

# Bloomington Common Council Agenda and Notice: Deliberative Session

6:30 PM, Wednesday, April 15, 2026  
Council Chambers (#115), City Hall  
401 N. Morton Street, Bloomington, IN 47404  
The meeting may also be accessed [remotely](#)<sup>1</sup>

1. Roll Call
2. Hopewell South Planned Unit Development (PUD) [Presentation](#)<sup>2</sup> (See footnote for accessible slides)
3. Reasonable Conditions\* (Reasonable Conditions will be discussed in the following order: 6-13, then 4. Reasonable Conditions 1, 2, 3 and 5 are included for reference only)
4. Adjournment

\*There will be no public comment.

Bloomington City Council meetings can be watched on the following websites:

- [Community Access Television Services \(CATS\)](#)<sup>3</sup>
- [City's YouTube Channel](#)<sup>4</sup>

[Materials for this meeting](#)<sup>5</sup> are available on Council's website.

The City is committed to providing equal access to information. If you encounter difficulties accessing material in this packet, please contact the Bloomington Common Council Office at [council@bloomington.in.gov](mailto:council@bloomington.in.gov) or 812-349-3409 and provide your name, contact information, and a link to or description of the document or web page with which you are having problem.

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<sup>1</sup> <https://bloomington.zoom.us/j/83516654452?pwd=71ZJpMM2TKVTYtaYoGGb1N92lkt5cs.1>

Meeting ID:835 1665 4452; Passcode: 105316

<sup>2</sup> <https://docs.google.com/presentation/d/1leyqqLeEdB8xpnlHlgrdXI5rCx7v0Bz8V2V9Y7rZd9E/edit?usp=sharing>

<sup>3</sup> <https://catstv.net/>

<sup>4</sup> <https://www.youtube.com/@citybloomington>

<sup>5</sup> <https://bloomington.in.gov/council/meetings/2026>

# HOP EWELL SOUTH PUD

Council Work Session

# CONCEPT PLAN A

## ASSUMPTION:

60' RIGHTS OF WAY + CURRENT R4 ZONING



## YIELDS:

**28 HOMES (76% REDUCTION)**

**FINISHED LOT VALUE +/- \$1.3 - 1.6MM**

**HOME PRICES \$200K - 676K (AVG \$425,000)**

003

\*in support of our proposed code changes, we are also including the most efficient current R-4 compliant layout we were able to lay out. The impact city wide of the proposed code changes should be clear: the current most dense urban residential zoning still yields 76% fewer units, at a higher price point to justify the large lots, than the proposed code changes would allow



# CONDITIONS

Condition 1

Use Table Adjustments

Tree Plot (6 feet min)

Condition 2

Phasing Plan

Condition 3

ADUs Owner Occupancy Required

Rogers Street ROW

Condition 4

Condition 10

Condition 11

Lanes updated to 12'

Condition 12

Condition 13

Condition 6

Sustainability (gas prohibited)

Condition 7

Sustainability (LEED Silver)

Condition 8

005

Condition 9

EVERY DECISION HAS A TRADEOFF:

MORE REQUIREMENTS □ FEWER HOMES □  
HIGHER COST

FEWER HOMES □ HIGHER COST PER HOME

# MULTIPLE POLICY GOALS ON A SINGLE SITE:

AFFORDABILITY  
SUSTAINABILITY  
ACCESSIBILITY  
INFRASTRUCTURE STANDARDS

# WHAT DOES THIS MEAN?



THESE CONDITIONS WOULD REMOVE APPROX 14  
HOMES

7 OF THE HOMES <sup>008</sup> ARE ACCESSIBLE

# CONDITIONS

Condition 1

Use Table Adjustments

Response

As approved by Council

Condition 2

Phasing Plan

PUD Packet, page 6

Response

Provided in

Condition 3

ADUs Owner Occupancy Required

Removed

Response

Condition 4

Permanent Affordability (50%)

UDO

Response

25% Proposed as Required by

# CONDITIONS

Condition 5

Permanent Affordability

Response

Voted down by Council

Condition 6

Sustainability (gas prohibited)

Response

Applicant voluntary agrees

Condition 7

Sustainability (LEED Silver)  
code

Response

Propose meeting the model energy  
code

# CONDITIONS

Condition 8

Land Use: 6' Min Sidewalk

Plan supports 5' option

Response

Not possible without losing 14 homes

Transportation

Condition 9

Sidewalks (10 feet min width)  
accessible units

stormwater runoff and cost

Response

Not possible without losing 3

Increases

Condition 10

Tree Plot (6 feet min width)

