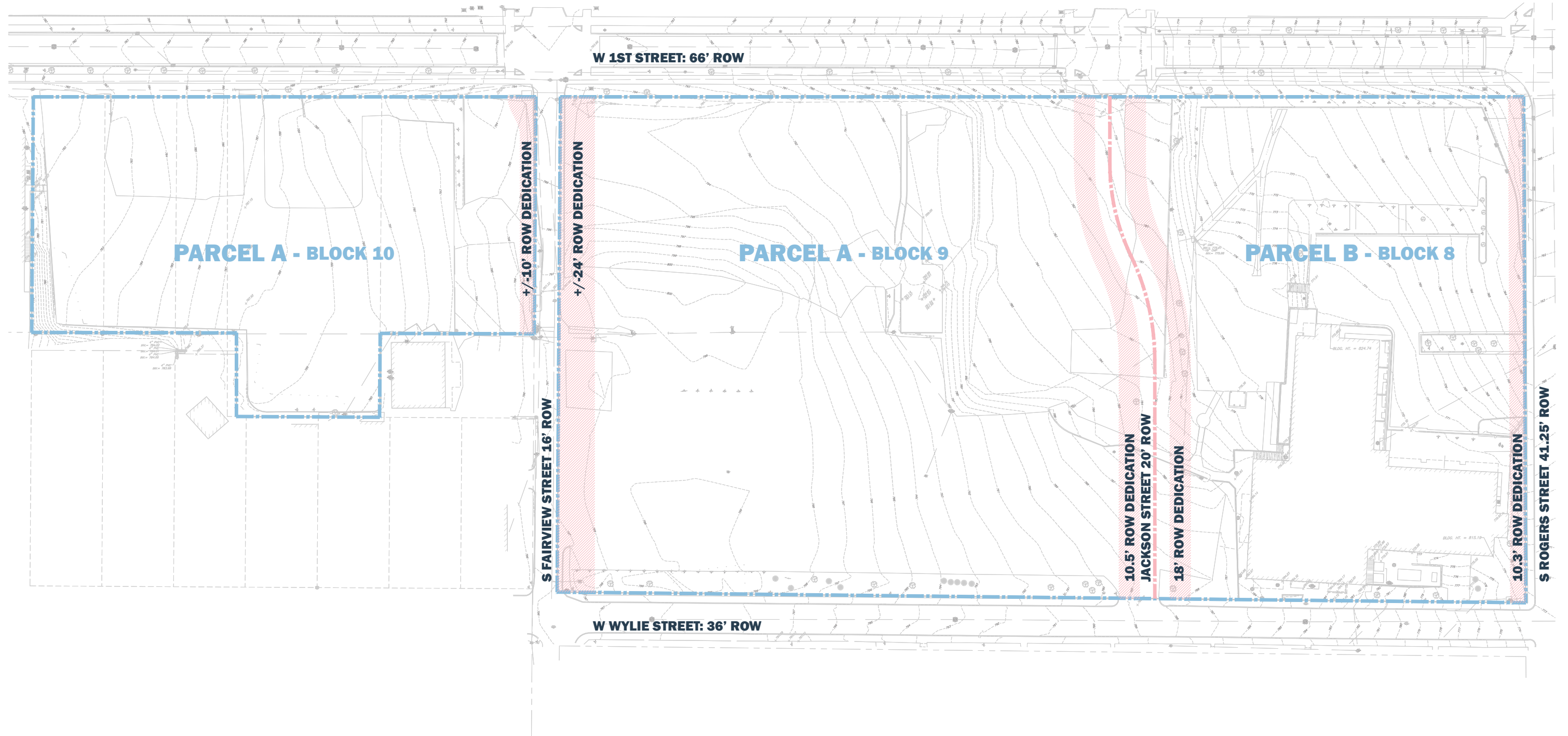
Each phase will ensure that stormwater requirements are constructed with the associated improvements.

Utility Standards Compliance is required with all existing utility standards.

EXISTING SURVEY



EXISTING LOTS



SITE EXHIBITS DEPICTING BLOCK 8/PARCEL B ARE CONCEPTUAL ONLY
SITE DESIGN WILL BE DETERMINED THROUGH SUBSEQUENT STUDY, COORDINATION AND REVIEW

HOPEWELL SOUTH SITE PLAN

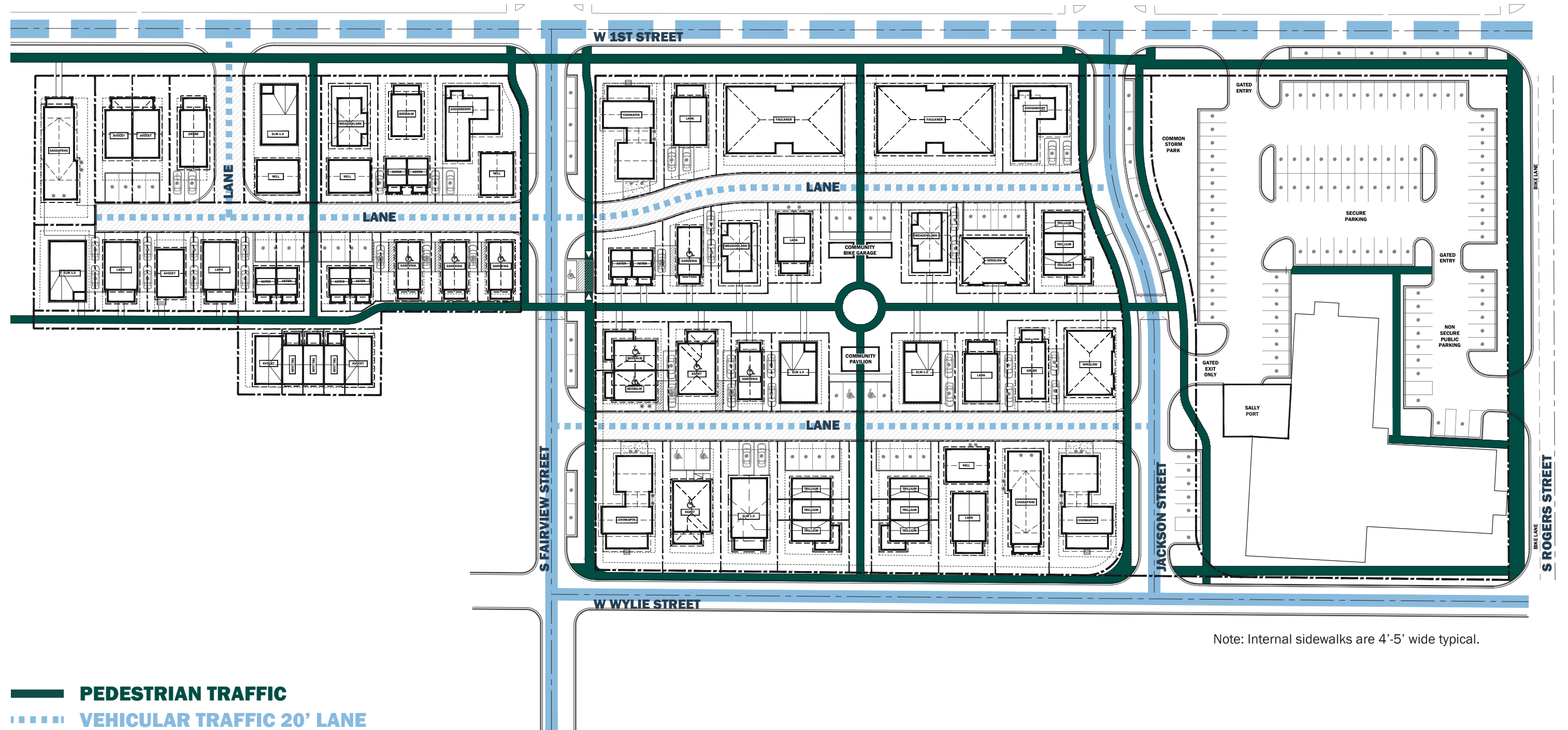


ACCESSIBILITY



UNIVERSAL DESIGN UNITS
FHA COMPLIANT UNITS
FULL ADA COMPLIANT UNITS

PEDESTRIAN + STREET NETWORK

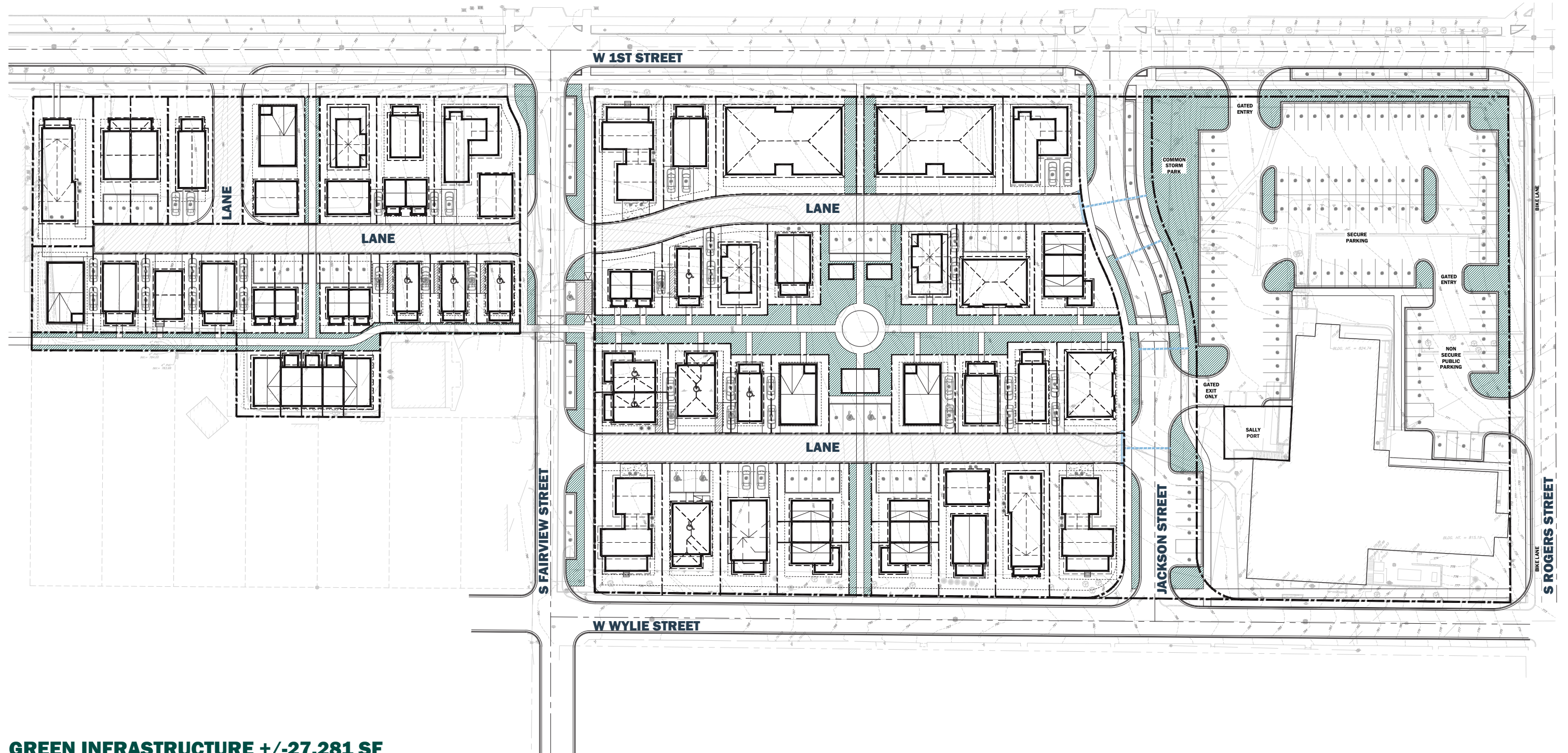


Note: Internal sidewalks are 4'-5' wide typical.

PUD PHASING



CONCEPTUAL DRAINAGE + GREEN INFRASTRUCTURE

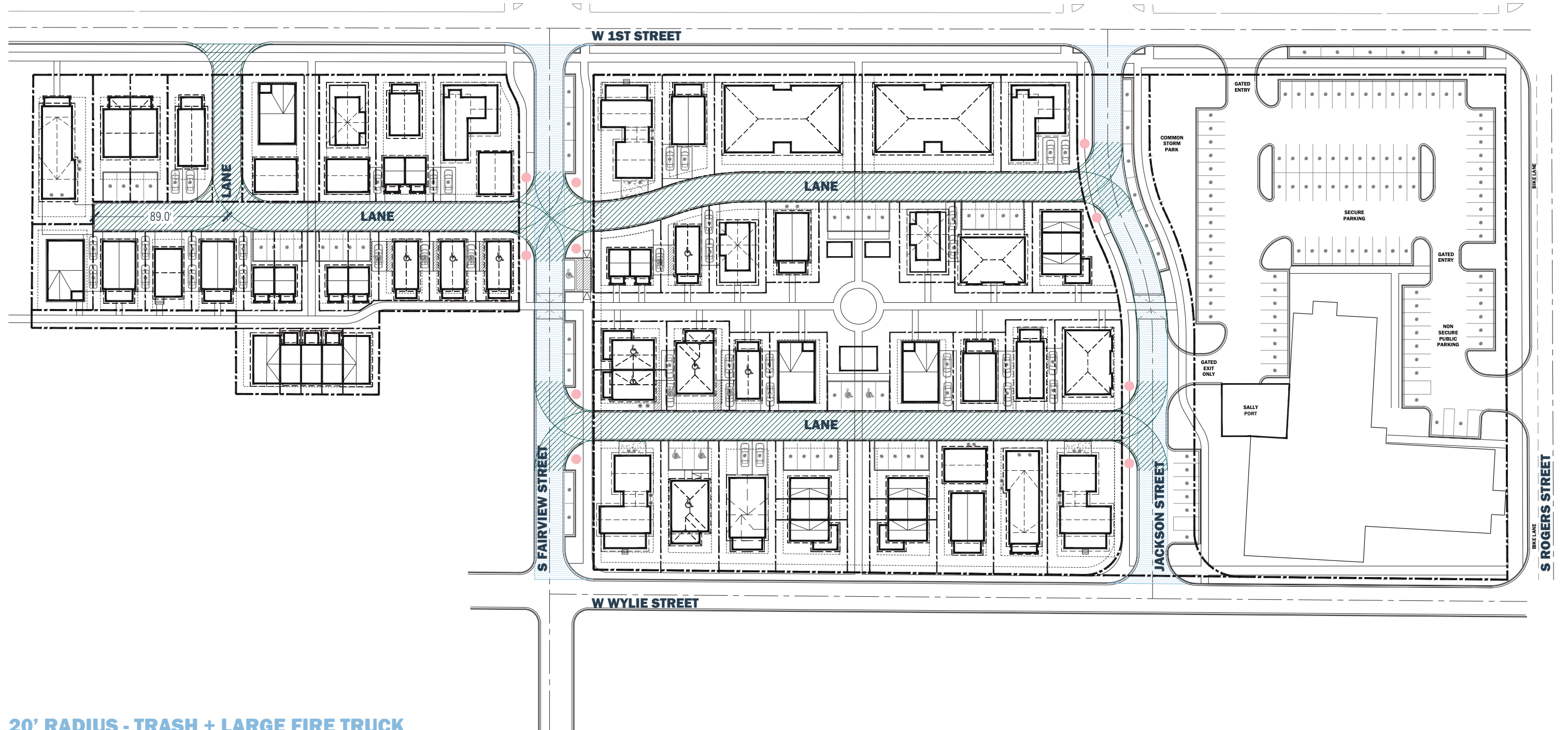


GREEN INFRASTRUCTURE +/-27,281 SF

GREEN INFRASTRUCTURE DRAINAGE

ADDITIONAL STORMWATER CAPACITY UNDER BPD PARKING IF NECESSARY

FIRE + TRASH COLLECTION

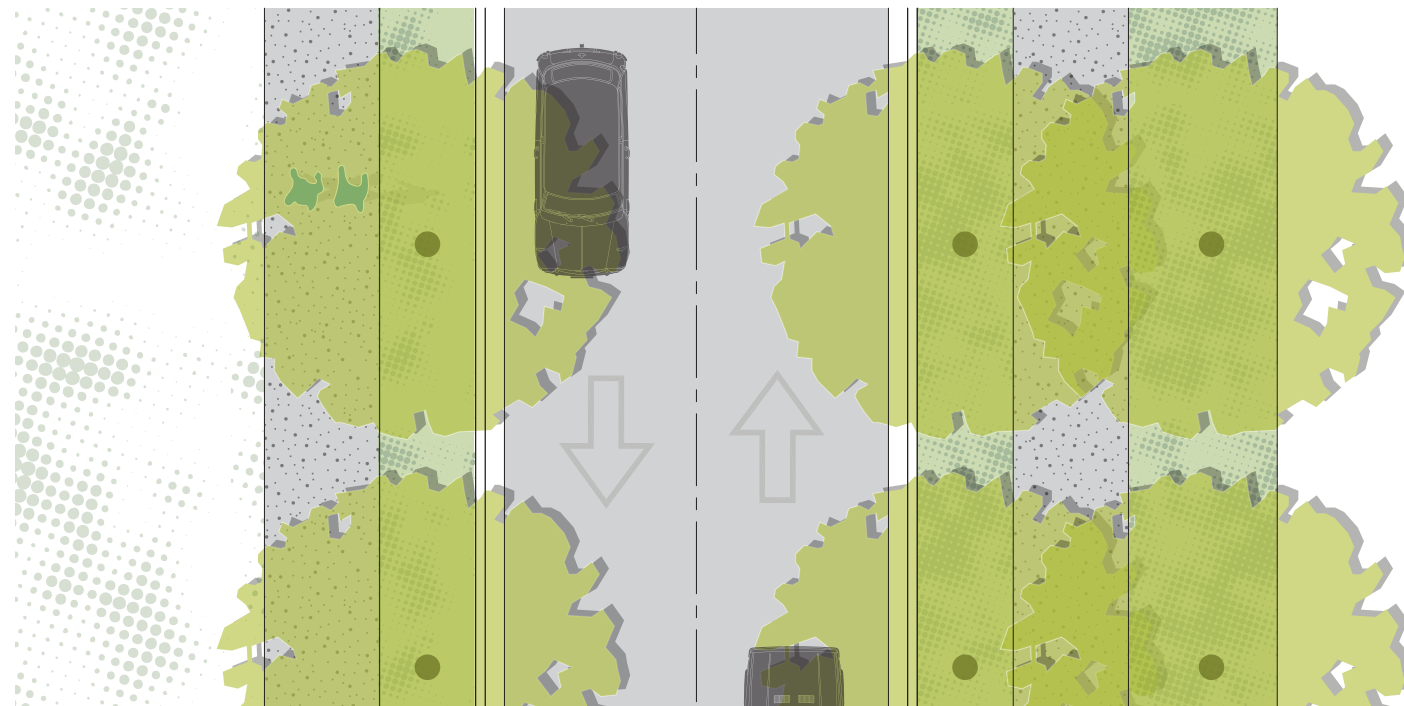
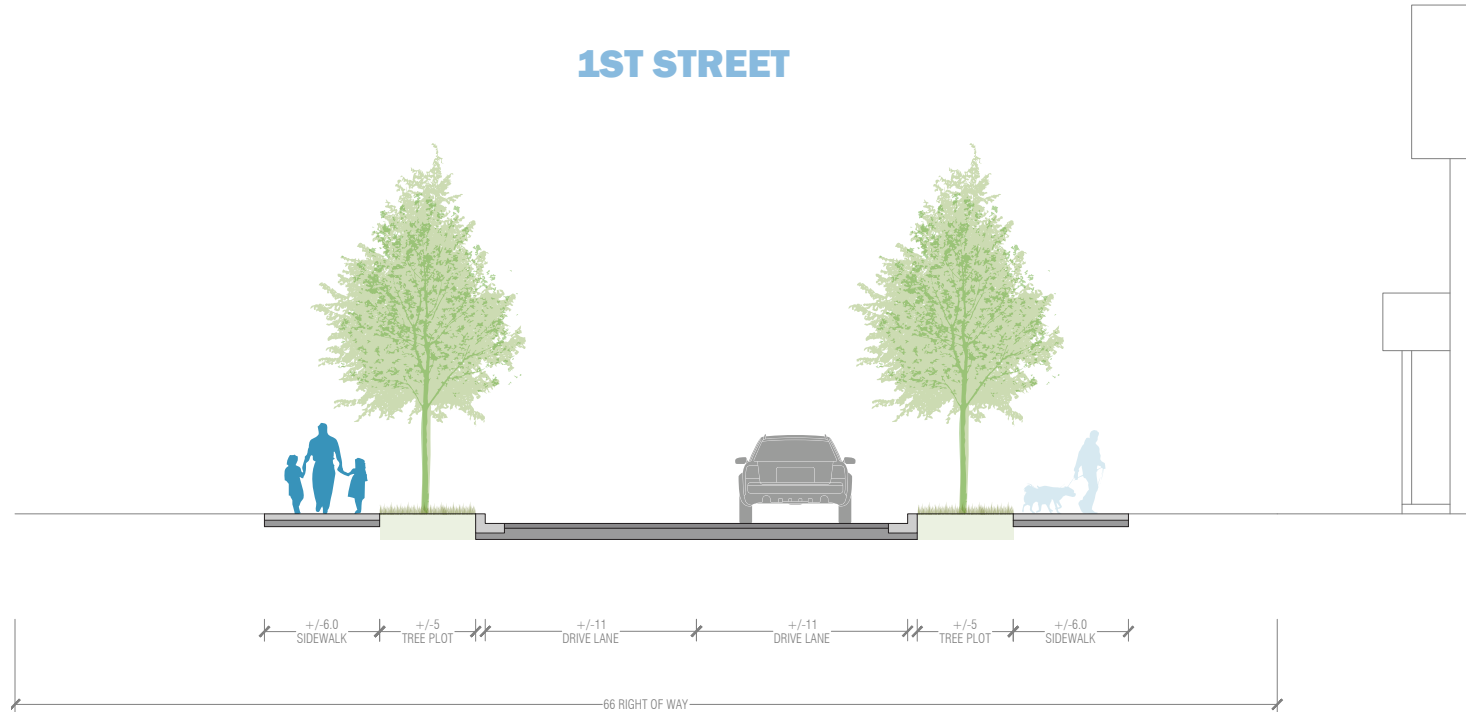


20' RADIUS - TRASH + LARGE FIRE TRUCK
20' RADIUS LANE - TRASH + FIRE TRUCKS
TRASH DAY COLLECTION POINTS

STREET SECTIONS

PRIORITY: DESIGN/MAINTAIN CALM + SAFE STREETS FOR PEDESTRIANS

1ST STREET

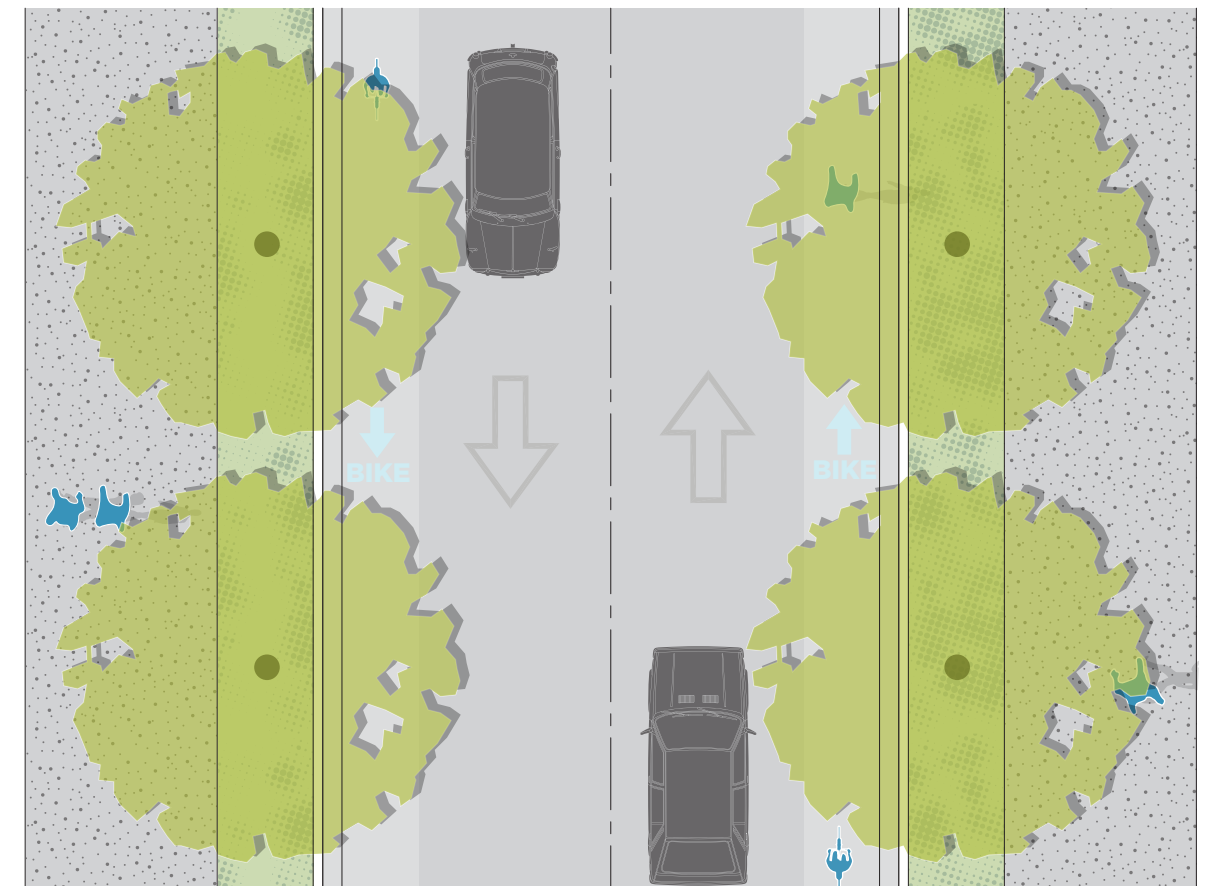
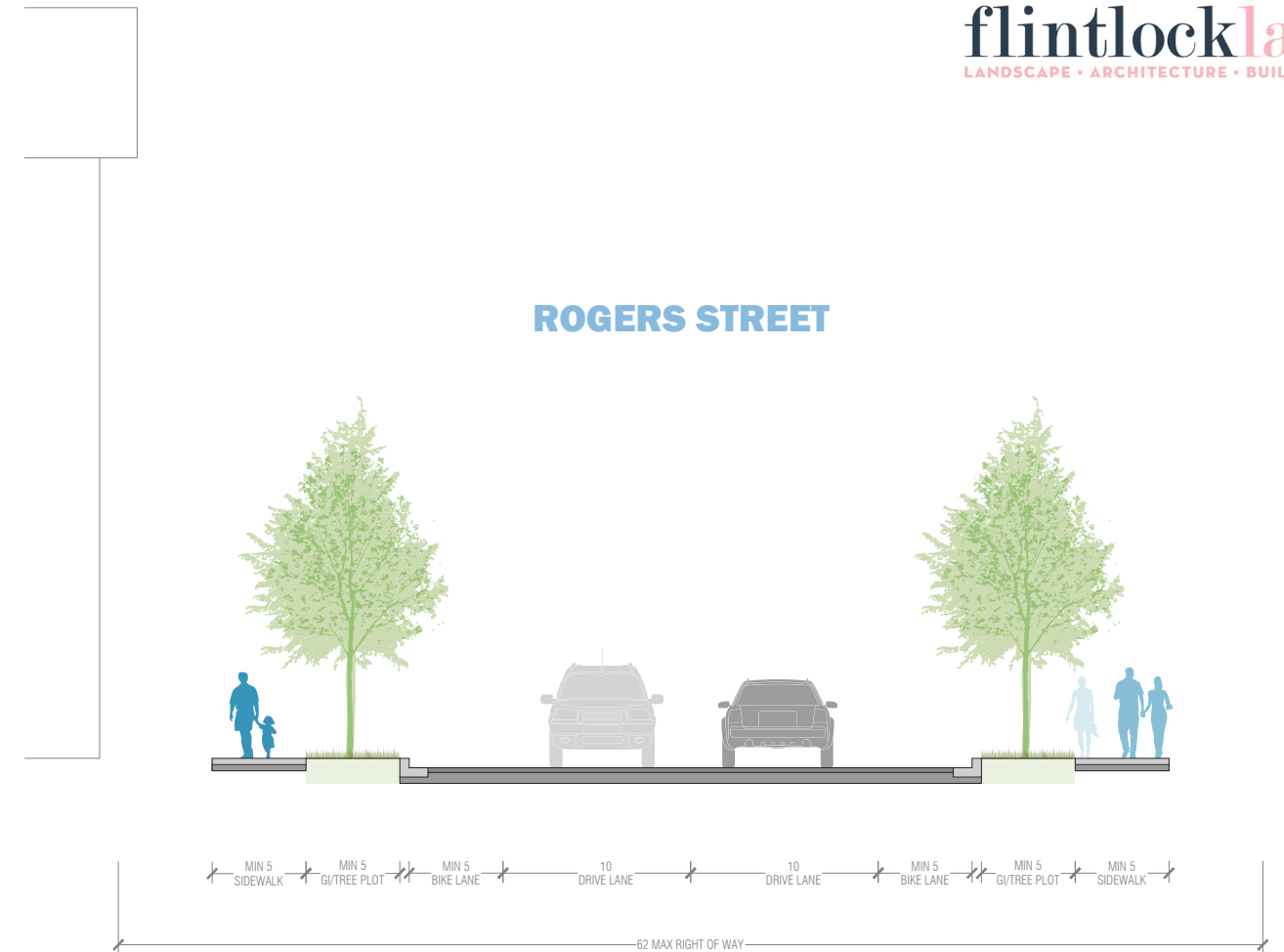


EXISTING TO REMAIN

REFERENCE PAGE 25 OF THE TRANSPORTATION PLAN STATING: EXISTING STREETS SHALL NOT BE REQUIRED TO COMPLY WITH NEW CROSS-SECTIONS