Plan supports 5' option

Response

Not possible without losing 14 homes

Transportation

Condition 11

011

Response

# CONDITIONS

## Condition 12

Rogers Street ROW  
existing building,  
parking and underground stormwater  
storage, a legal taking

## Response

Would require demolition of an  
reduce

## Condition 13

Short term rentals

## Response

Violates state law

# CURRENT STRUCTURE HOPEWELL SOUTH SITE PLAN



98 HOMES TOTAL

MIX OF SMALL HOMES,  
TOWNHOMES, MISSING  
MIDDLE HOUSING

WALKABLE  
NEIGHBORHOOD  
STRUCTURE

CENTRAL GREENSPACE

# CONDITION 4

This condition would require at least 50% of Hopewell units or properties to remain permanently affordable, with affordable homes proportionate in size and bedroom mix to market-rate homes and comparable in quality and appearance.

EVERY DECISION HAS A TRADEOFF:

MORE REQUIREMENTS □ FEWER HOMES □  
HIGHER COST

FEWER HOMES □ HIGHER COST PER HOME

TWO WAYS TO DELIVER  
AFFORDABILITY:

PERMANENT RESTRICTION  
VS  
ATTAINABILITY THROUGH DESIGN

# UNIT MIX AND TYPES

UNIT TYPE	SQ. FT.	BEDS	BATHS	UNITS EACH BLDG	TOTAL BLDGS	TOTAL BLDGS	TOTAL SALE PRICE	TOTAL UNITS	UNIVERSAL DESIGN	FULL ADA	DOWN PAYMENT	LOAN	MONTHLY MORTGAGE COST*	ANNUAL PROPERTY TAX	MONTHLY HOA FEE	MONTHLY HOME INSURANCE	MONTHLY TOTAL COST WITH HOA+FI+HI	AFFORDABLE TO INCOME	AMI LEVEL**	AFFORDABLE (UNDER 133% AMI)	
Aster - KUA	252	1	1.0	1	8	8.0	\$83,560	8	4		16,632	\$6,528	\$357	1,281	\$0	\$63	\$347	\$2,882	35%	8	
Avocet	1,522	2	2.0	1	5	10.0	\$368,660	5			73,728	294,932	\$1,583	5,678	\$0	\$365	\$2,425	\$6,399	13%		
Beebalm (Accessible)	560	1	1.0	1	3	3.0	\$184,800	3	3	3	36,960	147,840	\$792	2,845	\$0	\$185	\$1,216	\$3,636	77%	3	
Chinkapin	225	2	2.5	1	3	3.0	\$652,950	3			130,790	523,160	\$2,806	10,073	\$0	\$654	\$4,302	172,071	191%		
Claret - KUA (Accessible)	850	1	1.0	1	2	4.0	\$277,000	2	2	2	54,400	217,600	\$1,166	4,190	\$0	\$222	\$1,799	71,570	88%	2	
Elm L0	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%		
Swallow	1952	2	2.5	1	2	5.0	\$566,080	2			113,215	452,864	\$2,431	8,719	\$0	\$566	\$3,724	148,951	165%		
Gardalia - 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	\$4,679	66%	5	
Glossberry	1536	2	2.0	1	2	5.0	\$491,520	2	2		98,304	393,216	\$2,111	7,571	\$0	\$492	\$3,233	129,332	143%		
G. II	1438	2	2.0	1	2	4.0	\$450,560	2			90,112	360,448	\$1,935	6,940	\$0	\$491	\$2,513	100,539	124%		
Lark	1438	2	2.5	1	6	12.0	\$450,560	6			90,112	360,448	\$1,935	6,940	\$0	\$491	\$2,964	118,554	145%		
Meadowlark	1312	2	1.5	1	3	5.0	\$416,800	3			83,968	332,832	\$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	2,664	\$0	\$174	\$1,146	\$45,847	72%	4	
Trillium	728	1	1.5	1	12	12.0	\$246,240	12			48,048	198,192	\$1,032	3,730	\$0	\$241	\$1,580	\$63,213	87%	12	
Fallline	6,074	1	1.0	12	2	2.0	\$183,550	24	5		36,707	146,843	\$786	2,827	\$0	\$184	\$1,207	\$48,295	70%	24	
Winslow	3951	1	1.5	6	2	2.0	\$217,905	12	4		43,461	173,444	\$935	3,347	\$0	\$217	\$1,429	\$57,179	79%	12	
<b>TOTAL UNITS</b>	10,066				<b>56</b>	<b>103</b>	<b>\$270,839</b>	<b>98</b>	<b>28</b>	<b>10</b>	<b>\$68,357</b>									<b>70</b>	
	Average						Average		<b>29%</b>	<b>15%</b>	Average										21%
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	2																				18%

\*\*Assumes 1 person household for 1 bedroom, 3 person household for 2 bedrooms, 4 person household for 3 bedrooms.