PARALLEL PARKING CAN BE ADDED ON ONE SIDE OR THE OTHER WHERE ADEQUATE RIGHT OF WAY EXISTS

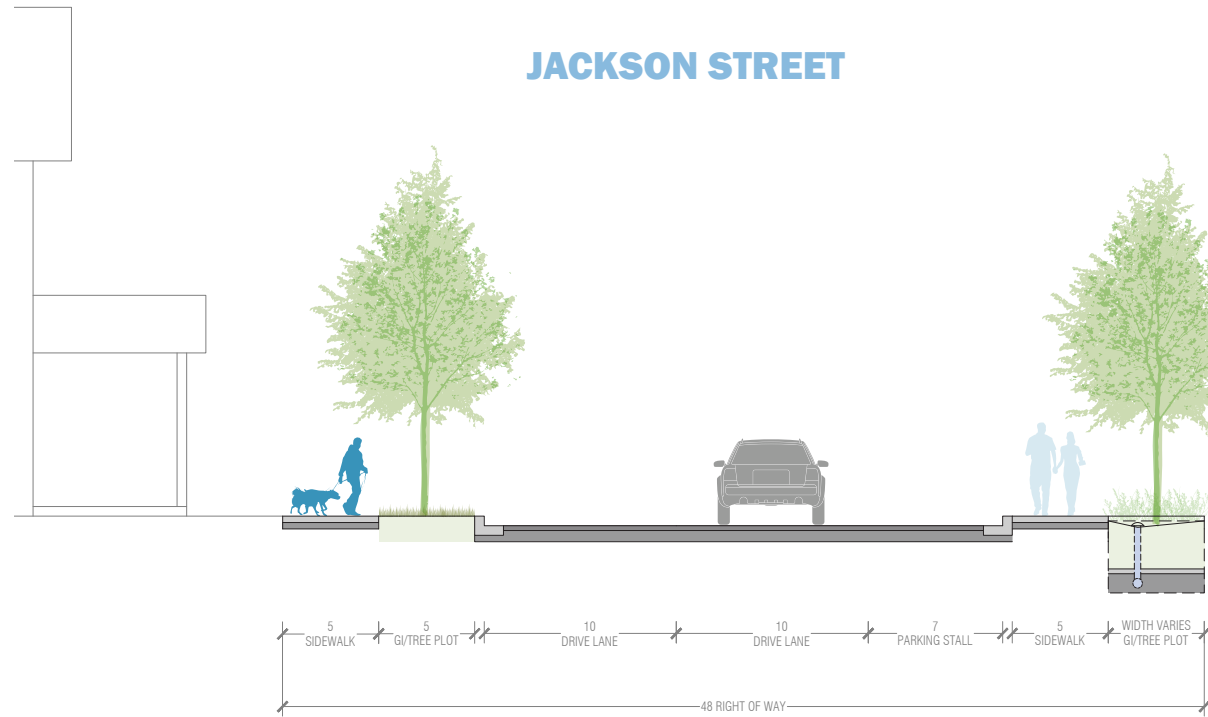
ROGERS STREET



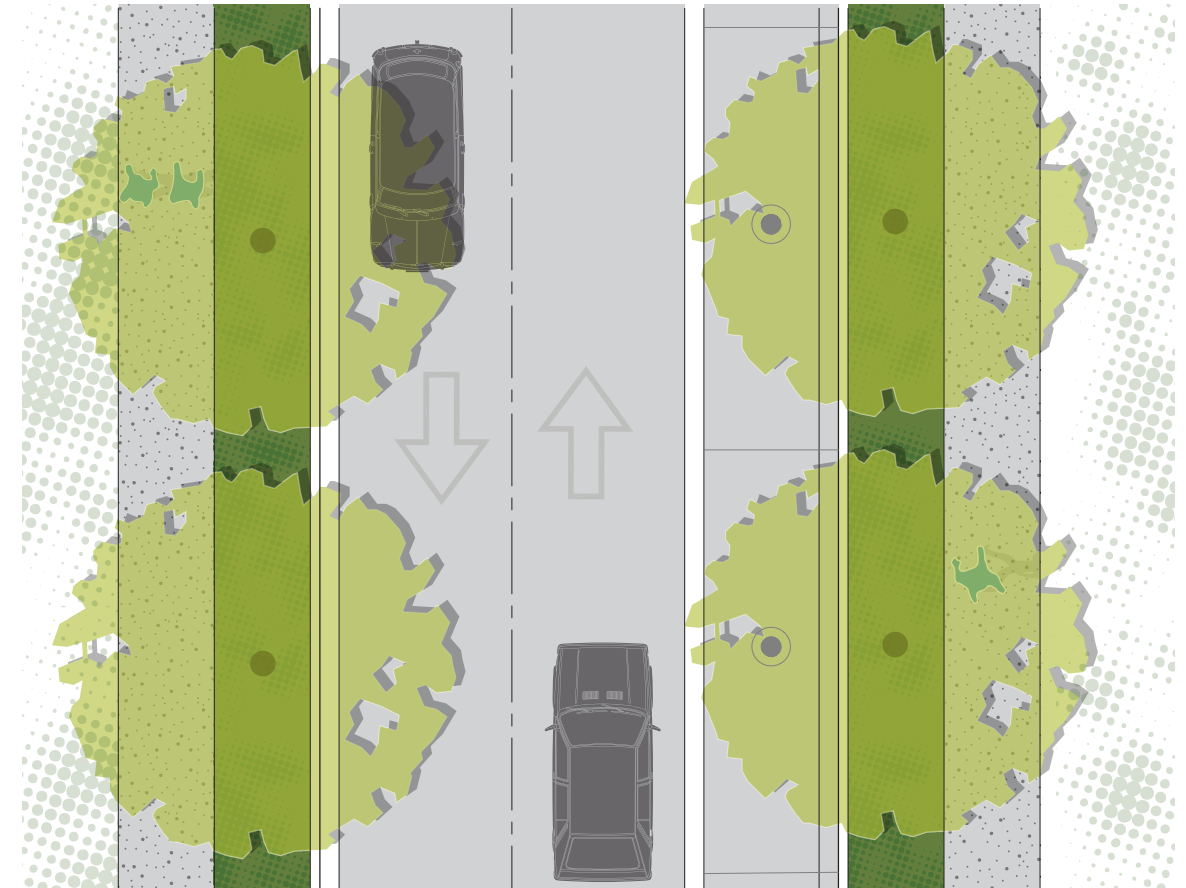
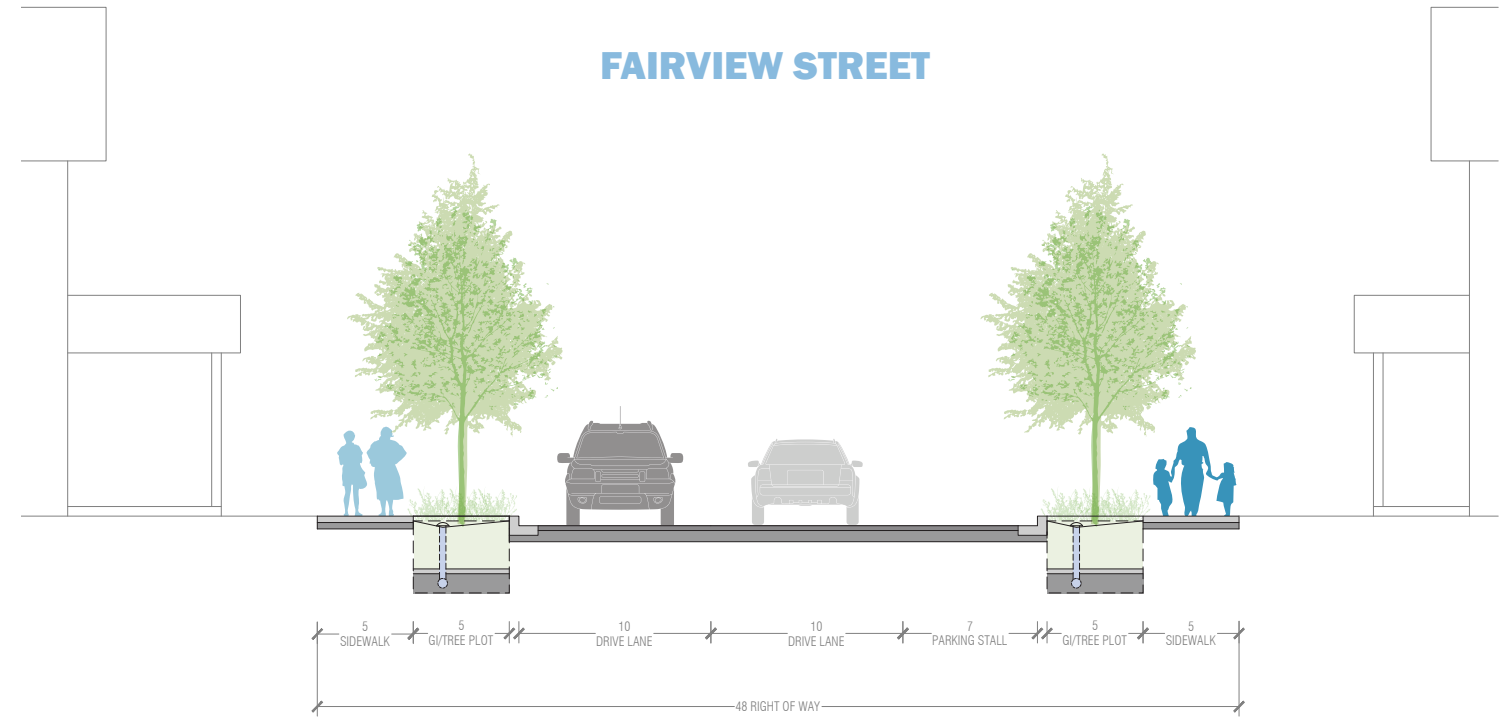
STREET SECTIONS

PRIORITY: DESIGN/MAINTAIN CALM + SAFE STREETS FOR PEDESTRIANS

JACKSON STREET



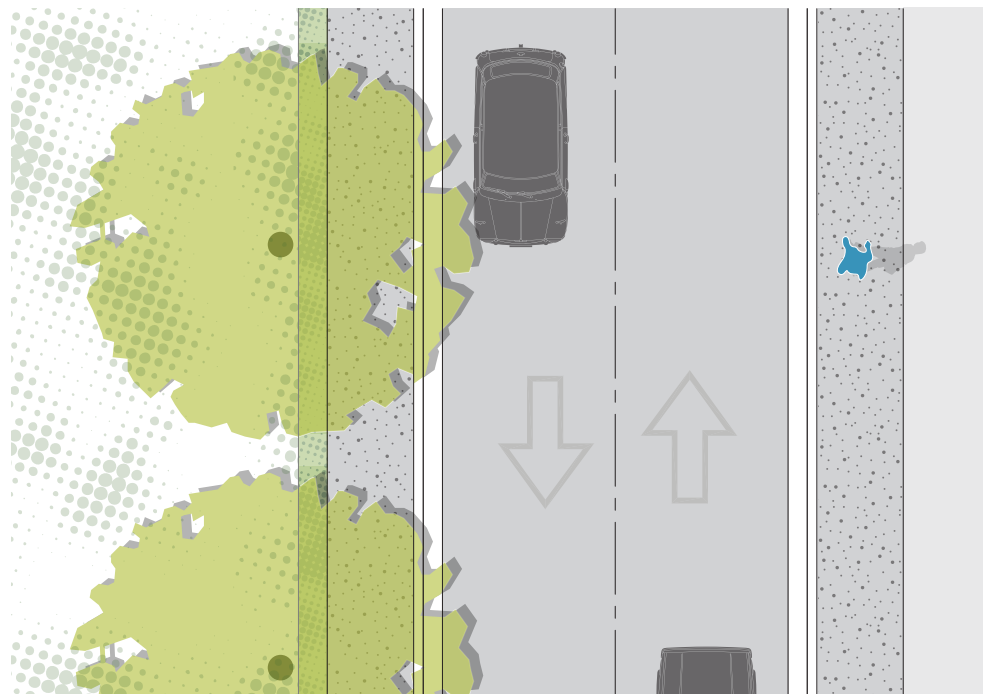
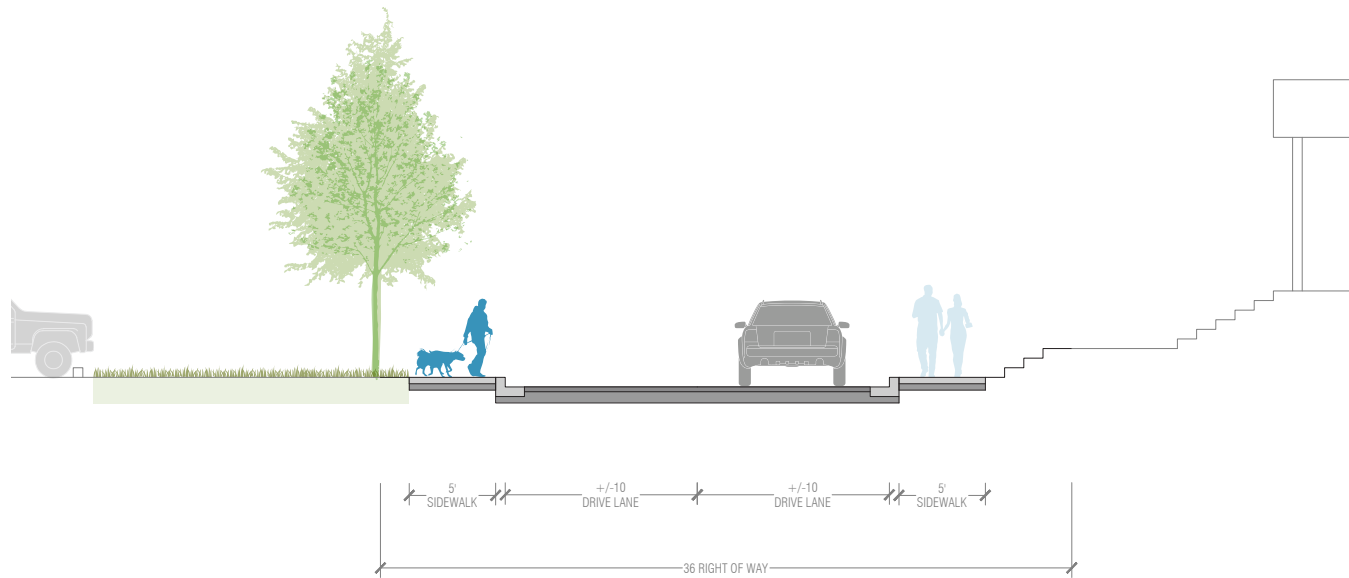
FAIRVIEW STREET



STREET SECTIONS

PRIORITY: DESIGN/MAINTAIN CALM + SAFE STREETS FOR PEDESTRIANS

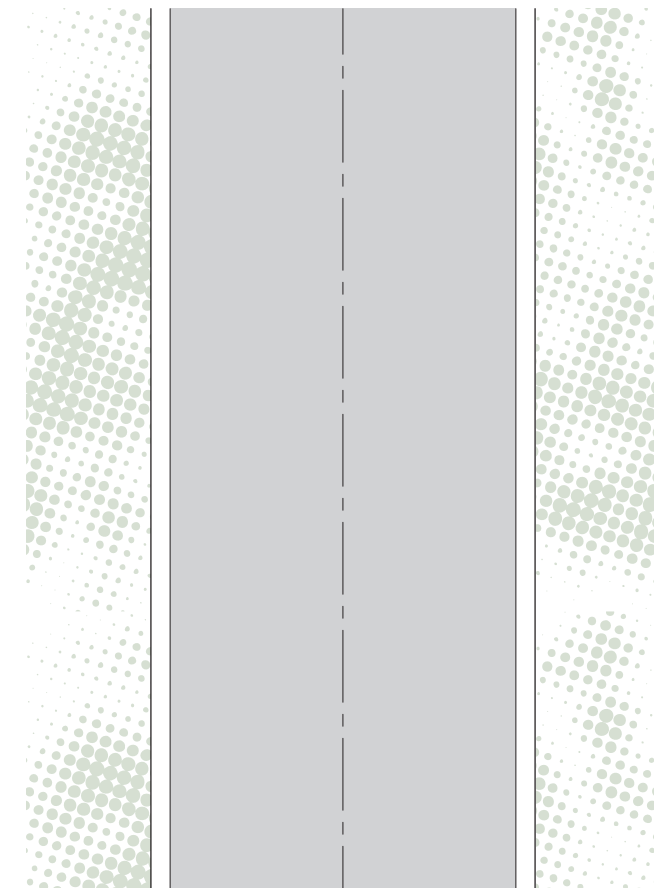
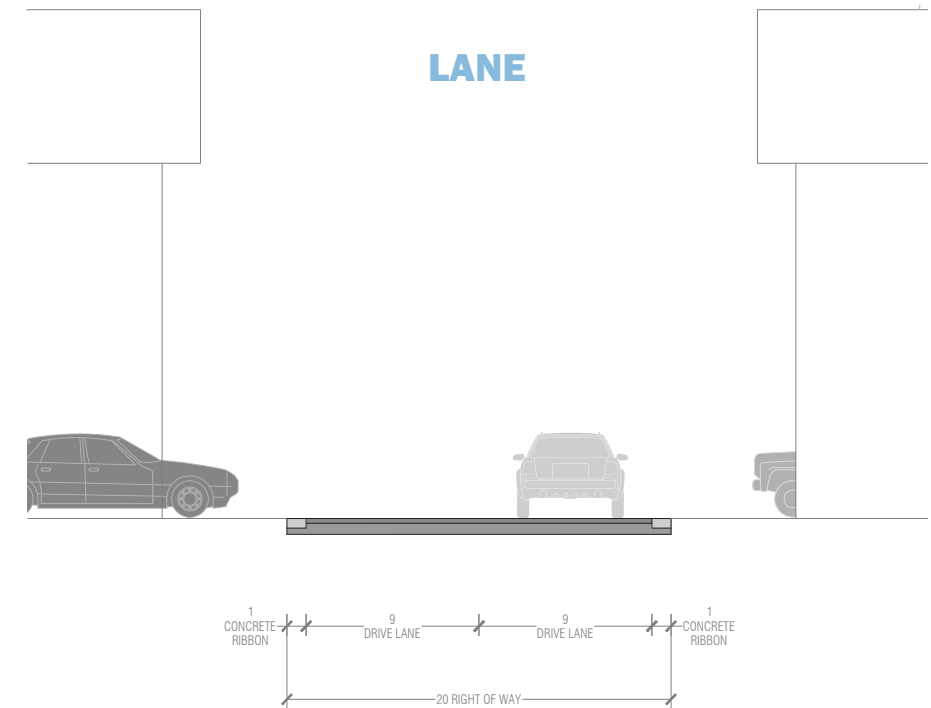
WYLIE STREET



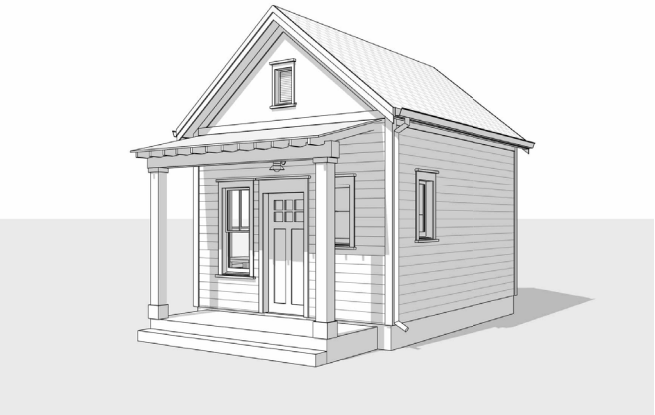
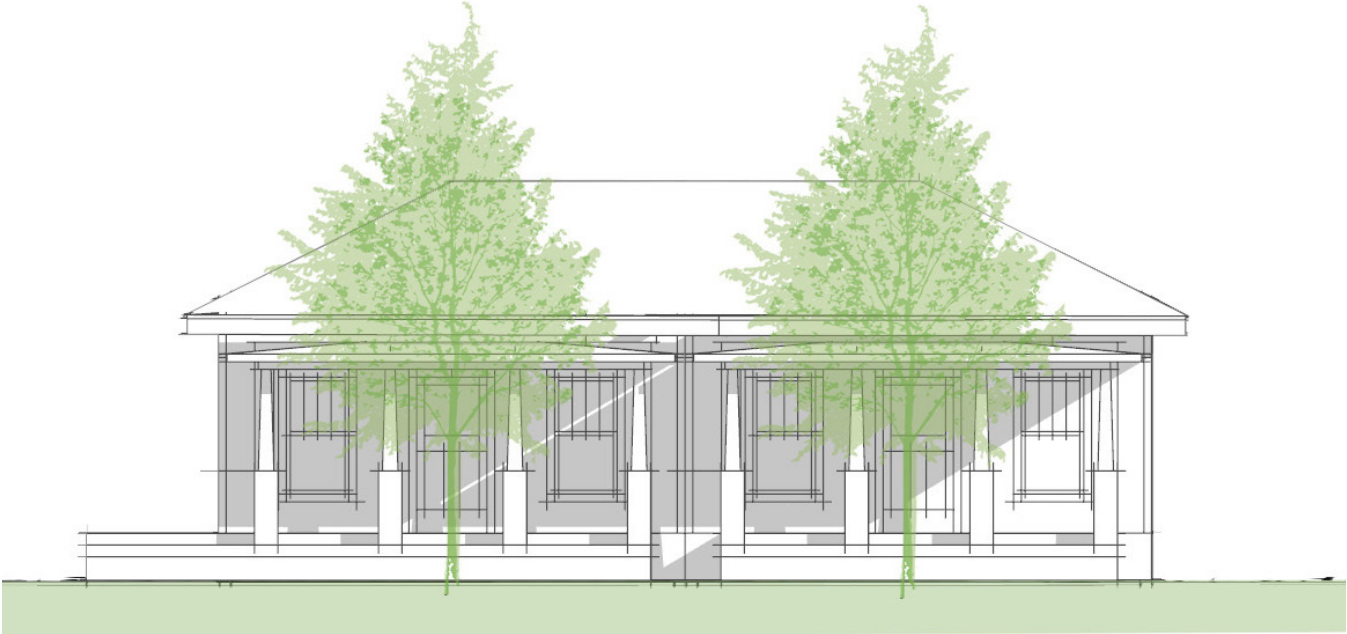
EXISTING TO REMAIN

REFERENCE PAGE 25 OF THE TRANSPORTATION PLAN STATING: EXISTING STREETS SHALL NOT BE REQUIRED TO COMPLY WITH NEW CROSS-SECTIONS

PARALLEL PARKING CAN BE ADDED ON ONE SIDE OR THE OTHER WHERE ADEQUATE RIGHT OF WAY EXISTS



UNIT MIX AND TYPES



EXAMPLE UNIT TYPES

UNIT MIX AND TYPES

UNIT TYPE	SQUARE FEET	BEDS	BATHS	UNITS	TOTAL	TOTAL	SALE PRICE	TOTAL	UNIVERSAL	FULL ADA	DOWN	LOAN	MONTHLY	ANNUAL	MONTHLY	MONTHLY	MONTHLY TOTAL	AFFORDABLE				
				EACH									BLDGS			BEDS	BLDGS			DESIGN	PAYMENT	MORTGAGE
				BLDG				UNITS					COST*	PROPERTY TAX	HOA FEE	INSURANCE	HOA+PI+HI	INCOME	LEVEL**	100% AMI)		
Aster - KUA	252	1	1.0	1	8	8.0	\$83,160	8	4		16,632	66,528	\$357	1,281	\$0	\$83	\$547	\$21,882	35%	8		
Avocet	1152	2	2.0	1	5	10.0	\$368,640	5			73,728	294,912	\$1,583	5,678	\$0	\$369	\$2,425	96,999	119%			
Beebalm (Accessible)	560	1	1.0	1	3	3.0	\$184,800	3	3	3	36,960	147,840	\$794	2,846	\$0	\$185	\$1,216	\$48,626	77%	3		
Chinkapin	2255	3	2.5	1	3	9.0	\$653,950	3			130,790	523,160	\$2,808	10,073	\$0	\$654	\$4,302	172,071	191%			
Egret - KUA (Accessible)	850	2	1.0	1	2	4.0	\$272,000	2	2	2	54,400	217,600	\$1,168	4,190	\$0	\$272	\$1,789	71,570	88%	2		
Elm 1.0	1800	2	2.5	1	5	10.0	\$522,000	5			104,400	417,600	\$2,242	8,040	\$0	\$522	\$3,434	137,352	152%			
Sassafras	1952	3	2.5	1	2	6.0	\$566,080	2			113,216	452,864	\$2,431	8,719	\$0	\$566	\$3,724	148,951	165%			
Gardenia - KUA (Accessible)	480	1	1.0	1	5	5.0	\$158,400	5	5	5	31,680	126,720	\$680	2,440	\$0	\$158	\$1,042	\$41,679	66%	5		
Gooseberry	1536	3	2.0	1	2	6.0	\$491,520	2	2		98,304	393,216	\$2,111	7,571	\$0	\$492	\$3,233	129,332	143%			
Gull	1408	2	2.0	1	2	4.0	\$450,560	2			90,112	360,448	\$1,935	6,940	\$0	\$451	\$2,513	100,532	124%			
Lark	1408	2	2.5	1	6	12.0	\$450,560	6			90,112	360,448	\$1,935	6,940	\$0	\$451	\$2,964	118,554	146%			
Meadowlark	1312	2	1.5	1	3	6.0	\$419,840	3			83,968	335,872	\$1,803	6,467	\$0	\$420	\$2,762	110,471	136%			
Mayapple	528	1	1.0	1	4	4.0	\$174,240	4			34,848	139,392	\$748	2,684	\$0	\$174	\$1,146	\$45,847	72%	4		
Trillium	728	1	1.5	1	12	12.0	\$240,240	12			48,048	192,192	\$1,032	3,700	\$0	\$240	\$1,580	\$63,213	87%	12		
Faulkner	6,674	1	1.0	12	2	2.0	\$183,535	24	8		36,707	146,828	\$788	2,827	\$0	\$184	\$1,207	\$48,293	76%	24		
Winslow	3951	1	1.5	6	2	2.0	\$217,305	12	4		43,461	173,844	\$933	3,347	\$0	\$217	\$1,429	\$57,179	79%	12		
TOTAL UNITS	1,006				66	103	\$270,839	98	28	10	\$68,357										70	
	average						average		29%	15%	average											71%
Parking Required	51.5																					
Parking Provided	99																					
Spaces per bed	0.96																					
Spaces per unit	1.50																					
Total One Bedrooms	32.0	48%																				
Total Two Bedrooms	18	27%																				
Total Three Bedrooms	12	18%																				

**Assumes 1 person household for 1 bedrooms, 3 person household for 2 bedrooms, 4 person household for 3 bedrooms

**Assumes 1 person household for 1 bedrooms, 3 person household for 2 bedrooms, 4 person household for 3 bedrooms

ACCESSIBILITY

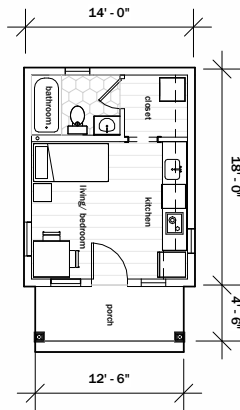
The proposed development provides a total of 98 units, with around **29% of units** meeting Universal Design Standards, exceeding the minimum 20% threshold. Half of the Universal Design Standards Homes are fully ADA compliant, providing ample opportunities for ensuring homes for seniors and those with mobility limitations.

AFFORDABILITY

Affordability is a key goal for the proposed development. Of the 98 total units, **71% of units** are proposed as affordable (100% AMI or below).

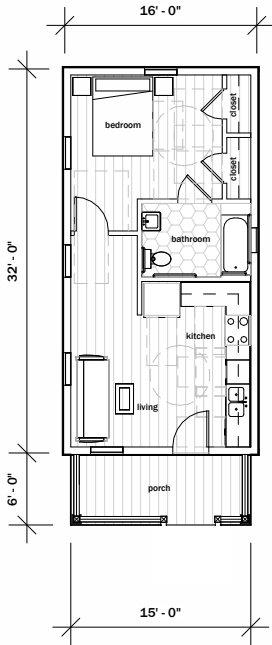
UNIT MIX AND TYPES

ASTER



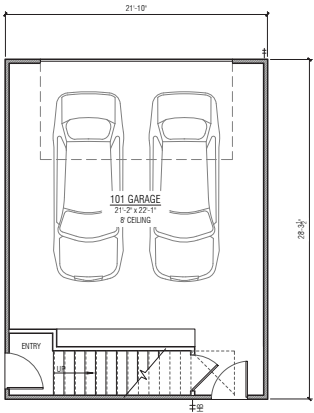
TARGET SALE PRICE: \$83,160

GARDENIA



TARGET SALE PRICE: \$158,400

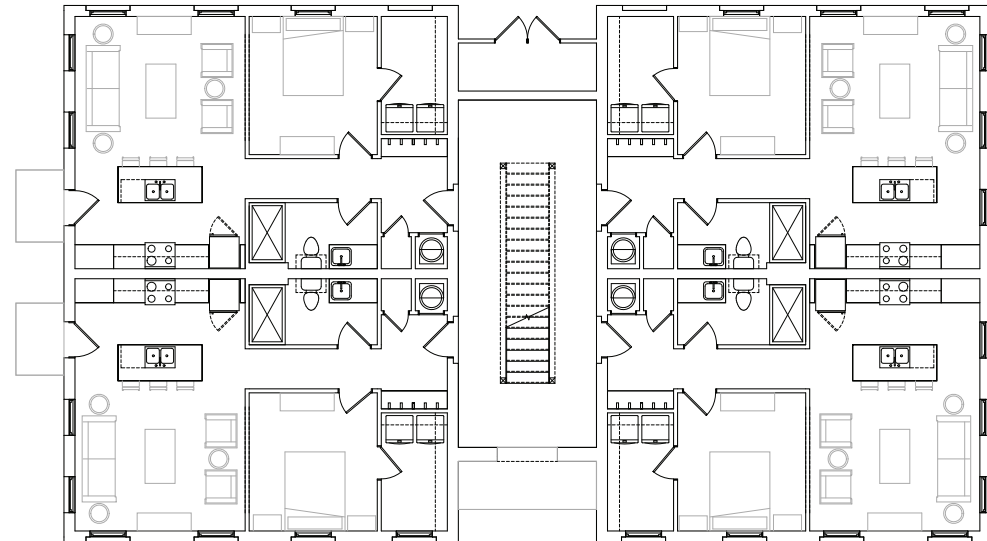
MAYAPPLE



TARGET SALE PRICE: \$174,240

UNIT MIX AND TYPES

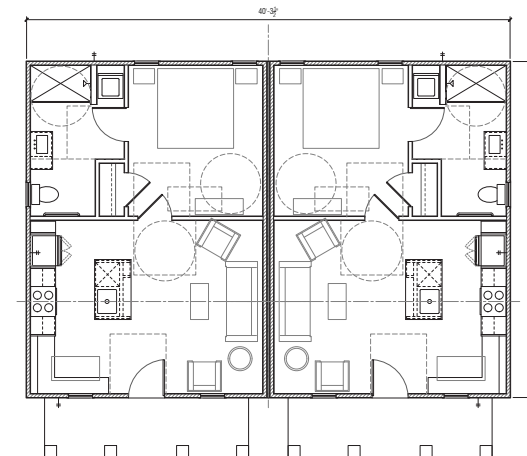
FAULKNER



Typical Floor Plan

TARGET SALE PRICE: \$183,535 (per unit)

BEEBALM



TARGET SALE PRICE: \$184,800

WINSLOW

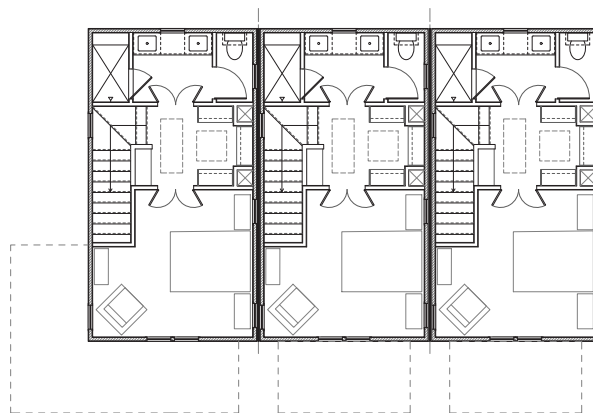
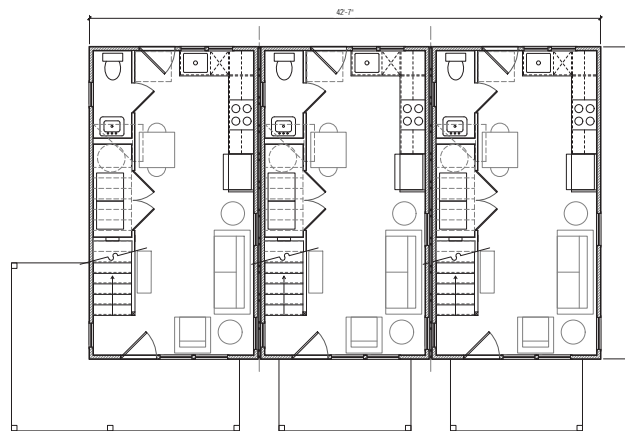


Typical Floor Plan

TARGET SALE PRICE: \$217,305 (per unit)