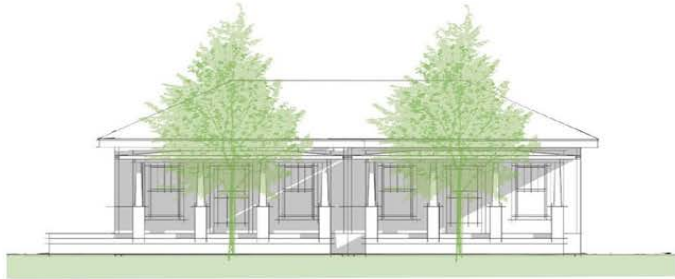
## ACCESSIBILITY

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 Standard 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).

# LONG-TERM AFFORDABILITY APPROACH



NEW CONSTRUCTION = FULL MARKET COST

MORE RESTRICTION  FEWER UNITS OR SUBSIDY  
REQUIRED

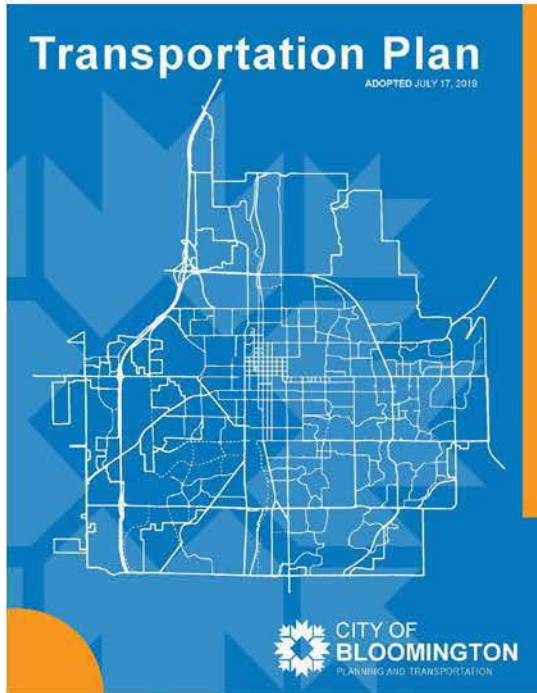
# CONDITION 7

**Sustainability:** All buildings must meet one of the energy efficiency standards contained in Unified Development Ordinance 20.04.110 (d)(2)(B).

# CONDITIONS 8 / 9 / 10

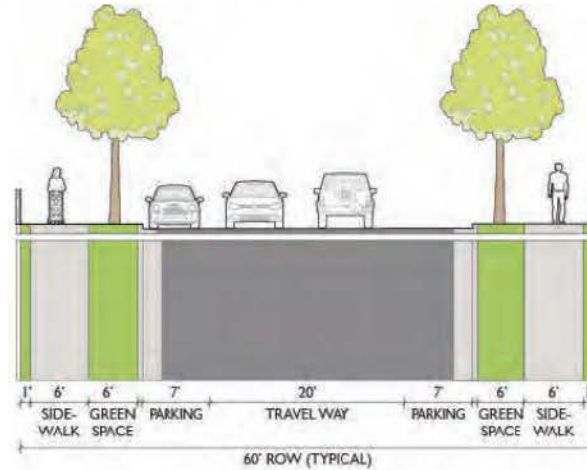
Sidewalks min 6' generally  
8' where serving as frontage  
Tree plots 6' wide

# TRANSPORTATION PLAN



Many existing Neighborhood Residential Streets are quite narrow in width. In order to preserve neighborhood fabric, existing streets shall not be required to conform to these cross-section standards. Priority for Neighborhood Residential Streets is on maintaining calm streets that create a safe and comfortable environment for walking, even if there are no sidewalks.

Figure 11. Neighborhood residential street typical cross-section



# TRANSPORTATION PLAN

## Step 2: Determine Design Parameters

The following tables illustrate the typical parameters for street design. Deviation from these parameters should be carefully considered and documented appropriately.