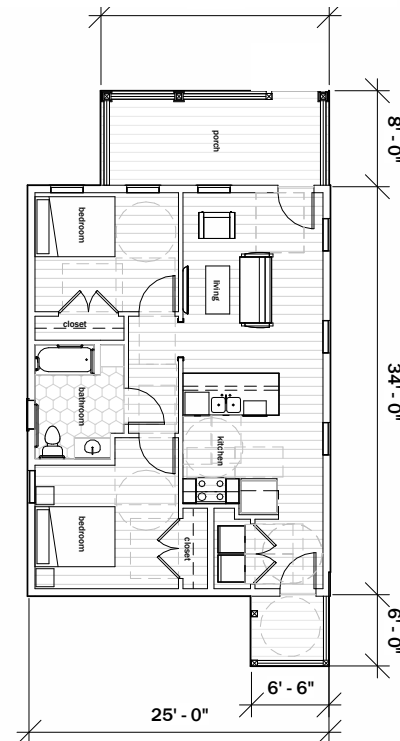
UNIT MIX AND TYPES

TRILLIUM



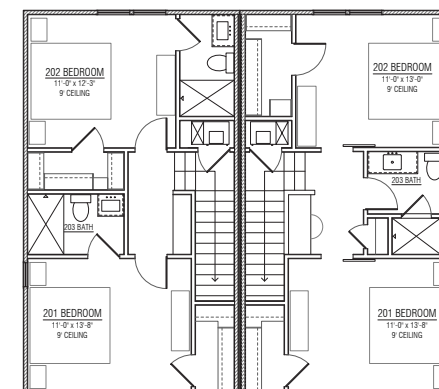
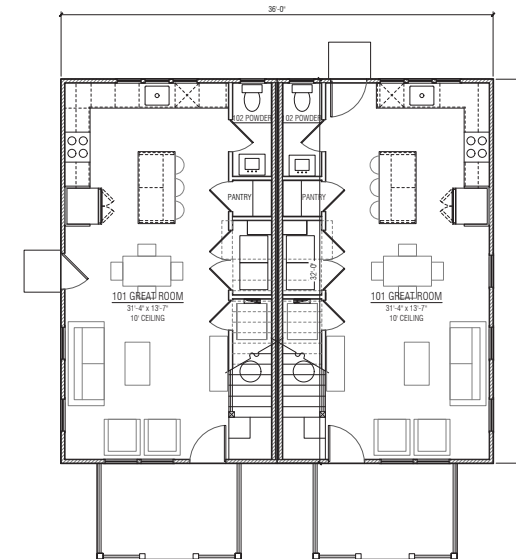
TARGET SALE PRICE: \$240,240 (per unit)

EGRET



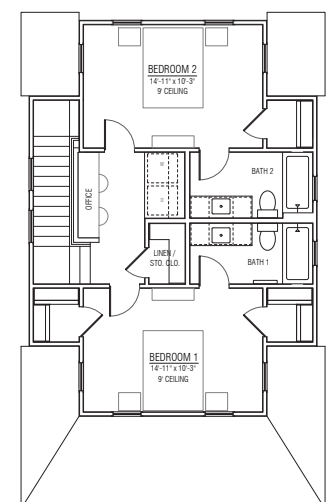
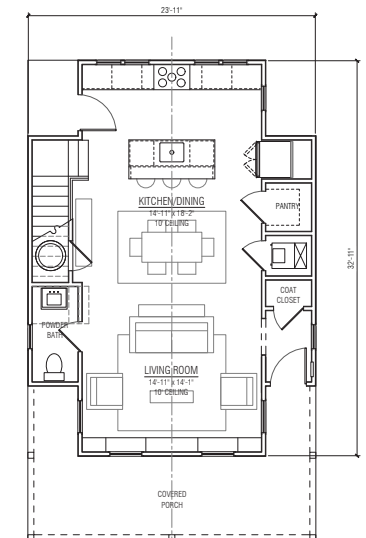
TARGET SALE PRICE: \$272,000

AVOCET



TARGET SALE PRICE: \$368,640

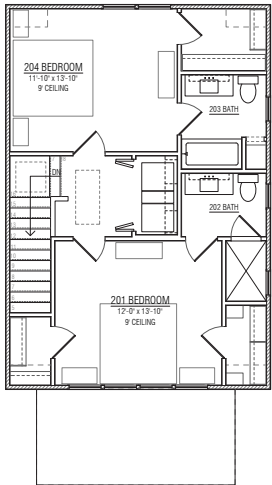
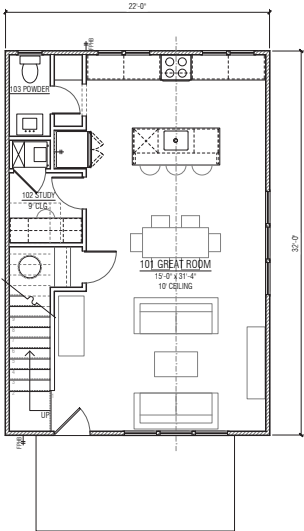
MEADOWLARK



TARGET SALE PRICE: \$419,840

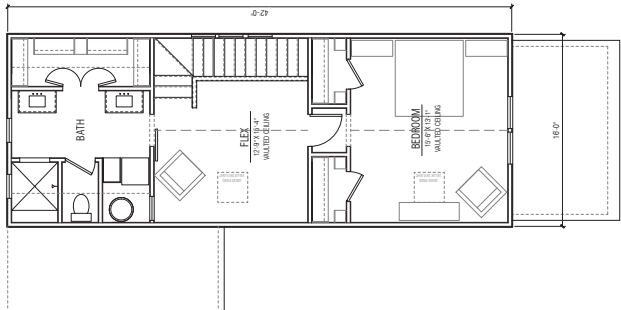
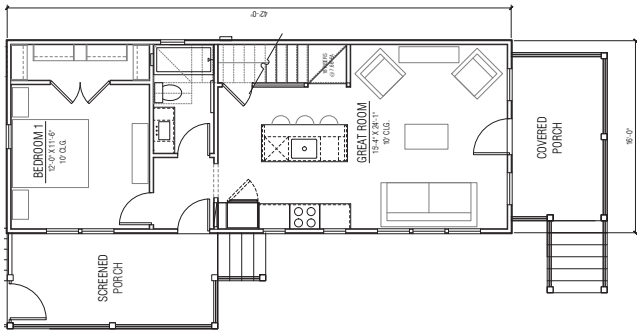
UNIT MIX AND TYPES

LARK



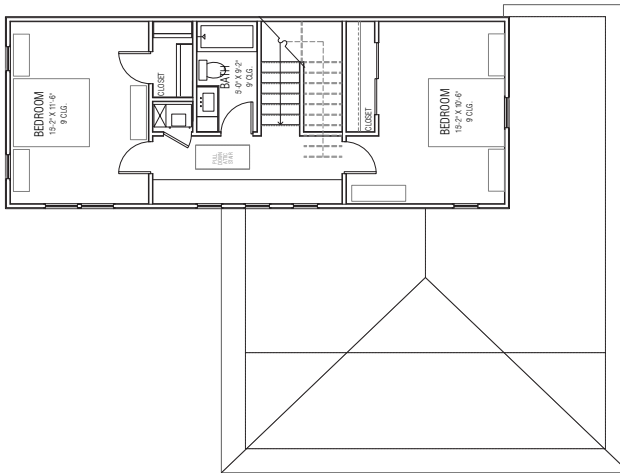
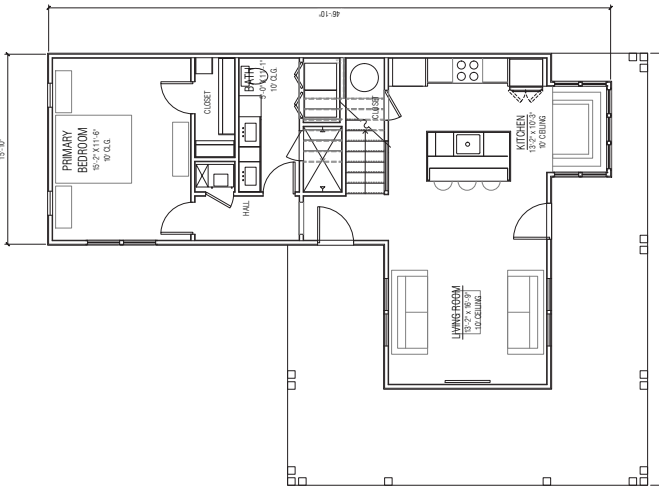
TARGET SALE PRICE: \$450,560

GULL



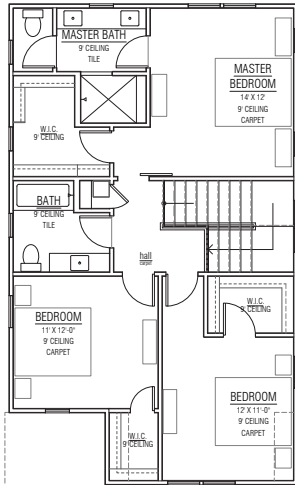
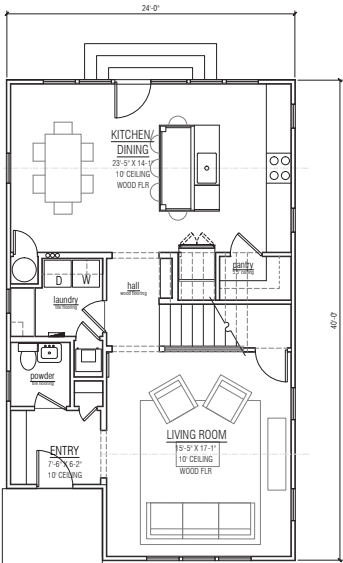
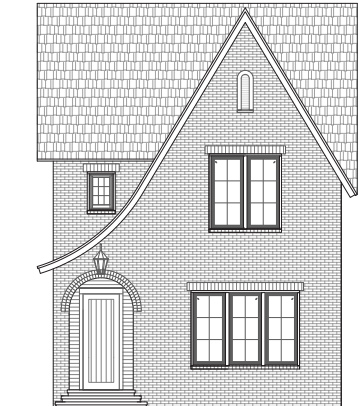
TARGET SALE PRICE: \$450,560

GOOSEBERRY



TARGET SALE PRICE: \$491,520

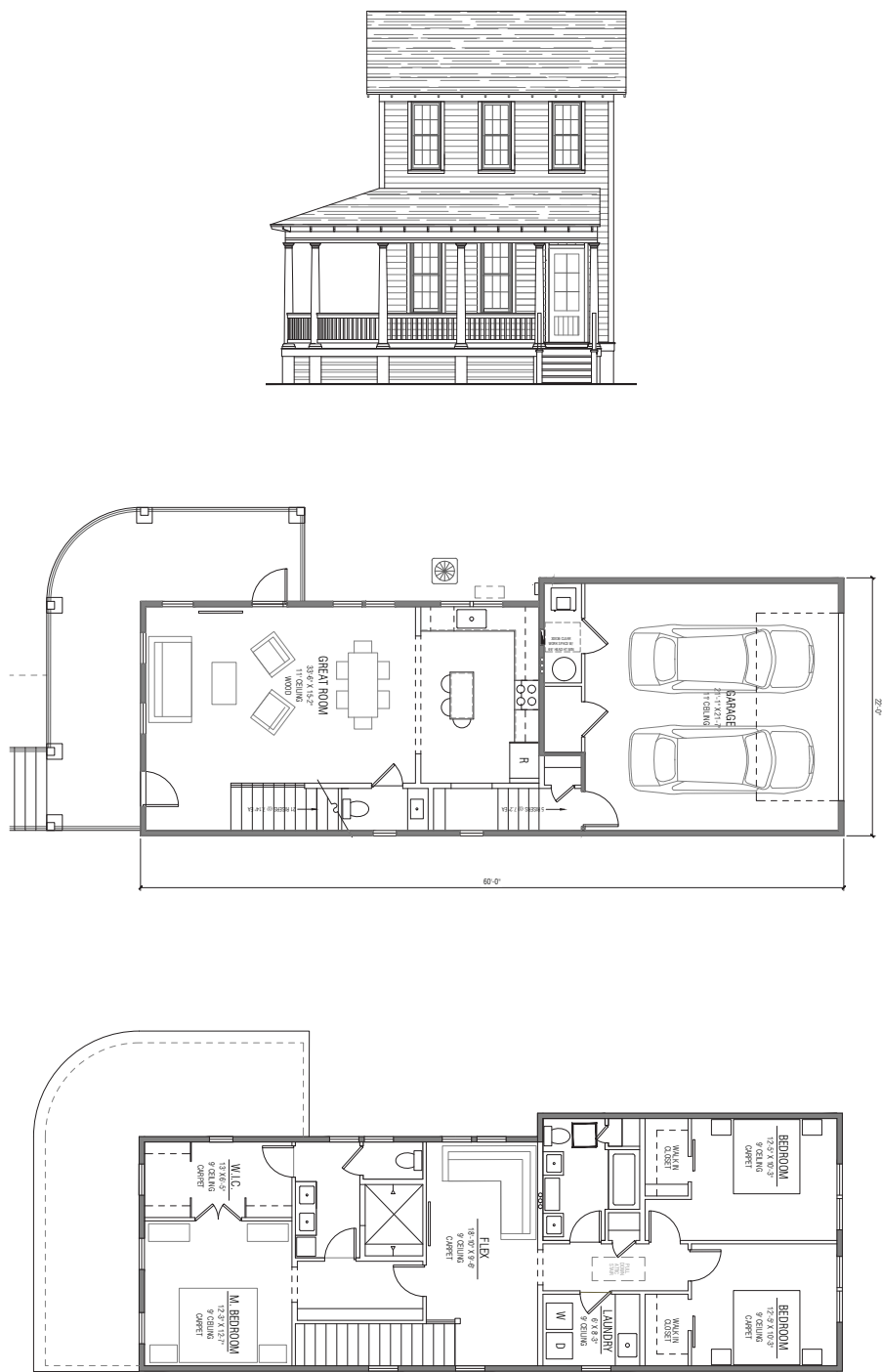
ELM



TARGET SALE PRICE: \$522,000

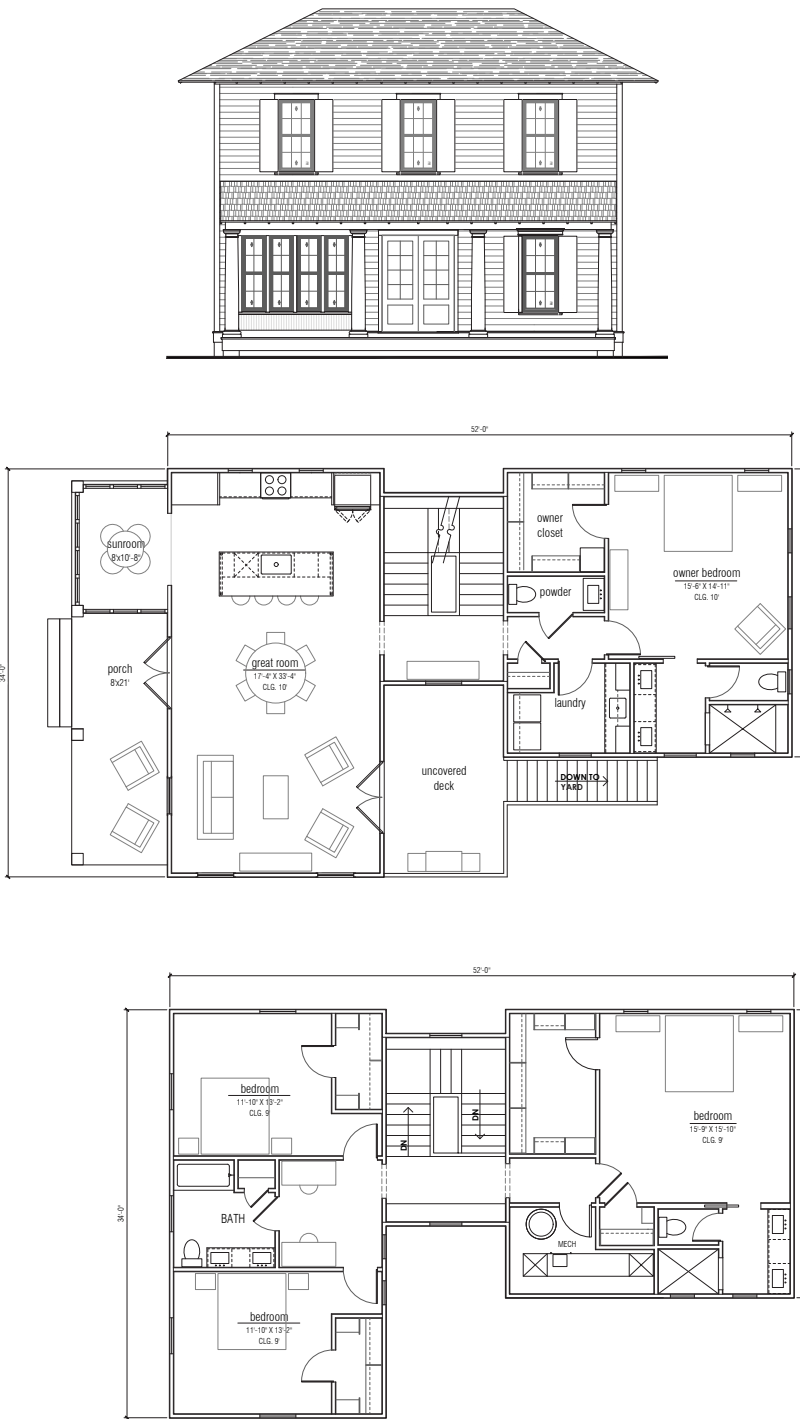
UNIT MIX AND TYPES

SASSAFRAS



TARGET SALE PRICE: \$566,080

CHINKAPIN



TARGET SALE PRICE: \$653,950

Hopewell PUD Exhibits

Third-party documents and supplemental materials were provided to demonstrate the Hopewell South project. Documents include site plans, schematics, street sections, and draft plans. Below, please find descriptions of these exhibits.

Exhibit Page 1:

The exhibit is an existing topographic survey of the site.

Exhibit Page 2:

The exhibit is a site map outlining existing lots. It contains three distinct parcels labeled as Parcel A - Block 10, Parcel A - Block 9, and Parcel B - Block 8. The map is bounded by several streets, including W 1st Street, S Fairview Street, W Wylie Street, and S Rogers Street, each with specified right-of-way measurements. Parcel A - Block 10 is on the left, Parcel A - Block 9 is in the center, and Parcel B - Block 8 is on the right. The map includes topographic lines indicating elevation changes and also marks several right-of-way dedications.

Exhibit Page 3:

The exhibit is a detailed architectural site plan titled "HOPEWELL SOUTH SITE PLAN". It features a bird's-eye view of a development layout comprising multiple rectangular building structures, lots, two East/West lanes, and a central green corridor. The layout is bordered by W 1st Street at the top, S Fairview Street on the left, W Wylie Street at the bottom, and S Rogers Street on the right. Sidewalks, roadways, and landscaped areas with trees are evenly distributed throughout the site.

Exhibit Page 4:

The exhibit is an architectural site plan labeled "ACCESSIBILITY". It displays a detailed layout of a residential or mixed-use complex. The plan is mapped out with streets bounding the site: W 1st Street at the top, W Wylie Street at the bottom, S Fairview Street on the left, and S Rogers Street on the right. The site includes multiple blocks of buildings, each labeled with "LANE"

running through them. 10 universal design buildings are marked in dark blue, with 11 FHA Compliant accessible units marked in pink, and 3 full ADA compliant.

Exhibit Page 5:

The exhibit is a detailed map showing a layout of a pedestrian and street network, designed with clear demarcations for pedestrian and vehicular traffic. The map includes a grid of streets and lanes, encompassing several blocks containing various-sized lots. The map consists of three types of vehicular traffic roads: 20-foot lanes, 20-foot neighborhood streets, and 22-foot regional streets, each indicated by different dashed line patterns. Pedestrian pathways are marked with solid green lines. Notably, there is a central roundabout with connecting streets, and larger lots towards the right-hand side.

Exhibit Page 6:

The exhibit is a detailed architectural site plan, including lots, buildings, and roads titled "PUD Phasing," depicting a lot line adjustment and a planned development with three phases. Phase 1 is located on the left side and includes four lots labeled Lot 1 to Lot 4. Each lot is outlined with dashed lines and contains simplified schematic drawings of buildings. Roads labeled "Lane" run through and around these lots. Phase 2 occupies the area below Phase 1 but West of Fairview Street. An additional phase, Phase 3, is located East of Fairview but South of 1st Street and West of Jackson St. Phase 4 is located just below Phase 3. Phase 5 occupies lot 8 between Jackson Street and Rogers Street.

Exhibit Page 7:

The exhibit is a conceptual site plan highlighting drainage and green infrastructure for an urban area. Lanes strategically separate the blocks, facilitating access. The design incorporates green areas denoting "Green Infrastructure," marked in light green, which are interspersed across the layout. These areas serve as drainage pathways or vegetated spaces.

Exhibit Page 8:

The exhibit is a site plan titled "FIRE + TRASH COLLECTION" that illustrates a site plan showing fire and trash collection routes in the neighborhood. Designated routes marked for trash and fire

trucks, and specific collection points are indicated by 10 small circles. Annotations in different colors show the radius for trash and fire truck movement.

Exhibit Page 9:

The exhibit is a design plan titled "Street Sections" with the priority focused on designing and maintaining safe streets for pedestrians. It includes two street designs labeled "1st Street" and "Rogers Street." Each section contains two diagrams: a cross-sectional view and a top-down plan view.

The "1st Street" section, on the left, shows two large green trees flanking a central vehicle lane, with separate pedestrian pathways on both sides. The measurements are provided below in an outlined diagram, indicating lanes for various uses such as a "drive lane" and "bike lane."

The "Rogers Street" section, on the right, also features large green trees, vehicle lanes, and pedestrian pathways. Both sections highlight the presence of pedestrian and vehicle areas, focusing on separating and calming traffic. The overall color scheme includes greens, blues, and grays, with trees and paved pathways as main elements.

Exhibit Page 10:

The exhibit displays cross-sections of two different street designs labeled "Jackson Street" and "Fairview Street" with trees, vehicles, and pedestrian areas. Jackson Street, on the left, features a single lane for vehicles flanked by tree plots and sidewalks. Fairview Street on the right has a layout with two vehicle lanes and sidewalks on both sides.

Exhibit Page 11:

The exhibit showcases a design plan for street sections titled "PRIORITY: DESIGN/ MAINTAIN CALM + SAFE STREETS FOR PEDESTRIANS," featuring "WYLIE STREET" on the left and "LANE" on the right. The left section illustrates a street with a pedestrian sidewalk, a tree, and a parking area adjacent to a two-lane road. A person with a stroller and another walking are depicted on the sidewalk. The right section represents a simpler street design with two driving lanes and areas for trees on both sides. Measurements for sidewalks and lanes are provided below each section.

Exhibit Page 12:

The exhibit is a design layout illustrating different unit types and configurations. On the left side, there are two sketches of buildings, including trees for context. The top sketch shows a two-story house surrounded by several tall green trees, while the bottom sketch depicts a one-story building with a porch, also with trees in front. On the right side, there are five smaller illustrations showing various perspectives of housing units. These units have gabled roofs and front porches, featuring different architectural details.

Exhibit Page 13:

The image is a detailed table labeled "UNIT MIX AND TYPES" displaying various unit types, sizes, and pricing information for a development. It includes columns for unit type, square footage, bed/bath count, total buildings, sale price, units per building, total units, and financial metrics such as monthly mortgage, property tax, and affordability levels. Key statistics highlight 98 total units, with 29% meeting Universal Design areas and 71% proposed as affordable. The proposed development provides a total of 98 units, with around 29% of units meeting Universal Design Standards, exceeding the minimum 20% threshold. Half of the Universal Design Standards Homes are fully ADA compliant, providing ample opportunities for ensuring homes for seniors and those with mobility limitations.

Exhibit Page 14:

The image presents architectural designs for three unit types labeled as Aster, Gardenia, and Mayapple. Each unit type includes a facade elevation and floor plan layout.

Exhibit Page 15:

The exhibit displays architectural illustrations of three different unit types labeled as Faulkner, Beebalm, and Winslow. Each unit type includes a facade elevation and floor plan layout.

Exhibit page 16:

The exhibit is a layout of architectural designs for four different types of housing units, each depicted with front elevations and floor plans. From left to right, the units are named Trillium, Egret, Avocet, and Meadowlark.

Exhibit page 17:

The exhibit is a layout of architectural designs for four different types of housing units, each depicted with front elevations and floor plans. From left to right, the units are named Lark, Gull, Gooseberry, and Elm.

Exhibit page 18:

The exhibit is a layout of architectural designs for two different types of housing units, each depicted with front elevations and floor plans. From left to right, the units are named Sassafras & Chinkapin.

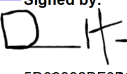
Bloomington Common Council Ordinance No. 2026-06

In accordance with IC 36-7-4-605, I hereby certify that the attached Ordinance Number 2026-06 is a true and complete copy of Plan Commission Case Number ZO2025-12-0018 which was given a favorable recommendation by a vote of 8 Ayes, 0 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on February 9, 2026.

Date: February 12, 2026

Plan Commission Secretary Signature

Signed by:



2/13/2026

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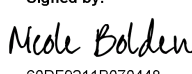
David Hittle

Secretary, Plan Commission

Clerk Signature

Received by the Common Council Office on:

Signed by:



2/13/2026

60DE9241B070448

Nicole Bolden

Clerk, City of Bloomington

Type of Legislation

Zoning Change

Fiscal Impact Statement

The legislation is not expected to have a major impact on existing City finances including, but not limited to revenues, expenditures, and any new debt obligations.

This Ordinance amends the zoning of the property from Residential Urban Lot (R4) and Residential Multifamily (RM) within the Transform Redevelopment Overlay (TRO) to Planned Unit Development (PUD).

Interdepartmental Memo

To: Members of the Common Council
From: Eric Greulich, Development Services Manager
Subject: ZO2025-12-0018/Ordinance #2026-06
Date: February 10, 2026

Attached is the staff report which pertains to Plan Commission case ZO2025-12-0018. The Plan Commission heard this petition at the February 9, 2026 hearing and voted 8-0 to send this petition to the Common Council with a favorable recommendation.

PETITIONER:

Bloomington Redevelopment Commission
401 N. Morton Street, Suite 130, Bloomington, IN

CONSULTANT:

Alli Thurmond (Range Co/Flintlock)
512 N. Mission Blvd, Fayetteville, AR

REQUEST:

The petitioner is requesting to rezone approximately 6.3 acres to Planned Unit Development and a request for approval of a District Ordinance and Preliminary Plan.

BACKGROUND:

Area:

6.3 acres

Current Zoning:

Residential Urban Lot (R4)
Residential Multifamily (RM) and Transform Redevelopment Overlay (TRO) District

Comprehensive Plan Designation

Mixed Urban Residential/West 2nd Street Street - Former Bloomington Hospital Focus Area

Existing Land Use:

Vacant

Surrounding Land Uses:

North - Vacant
East - Office
West - Dwelling, Single Family

REPORT:

The petition site is located at the southwest corner of W. 1st Street and S. Rogers Street and extends west approximately 1,000' along the south side of 1st Street. The property is currently zoned Residential Urban Lot (R4) and Residential Multifamily (RM) with a portion of the site also within the Transform Redevelopment Overlay (TRO) District. Surrounding zoning and uses include undeveloped land within Hopewell to the north zoned Mixed-Use Medium Scale (MM) and Mixed-Use Institutional (MI) and also within the Transform Redevelopment Overlay (TRO); to the east offices zoned Mixed-Use Neighborhood Scale (MN); to the west single family residences zoned Residential Urban Lot (R4); and to the south single family residences zoned Residential Small Lot (R3) that are within the McDoel Gardens Historic District. There are no known regulated environmental features on the site.

The petition site consists of several properties within Blocks 8, 9, and 10 of Hopewell that contained buildings and uses associated with the former Bloomington Hospital and a convalescent building. The City purchased approximately 24 acres of properties previously owned by the Hospital as part of a redevelopment plan for this area. This area was identified in the 2018 Comprehensive Plan as a Focus Area (West 2nd Street-Former Bloomington Hospital Focus Area) and stated there was a need for a more detailed study of the area to guide the redevelopment. Several studies have been commissioned for the area including a study from the Urban Land Institute (ULI) in 2018 for recommendations in the redevelopment of the overall 24 acre area. The study evaluated possible overall massing and diversity of land uses within this area, as well as suggested that the City should engage a master developer to manage the redevelopment of the area. An additional plan for the area was commissioned in 2021 that gave a more in-depth analysis of the area including suggested land uses, road layout, and overall massing of buildings. This study also included a traffic study analysis for the area. In 2022, the City brought forward an amendment to the zoning maps for the area as well as created an Overlay District called the Transform Redevelopment Overlay (TRO) that encompassed much of the 24 acres.

The Redevelopment Commission in conjunction with a consulting firm have designed a redevelopment plan for approximately 6.4 acres of the 24 acre Hopewell area. The proposed plan is coming forward as a Planned Unit Development to create a very compact neighborhood and would include a mix of residential uses as well as include provisions to allow for a portion of the property that is occupied by the former convalescent building for the possible reuse by the Bloomington Police Department.

In order to accomplish the density and diversity of housing that is desired and needed, the PUD involves several unique aspects including narrower street cross sections to maximize development potential, substantially reduced building setbacks, as well as allow the creation of lots that do not front on typical public streets. The proposal would also include greater allowances for Accessory Dwelling Units, increased impervious surface coverage, fully ADA accessible dwelling units, affordable housing, and a housing catalog to simplify construction of new residences.

The petitioner is requesting to rezone the property to a Planned Unit Development which involves approval of a District Ordinance, as well as approval of a Preliminary Plan.

PETITION OVERVIEW:

At the first hearing on January 12, 2026 the Plan Commission received an overview of the petition and gave comments pertaining to pedestrian safety along the proposed internal roads, long term affordability within the PUD, ADA accessibility and visitability concerns, and parking and development standards for the existing building on Block 8. In the staff report the Department also outlined areas within the PUD District Ordinance and Preliminary Plan where changes were needed for clarity. The petitioner modified several aspects of the District Ordinance after the January 12 hearing. In addition, with the February 9 approval, a condition of approval was included regarding additional

The preliminary plan shows the creation of approximately 52 lots and a possible 98 units, in addition to the lot with the convalescent building. The number of lots and units is very conceptual at this point. The PUD envisions the creation of lots within the development that can be developed with any of the land uses and building types allowed within the PUD. The proposed District Ordinance does not have any minimum lot width or minimum lot area standards and very minimal setback standards to allow the establishment of a wide diversity of possible lot and building types and configurations. In addition, the PUD is proposing to allow for the creation of lots that do not have frontage on a public street and would allow for lots to be created that have frontage on trails, parks, and public sidewalks.

The proposed phasing plan shows three overall phases that would include adjusting existing lot lines to allow the creation of smaller individual lots along the west side of the site and subsequently followed by a primary plat for the development. The phasing plan is still unclear on when specific internal streets and infrastructure for the overall development will be installed as development occurs. The Public Works and Fire Department have indicated a need for Fairview Street to be constructed with the initial plat in order to serve the new units that are accessed exclusively from the proposed Lane. The Utilities Department has also indicated a need for a phasing plan to be presented outlining the plans for stormwater detention and utility infrastructure within the development in conjunction with the primary plat. A condition of approval has been included requiring a phasing plan for infrastructure be submitted with the primary plat or final plan approval, whichever comes forward first.

The petition involves the construction of several new roads within the development that have cross sections and proposed right-of-way widths that differ substantially from what is shown within the Transportation Plan. This particular element was one of the main reasons that a PUD was necessary. All internal streets will be public, but will have specific cross sections that differ from what is allowed in the Transportation Plan. Access to the site will come from existing public streets that border this site (Rogers Street to the east, 1st Street to the north, and Wylie Street to the south), an existing section of Fairview Street that bisects through the site, an extension of Jackson Street through the east side of the site, and new streets identified as 'Lane' that will provide access to the interior of the development. The proposed 'Lanes' would function similar to a conventional alley, and would have 20' of right-of-way with two, 9' travel lanes and

a 1' concrete border on each side.

Pedestrian accommodations within the PUD are provided through a mix of internal sidewalks and multi-use paths that connect to a central open space area, with sidewalks along many of the proposed streets as well. The central open space area will be accessed from connections that extend north to 1st Street, south to Wylie Street, east to Jackson Street, and west to the edge of the PUD. A bike lane is shown along the property frontage along Rogers Street and would connect to and extend an existing bike lane recently installed by the City. The proposed internal green space would also contain storm water infrastructure to meet water quality and storm water detention requirements. Additional storm water management infrastructure is expected within Block 8 within the proposed parking area on that lot. Specific plans for detention and phasing will be addressed with the final plan and primary plat, whichever comes forward first. Language for a condition of approval regarding the timing of these elements has been included.

DISTRICT ORDINANCE:

The District Ordinance sets the development and use requirements for the PUD. Those items that are not specifically discussed in the District Ordinance revert to the relevant [UDO](#) regulations per 20.02.040(c)(3) and 20.02.040(d)(3).

[The above link is to the Municode version of the Unified Development Ordinance, Title 20 of the Bloomington Municipal Code. All references throughout the report that reference Title 20 can be found at this searchable link.]

The Preliminary Plan and District Ordinance identifies two parcels within the PUD with specific development standards for each- Parcel A (Blocks #9 and #10) which will be developed with residential uses and Parcel B (Block #8) which contains the previous convalescent building.

Parcel A-

This parcel includes both Block #9 and #10. The base zoning district will be Residential Urban Lot (R4) with the modifications outlined in the District Ordinance and summarized below:

- Minimum Lot Width and Size: None
- Setbacks:
 - Front: 0' front setback along all roads except a 12' front building setback along Wylie Street.
 - Side: 0' and 5' along the edges of the PUD
 - Rear: 5' or 3' abutting a lane.
 - All setbacks listed above will apply for primary and accessory buildings and parking setbacks.
 - Since there are 0' front setbacks proposed, a notation has been made that no encroachments are allowed within the right-of-way.
- Maximum Height: 50' (primary and accessory structures).
- Impervious Surface Coverage: No maximum.
- Permitted Uses: A use table has been included.
- Lot Frontage and Lot Space: The DO states that-

- Lot Frontage requirements may be met by a street, lane, paved trail, common green space, or other right of way or access easement that provides continuous pedestrian and utility access to the lot, provided that all fire code and building code requirements are met.
- Where a lot has only non-street frontage, the frontage as described above shall be considered equivalent to street frontage for the purposes of development standards, permitting, and address assignment, except in instances where a lot has both lane and pedestrian frontages.
- In such cases, the project shall designate a “Building Front” on the development plan. The designated building front shall comply with all applicable frontage requirements—including orientation, entry visibility, and porch requirements—regardless of the location of legal or vehicular access.
- Building Front shall be assumed to be the primary pedestrian access for non-street frontage lots (i.e., a front porch and front door facing a trail or common green space with pedestrian access).
- Primary entrance shall be located on the designated building front, and shall not require a second entrance on other frontages.
- These provisions supersede any conflicting frontage or access provisions in the Unified Development Ordinance.
- Architectural Design Standards:
 - The proposed District Ordinance states that- “ *Residential Design Standards* shall be controlled within the PUD area via a pre-approved plans catalog provided with the PUD. No further architectural design standards shall apply within the PUD as long as the buildings are substantially similar to those shown in the final approved PUD Plan. Section 20.04.070(d)(3)(H)-(K)
 - Modifications to buildings after initial building occupancy shall be required to be compliant with all prevailing architectural design standards at the time of modification. The Department would apply this to mean that any additions or modifications to a building after occupancy, are regulated by the base standards of the UDO for the R4 district.
- Accessory Dwelling Unit Requirements:
 - Attached and Detached Accessory Dwelling Units shall comply only with all height and setback requirements within the PUD.
 - ADU’s shall not be subject to any owner occupancy residency requirements.
 - Accessory Dwelling Units shall be limited to 840 square feet of habitable space.
- Miscellaneous Provisions:
 - Up to 12 multi-family dwellings on one single lot or parcel of land shall be allowed.
 - Neighborhood Transition Standards: no additional setbacks or height reductions along the edges of the PUD are required.
 - Common landscape maintenance shall be provided by an HOA

- established before the final plat.
- No drive cuts are allowed on 1st Street or Wylie.

Parcel B-

The base zoning district will be Mixed-Use Medium Scale (MM) with the Transform Redevelopment Overlay (TRO) standards and per the modifications outlined in the District Ordinance. The District Ordinance also states that- “....These standards and requirements shall apply only if the site is developed with a police, fire or rescue station. If it is developed in some other manner, standards of the MM and TRO district shall apply.”

The proposed modifications are summarized below-

- Setbacks:
 - Front: 0’ front setback,
 - Side: 0’ and 5’ abutting the edges of the PUD
 - Rear: 5’ or 3’ abutting a lane.
 - Parking: 0’
- Architectural Design Standards:
 - Non-conforming existing architectural features surrounding the building shall be exempt from TRO requirements. New architectural features shall be compliant except as specifically noted.
 - *Parking Lot Landscaping* shall not apply.
 - Fencing taller than 4 feet may be permitted.
 - UDO and TRO lighting standards would not apply to “Police, fire, or rescue station” uses and will be subject to Plan Commission approval during development planning to ensure lighting does not create a nuisance for adjacent residential uses.
- Parking
 - Parking maximum is not subject to the TRO standards
- Entrance and Drives:
 - One drive cut access will be allowed on Jackson St, 1st Street, Rogers Street, and Wylie Street. Each drive access shall be a minimum of 50’ from the closest street intersection.

PUD Standards Common to Both Parcels

- Landscape:
 - Existing trees intended to be retained shall comply with tree protection fencing per UDO 20.04.080(c).
 - Buffer yards are not required within the PUD.
- Street Standards:
 - Minimum right of way width per PUD street standards
 - Sidewalk Minimum Width:
 - 5’ unless existing, in which case width shall match historic width and placement.;
 - Tree Plot/Green Infrastructure Minimum Width:
 - 5’ unless existing, in which case width shall match historic width and placement.
- Storm water Standards: Compliance required with all existing storm water

standards.

- **Parking:**
 - There is no minimum on-site parking requirement within the PUD.
 - Parking is allowed directly adjacent to lanes in designated parking spaces constructed of asphalt, concrete, pavers, gravel or other all-weather surfacing. Parking may at no time impede on the drive lanes of the lane.
 - Parking areas of 4 or more spaces located on lanes shall not require landscaping or screening.
 - On-street parking may be provided within the public right-of-way designated paved spaces on Fairview and Jackson as parallel, angled, or 90-degree spaces
 - Where angled or head-in spaces have been provided adjacent to a sidewalk, wheelstops or a wider sidewalk to maintain clear width shall be required.
- **Phasing:**
 - Phases will be completed per the phasing plan in the PUD exhibits.
 - Each phase will ensure that stormwater requirements are constructed with the associated improvements
- **Utility Standards:** Compliance required with all existing utility standards.

Environment:

There are no known regulated environmental features on the properties within this PUD. The petitioner is proposing no changes to the UDO regulations related to environmental standards in this PUD. Since the PUD is completely silent on environmental regulations, per UDO 20.02.040(d)(3), the UDO regulations of the base zoning district are applied to development in the PUD.

Access and Connectivity:

The petitioner is proposing a specific allowance for drivecuts on Parcel B (Block #8) to allow one drivecut on each respective street frontage with a 50' setback requirement from an adjacent street intersection.

Driveways and Access:

The District Ordinance does not have any specific regulations regarding access and drives for Parcel A. Language should be included in the final plan approval for Parcel A stating that no drivecuts are allowed on 1st Street, Fairview Street, Jackson Street, or Wylie Street.

Pedestrian and Bicycle Circulation:

Internal sidewalks are shown throughout the development connecting to the proposed interior open space and along proposed streets. The Fire Department has expressed a concern regarding access to units that do not have direct access to a public street. Access to all lots must meet Emergency Service's requirements. The Preliminary Plan needs to specify the width of the interior sidewalks that are not included in the public street cross sections. If multi-use paths are proposed within the PUD, those need to be indicated on the Preliminary Plan.

Public Transit:

Rogers Street is the only road along the PUD that is served by Bloomington Transit and they have not expressed an interest in a bus shelter along this frontage. If a future need is identified, that can be addressed with the final plans.

Lighting:

Pedestrian scale lighting should be utilized within Parcel A and will be reviewed with final plan approval. The District Ordinance for Parcel B states that the TRO standards would not apply for the use “police, fire, or rescue station”.

Signs:

The petitioner is proposing no changes to the UDO regulations related to signage allowances in this PUD. Since the PUD is completely silent on sign regulations, per 20.02.040(d)(3), the base zoning district standards of the UDO are applied to development in the PUD.

Subdivision Regulations:

The PUD is proposing to allow lot frontage requirements for new lots to be met by the presence of a street, alley, paved trail, common green space, or other right of way or access easement that provides continuous vehicular, pedestrian, and utility access, provided that all fire code and building code requirements are met. In addition, there are no minimum lot size or minimum lot width requirements proposed within the residential portions of the PUD.

As mentioned, with the possibility of lots being created that only front on sidewalks, those lots may be desired to have sidewalk access that is wider than 5’ to provide greater accessibility.

PRELIMINARY PLAN:

Per 20.06.070(c)(3)(B), a Preliminary Plan is required with rezoning to Planned Unit Development and has been submitted.

Scaled Site Plan:

The petitioner has submitted several conceptual and scaled site plans indicating proposed public improvements, proposed development areas, fire and sanitation access, accessibility, phasing, and green infrastructure.

Infrastructure Plan:

The petitioner has included a plan for pedestrian and vehicular connections, which is shown on Pages #8-9 of the Preliminary Plan. Proposed infrastructure will include new internal roads and lanes, utility infrastructure, an extension of Jackson Street, and reconstruction of Fairview Street. Previous approvals to the north of this site platted 60’ of right-of-way for Jackson Street that stubs to where a future extension was expected when this section of Hopewell was developed. The proposed alignment of Jackson Street on this Preliminary Plan aligns with the location of the right-of-way for Jackson

Street to the north and where an intersection for this connection was recently installed by the City as part of the 1st Street project. Likewise 74' of right-of-way for Fairview Street was platted to the north of this site with an intersection recently installed, the proposed location of Fairview Street on the Preliminary Plan aligns with that intersection as well.

Street Cross Sections:

This PUD is proposing several modifications for the existing and proposed roads within and adjacent to this site to maximize the ability to provide housing within the PUD. These proposed cross sections contained in the Preliminary Plan deviate from the Transportation Plan both in terms of the proposed amount of right-of-way to be dedicated and also in terms of the improvements shown within each cross section.

The property has frontage on four existing streets- Rogers Street, 1st Street, Wylie Street, and Fairview Street. The project also would involve the construction of a new segment of Jackson Street. The Transportation Plan classifications and requirements for each are as follows-

- Rogers Street
 - Secondary Arterial
 - 84' right-of-way required
 - General Urban typology (bike lane is the recommended facility) (10'sidewalk/8' tree plot)
- 1st Street
 - Primary Collector
 - 60' right-of-way required
 - Neighborhood Residential/Neighborhood Greenway typology (6' sidewalk/5' tree plot)
- Fairview Street
 - Local street
 - 60' right-of-way required
 - Neighborhood Residential typology (6' sidewalk/5' tree plot)
- Wylie Street
 - Local street
 - 60' right-of-way required
 - Neighborhood Residential typology (6' sidewalk/5' tree plot)
- Jackson Street (to be constructed)
 - Local Street
 - 60' right-of-way required
 - Neighborhood Residential typology (6' sidewalk/5' tree plot)

The proposed cross sections for all of the existing and proposed roads are summarized below:

- Rogers Street
 - The Transportation Plan would require a total 84' of right-of-way (42' from centerline). There is currently approximately 20-25' of right-of-way from centerline. The proposed cross section within the PUD for Rogers Street shows a dedication of 31' from centerline for right-of-way.
 - Within this cross section there would be an allowance for the

inclusion of a 5' on-street bike lane, 5' tree plot, and minimum 5' sidewalk.

- 1st Street
 - The Transportation Plan would require 60' of right-of-way and that currently exists, therefore no new right-of-way must be dedicated. In addition, the City recently completed a road improvement project for 1st Street along this frontage and installed all necessary improvements that include a 6' wide sidewalk and 5' tree plot with street trees along this frontage. No on-street parking was installed along the 1st Street corridor, including along this PUD frontage. No improvements along 1st Street are required.
- Jackson Street
 - The Transportation Plan would require a total of 60' of right-of-way. With this petition Jackson Street would be constructed through this site to connect to 1st Street to the north and Wylie Street to the south. The City's recent improvements to 1st Street constructed an intersection along 1st Street for Jackson Street to connect to and it is in place. In order to maximize housing potential, while also balancing appropriate infrastructure needs, the petitioner is proposing a 48' right-of-way that would include 5' sidewalks and 5' tree plots on both sides, 2- 10' travel lanes, and a 7' wide on-street parking lane on the east side.
- Wylie Street
 - The Transportation Plan would require a total of 60' of right-of-way. But, of residential streets, the Plan also states "in order to preserve existing neighborhood fabric, existing streets shall not be required to conform to these cross-section standards". There is currently approximately 40' of right-of-way. The proposed cross section shows maintaining the existing right-of-way line with no additional dedication. There is currently an approximately 4.5' monolithic sidewalk along the north side of Wylie Street along this frontage that would be replaced with this petition with a monolithic 5' sidewalk. There is also on-street parking along the north side of Wylie Street along this property frontage which is proposed to remain. The proposed cross section shows maintaining the current monolithic sidewalk.
- Fairview Street
 - The Transportation Plan would require a total of 60' of right-of-way. Fairview Street currently extends through the site and would be removed and reconstructed with this proposal. In order to maximize housing potential, while also balancing appropriate infrastructure needs, the petitioner is proposing a 48' right-of-way that would include 5' sidewalks and 5' tree plots on both sides, 2- 10' travel lanes, and a 7' on-street parking lane on the east side.
- Lanes
 - Within the development there is a new road type proposed identified as a 'Lane'. These are public streets with 20' of right-of-way and 18' of travel lanes. These would function to serve the rear of many of the units, but also serve as the only primary public road access points for some of the lots. There is a 1' "concrete ribbon" that is shown along the borders of the travel lanes.

Traffic Analysis:

A traffic analysis was not determined to be needed with this PUD since a traffic study analysis was done with a previous study in 2021. The proposed number of units is not expected to trigger the installation of any additional traffic management signals or turning lanes. Internal stop signs will be placed as needed.

Description of Character:

The petitioner includes a description of the concepts for this property in the petitioner's statement. The petitioner seeks to develop a distinct development that helps address the community's need for housing by providing affordable, owner occupied housing.

Phasing:

The petitioner has proposed five overall phases for the development. It is expected that the site will develop from west to east, starting with Block #10.

A detailed phasing plan regarding specific infrastructure will be reviewed with subsequent approvals. This is essential to determining what infrastructure must be included with each plat and to adequately serve the overall PUD as it develops. A condition of approval has been included to require a detailed phasing plan with the primary plat or final plan, whichever comes forward first. The adjustment of lot lines will not be a trigger for final plan approval or require the detailed phasing plan with that aspect.

Environmental Plan:

As noted earlier in the report, there are no known regulated environmental features on this property. The proposed District Ordinance does not propose any changes to the UDO regulations regarding environmental features, therefore the base zoning district standards of the UDO apply.

Architectural Character:

The petitioner proposes a specific set of design plans for all of the buildings within the PUD. There will be a housing catalog which will include build-ready plans to submit for permitting. The proposed residences in the housing catalog will be reviewed ahead of time for compliance with City standards to decrease permit review times. The District Ordinance addresses some specific elements of the proposed standards for the residential buildings, however it would be beneficial with the final plan approval to outline any specific aspects of the residences that are essential components, for instance- depth of porches, required diversity of exterior finishing materials, roof pitch, etc.

COMPREHENSIVE PLAN:

This property is designated as *Mixed Urban Residential*, and is located in the West 2nd Street- Former Bloomington Hospital Focus Area. The Comprehensive Plan notes the following about the *Mixed Urban Residential* area:

- The Mixed Urban Residential district refers to older neighborhoods that were

developed using the traditional block and grid-like street patterns. Which has been utilized in the proposed Preliminary Plan with the use of streets and lanes. The district is composed of both single-family residences and larger 2-4 story apartment buildings with densities ranging from 2 units per acre to 30 units per acre.

- Architectural styles largely consist of cottages and bungalows of less than two stories that were mostly built prior to the 1950s. Many structures are architecturally and historically distinctive, drawing upon their respective era's influence in design, scale, and use of materials. The proposed house catalog incorporates many historically appropriate design features and styles that are reflective of houses of the surrounding era.
- This area is essentially built out. However the location of the former Hospital use provides an opportunity for a larger scale planned development. This PUD would further that goal through a unified design for this area.
- The area is adequately served by existing utilities and those will be extended through this site.
- Create neighborhood focal points, gateways, and centers. This has been accomplished within the center portion of the site that is linked through a surrounding greenways system and sidewalks. The area also included several amenity buildings for use by the residents.
- Ensure that appropriate linkages to neighborhood destinations are provided. This has been incorporated through the series of internal grid-like streets and lanes. Sidewalks will be provide throughout the development and along all of the street frontage to incorporate a high degree of pedestrian facilities and connections throughout the PUD.
- Large developments should develop a traditional street grid with short blocks to reduce the need for circuitous trips.
- Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).

20.02.040(b) PUD Qualifying Standards:

A petition for rezoning into a Planned Unit Development (PUD) district shall only be considered if the petition meets the following criteria, as determined by the Planning and Transportation Director:

1. The proposed PUD zoning district includes a minimum of five acres of land;
2. The land included in the proposed PUD zoning district is not within the Mixed-Use Downtown (MD) zoning district;
3. Where residential dwelling units are proposed, a minimum of 15 percent of the total dwelling units must be permanently income-limited through a deed restriction to households earning less than 120 percent of the HUD AMI for Monroe County, Indiana and the development will be subject to the applicable standards established in Subsection 20.04.110(c): *Affordable Housing*, unless the City otherwise adjusts or releases this requirement.;
4. The proposed PUD could not be developed using conventional zoning districts or standards established in this UDO;

5. The land included in the proposed PUD is under single ownership or control. Single control of property under multiple ownership may be considered when the petition includes enforceable agreements, covenants, or commitments that run to the benefit of the City and that the City may require to be recorded if the PUD is approved; and
6. The proposed PUD zoning district embraces the following highly-valued design features:
 - A. Protection of specific natural, environmental, or scenic resources or green spaces; and/or
 - B. Retaining natural landforms throughout the development; and/or
 - C. Low Impact Development design features throughout the development; and/or
 - D. Solar orientation of building forms and other passive energy-efficient design strategies throughout the development.
7. The proposed PUD zoning district embraces several highly-valued design features, as determined by the Planning and Transportation Director, including but not limited to:
 - A. No block perimeter greater than 1,400 feet in the development;
 - B. Centralized gathering and recreation spaces of an appropriate size for the entire development, or designed to serve an area larger than the entire development;
 - C. Internally and externally connected park, trail, and open space system;
 - D. Community-level renewable energy production.

ADOPTED FINDING:

The petitioner addresses the Qualifying Standards in the petitioner's statement. The UDO contains 13 general Qualifying Standards for rezoning to Planned Unit Development as listed above. Standard #1 and #2 cover location and size of the property and are met. Standard #3 is related to permanently-income limited dwelling units. The Redevelopment Commission has language regarding ensuring long-term affordability that is addressed in their petitioner statement. Standard #4 is that the PUD could not be developed using traditional zoning districts and the processes in the UDO. In order to accomplish the density needed within this neighborhood, a narrower street design is required that is not possible through the Transportation Plan. The Planned Unit Development process is the only path available to propose specific road typologies. Standard #5 is verification that the land is under single ownership or control, and it is. Standards #6A-6B are related to protecting and retaining environmental and natural resources on the site which as stated previously are not present. Standards #6C-6D address low impact design features and solar orientation. The petition does not directly incorporate specific elements, however the high density compact urban form, maximum housing potential which reduces the need for additional density in undeveloped areas. Standard #7A allows no block length longer than 1,400 linear feet which has been met in the Preliminary Plan. Standard #7B outlines the need for a centralized gathering or recreation space for the development, and the petitioner has included that in their Preliminary Plan with a central gathering area that is connected by sidewalks that extend throughout the entire neighborhood and to all surrounding adjacent streets. In addition, Building Trades Park is located in close proximity to this site. Standard #7D is related to community-level energy production. The Department does not think that the community would best be served by focusing the use of this land on community-level

energy production.

20.06.070(c)(3)(D)(i)(1) PUD District Ordinance and Preliminary Plan review criteria:

The Plan Commission shall review the rezoning to a Planned Unit Development (PUD) petition and shall forward its recommendation to the Common Council in accordance with Section 20.06.040(g) (Review and Decision) based on the general approval criteria in Section 20.06.040(d)(6) and the specific approval criteria in Section 20.06.070(c)(4).

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

- i. Compliance with this UDO
- ii. Compliance with Other Applicable Regulations
- iii. Compliance with Utility, Service, and Improvement Standards
- iv. Compliance with Prior Approvals

ADOPTED FINDING:

The PUD meets the Qualifying Standards required in the UDO as outlined above. The PUD is compliant with the UDO. The petitioner will continue to work with City of Bloomington Utilities, as well as other departments, to ensure that the development is able to meet all of other City regulations. There are no other known applicable regulations. No prior approvals affect this petition.

20.06.040(d)(6)(D) Additional Criteria Applicable to Primary Plats and Zoning Map Amendments (Including PUDs)

- i. Consistency with Comprehensive Plan and Other Applicable Plans
 - The proposed use and development shall be consistent with and shall not interfere with the achievement of the goals and objectives of the Comprehensive Plan and any other adopted plans and policies.
- ii. Consistent with Intergovernmental Agreements
 - The proposed use and development shall be consistent with any adopted intergovernmental agreements and shall comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this UDO.
- iii. Minimization or Mitigation of Adverse Impacts
 - 1. The proposed use and development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.
 - 2. The proposed use and development shall not result in the excessive destruction, loss or damage of any natural, scenic, or historic feature of significant importance.
 - 3. The proposed use and development shall not result in significant adverse fiscal impacts on the city.
 - 4. The petitioner shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in

the pre-submittal neighborhood meeting for the specific proposal, if such a meeting is required.

iv. Adequacy of Road Systems

1. Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed use and development shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services.
2. The proposed use and development shall neither cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

v. Provides Adequate Public Services and Facilities

Adequate public service and facility capacity shall exist to accommodate uses permitted under the proposed development at the time the needs or demands arise, while maintaining adequate levels of service to existing development. Public services and facilities include, but are not limited to, streets, potable water, sewer, stormwater management structures, schools, public safety, fire protection, libraries, and vehicle/pedestrian connections and access within the site and to adjacent properties.

vi. Rational Phasing Plan

If the petition involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date and shall not depend upon subsequent phases for those improvements.

ADOPTED FINDING:

The proposed use and development does not interfere with the goals and objectives of the Comprehensive Plan or any other adopted plans and policies. In fact this development works to accomplish many of the goals outlined in the Comprehensive Plan for this redevelopment area that was already identified as an ideal location for denser development. The proposal is not affected by any existing interlocal agreements. There are no known regulated environmental features and the allowance of a denser housing development on this unencumbered property allows for the preservation of more environmentally sensitive land within the City. No known concerns have been raised by adjacent neighbors. This development will construct several new roads through the site and makes use of a recently constructed 1st Street along the north property line as well as recent improvements to Rogers Street adjacent to this site. Compliance with City of Bloomington Utility Department standards has been addressed through a condition of approval. An overall phasing plan has been submitted showing five overall phases, however a more detailed phasing plan regarding specific infrastructure will need to be reviewed with the final plan or primary plat approval, whichever comes forward first, to ensure all necessary infrastructure is installed with each phase. The adjustment of lot lines will not require a phasing plan to be submitted for that element.

20.06.070(c)(4) Approval Criteria for Rezoning to a Planned District (PUD)

The Plan Commission and Common Council shall only approve a petition for rezoning to a PUD district if they determine that the petition:

- (A) Is consistent with the purpose of this UDO and the purpose of Section 20.02.040 (Planned Unit Development (PUD) District); and
- (B) The petitioner has demonstrated that the proposed rezoning is compatible with surrounding development or can be made compatible with surrounding development through commitments or conditions; and
- (C) Any portion of the PUD zoning district to be occupied by multifamily, mixed-use, or industrial development shall provide a greater level of internal connectivity and connectivity to surrounding developments than would be required by this UDO if the project were not being developed in a PUD zoning district; and
- (D) Each multifamily, mixed-use, or nonresidential principal structure in the PUD zoning district shall provide a greater level of design quality than would be required by this UDO if the project were not being developed in a PUD zoning district; and
- (E) At least one of the following criteria are met;
 - i. The proposed PUD zoning district will include construction of a substantial open space, recreational, entertainment, or cultural amenity that will be open to and usable by the general public, and that would not otherwise be required by this UDO. Reconfiguration of open space required by this UDO does not satisfy these criteria;
 - ii. The proposed PUD zoning district will protect a significant ecological, natural, historical, architectural, or archeological resource that was not already protected from development by this UDO or by state or federal law. Avoidance of designated floodplains or wetland areas, or the provision of additional buffers around such areas, does not satisfy these criteria; or
 - iii. The proposed PUD zoning district provides affordable housing beyond the amounts that the petitioner would have been required to provide in order to earn a Tier 1 or Tier 2 affordable housing incentive under Section 20.04.110(c)(5) by either:
 - 1. Income-restricting at least 10 percent more of the dwelling units at or below the income levels required to earn a Tier 1 or Tier 2 incentive, or
 - 2. Income restricting the same number of dwelling units required to earn a Tier 1 or Tier 2 affordable housing incentive, but limiting incomes to at least 10 percent lower AMI level than would have been required to earn a Tier 1 or Tier 2 incentive under Section 20.04.110(c)(5).

ADOPTED FINDING:

The petitioner has addressed these criteria in their petitioner statement. This proposal is consistent with the goals of the UDO by allowing the creation of a PUD that seeks to

modify several standards of the UDO to allow for a dense residential product that meets many goals of the City by providing affordable, owner-occupied housing in close proximity to resources and infrastructure. The PUD will match the surrounding land uses and housing types of the McDoel neighborhood and expected development of other sections of Hopewell to the north. The PUD incorporates a high degree of internal pedestrian connectivity through sidewalks and multi-use paths that connect to a large, central green space. The proposed housing catalog has been designed to provide a wide range of architectural housing types with a mix of building footprints, finishing materials, height, roof pitches, and land uses. The PUD exceeds the affordable housing requirement by providing at least 50% of the total dwelling units within the PUD to home buyers under 100% of the Area Median Income (AMI). At least 15% of total dwelling units within the PUD will be permanently income-limited to households earning less than 120% of AMI.

CONCLUSION:

The petitioner has designed a high quality development that incorporates a wide mix of residential housing types. This development will also allow the opportunity to explore allowing the creation of dwelling units that do not front directly on typical street frontages, as well as allow the use of more narrow streets to maximize housing potential. The commitment to affordable housing for owner occupied housing also helps further many goals and fill a missing housing need.

RECOMMENDATION:

The Plan Commission voted 8-0 to forward this petition to the Common Council with a favorable recommendation and the following conditions of approval:

1. Final plan approval for Block 8 shall be heard by the Plan Commission. Final plan approval for all other phases shall be delegated to staff.
2. With final plan or primary plat approval, whichever comes first, for Phase 1 a drainage plan that meets the requirements of Title 13 and CBU's Stormwater Design Manual shall be submitted and approved by CBU. Drainage plans may be submitted either for each phase, or for the entire PUD with phasing included. Each phase shall satisfy the requirements of Title 13 including the management of runoff and sediment during construction, as well as post-construction stormwater management.
3. Water calculations (fire protection pressure and flows) for the development shall be submitted to and approved by CBU prior to final plan approval for Phase 1.
4. Final details regarding architectural materials and specific design elements of the proposed buildings shall be submitted for final plan approval.
5. Site plan improvements for Block 8 shall indicate bicycle parking and landscaping along the south side of the building to the extent practical.
6. Pedestrian scaled lighting shall be indicated on Parcel A and reviewed with the final plan.

7. Within Parcel A, drivecuts shall be prohibited on 1st Street, Fairview Street, Wylie Street, and Jackson Street as indicated on the final plan for Parcel A.
8. All secondary plats shall be delegated to staff.
9. A specific phasing plan for all infrastructure including roads, utilities, and detention must be submitted and approved with either the final plan or primary plat approval, whichever comes forward first. The adjustment of lot lines will not require final plan approval or trigger a phasing plan.
10. Prior to final plan or primary plat approval, the petitioner shall prepare and include in the project record written documentation describing how visitability and accessibility were evaluated and how people with disabilities were engaged.
11. Petitioner will work with staff and Commissioner Stosberg to clarify language and correct citations in the District Ordinance.

[This memo references documents that were prepared by a third-party and may not meet ADA requirements. The materials may be found at [pdf Hopewell PUD Exhibits.pdf](#) and the description of exhibits is located here [Hopewell PUD Exhibits Descriptions](#)]

City of Bloomington, Indiana Common Council Amendment Form

- Ordinance: 2026-05
- Amendment: Amendment 02
- Submitted by: Councilmember Asare
- Date: February 16, 2026

Proposed Amendment:

1. Amend Section 2 of Ordinance 2026-05 to read as follows, and further amend Section 2.04.280 of the Bloomington Municipal Code as necessary to ensure consistency with the procedural changes adopted by this ordinance:
2. Strike subsection (b) of Section 2.04.280 of the Bloomington Municipal Code entitled "Ordinances and resolutions – Synopsis required."
3. Strike Section 2.04.300 of the Bloomington Municipal Code entitled "Ordinances and resolutions – Readings and vote required" in its entirety.
4. Insert a new Section 2.04.300 of the Bloomington Municipal Code entitled "Ordinances and resolutions – Procedures at meetings," as reflected in Substitute Attachment A.
5. Strike Section 2.04.310 of the Bloomington Municipal Code entitled "Ordinances and resolutions – Vote required" in its entirety.
6. Insert a new Section 2.04.310 of the Bloomington Municipal Code entitled "Ordinances and resolutions – Limitations on same-meeting adoption," as reflected in Substitute Attachment A.

Synopsis

This amendment replaces the proposed Attachment A of Ordinance 2026-05 with substitute language that clarifies when ordinances and resolutions are properly before the council and incorporates the statutory two-thirds vote requirement for same-day passage of ordinances under Indiana Code 36-4-6-13. The amendment also relocates voting limitations into a dedicated section, removes duplicative voting and clerk-reading provisions, and amends Section 2.04.280(b) as necessary to ensure clarity and internal consistency across Chapter 2.04.

02/18/2026 Regular Session Action: Pending

Ordinance 2026-05 - Attachment A

Chapter 2.04 - Common Council

2.04.280 - Ordinances and resolutions—Synopsis required.

(a) Each ordinance and resolution submitted to the council shall be accompanied by a short, nontechnical synopsis of the legislation which is comprehensible to the average citizen and suitable for publication. The council staff may edit the synopsis to clarify information or standardize format.

(b) The edited synopsis shall be read whenever the legislation it accompanies is introduced at a council meeting for first or second reading and it shall become a part of the official record, but shall not have the legal effect of being part of the legislation.

2.04.300 - Ordinances and resolutions—Readings required.

(a) Every ordinance shall be given two readings before a vote may be taken on its passage and no ordinance shall be passed on the same day or at the same meeting as it is introduced except by unanimous consent of the members present, at least two-thirds of the members being present and voting. An ordinance may not be debated or amended at its first reading or introduction unless state or federal requirements provide otherwise.

(b) At each reading of an ordinance the synopsis shall be read and the clerk shall read the ordinance by title only, provided there is unanimous consent.

(c) Each resolution submitted to the council shall be read by title only provided there is unanimous consent.

2.04.310 - Ordinances and resolutions—Vote required.

A majority vote of the members of the council shall be necessary to adopt any resolution, order or ordinance, unless state or federal requirements provide otherwise.