Figure 15 Roadway Zone Parameters

Typology	No. of Travel Lanes <sup>1</sup>	Lane Width <sup>2</sup>	Center Turn Lane/Median <sup>3</sup>	Primary Bicycle Facility Type <sup>4</sup>	On-Street Parking <sup>5</sup>	Target Speed <sup>6</sup> (mph)
Shared Street	No centerline	20-22' Total	None	No dedicated bike facility	Optional	10
Neighborhood Residential Street	No centerline	20' Total	None	Neighborhood Greenways or no dedicated bike facility	Non-delineated	15-20
Main Street	2	10'	Optional	Protected, Buffered or Conventional Bike Lanes	Recommended; Delineated	20-25
General Urban Street	2	10'	Optional	Protected, Buffered, or Conventional Bike Lanes	Recommended; Delineated	25
Neighborhood Connector Street	2	10'	None	Protected, Buffered, or Conventional Bike Lanes	Optional	25
Suburban Connector Street	2-4	10'	10'	Protected Bike Lanes or Multiuse path	None	25-35

# TRANSPORTATION PLAN

## <sup>2</sup> *Pedestrian Zone:*

- In locations with severely constrained rights-of-way, it is possible to provide a narrower Pedestrian Zone. The Americans with Disabilities Act (ADA) minimum 4-foot wide pedestrian Zone can be applied using engineering judgement and should account for a minimum 1-foot shy distance from any barriers.
- Any pedestrian zone intended to also convey bicycle traffic (e.g., a multiuse path) should be a minimum of 10 feet wide. For short segments through constrained environments, 8-foot wide multiuse paths are acceptable.

## <sup>3</sup> *Greenscape/Furnishing Zone:*

- The minimum width necessary to support standard street tree installation is 5 feet. While 5 feet is the minimum preferred width, greenscape/furnishing zones with widths less than 5 feet are preferable to no greenscape/furnishing zone being provided.
- Utilities, street trees and landscaping, and other sidewalk furnishings should be set back from curb face a minimum of 18 inches.

# WHAT DOES THIS MEAN?



THESE CONDITIONS WOULD REMOVE APPROX 14  
HOMES

7 OF THE HOMES <sup>024</sup> ARE ACCESSIBLE

# CONCEPT PLAN B

## ASSUMPTION:

60' RIGHTS OF WAY + PROPOSED CODE CHANGES ADOPTED



## YIELDS:

**84 HOMES (29% REDUCTION)**

**FINISHED LOT VALUE +/- \$2.1 - 2.5MM**

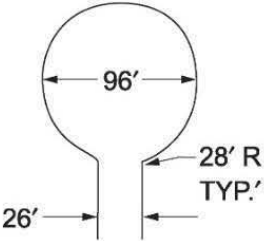
**HOME PRICES \$200K - 676K (AVG \$315,000)**

\* this version of the plan maintains all proposed code updates, but is provided with 60' rights of way, the additional street width results in a 30% reduction in homes, an affect that should be considered when weighing the cost of wider rights of way throughout the city

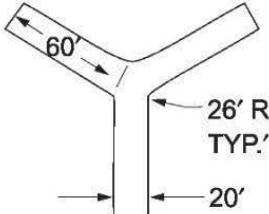
# CONDITIONS 11

Land Use: The PUD Street Section for Lanes (alleys) will be updated to reflect a maximum width of 12 feet including concrete ribbon.

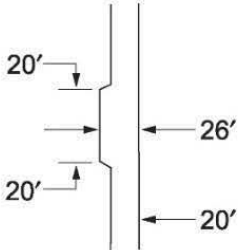
# FIRE ACCESS REQUIREMENTS



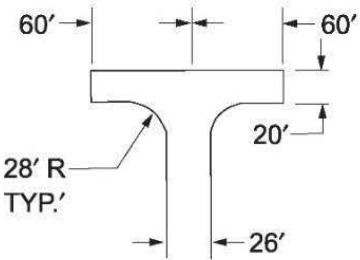
96' DIAMETER  
CUL-DE-SAC



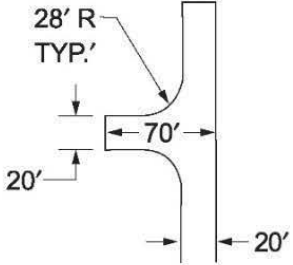
60-FOOT "Y"



MINIMUM CLEARANCE  
AROUND A FIRE  
HYDRANT



120' HAMMERHEAD



ACCEPTABLE ALTERNATIVE  
TO 120' HAMMERHEAD

For SI: 1 foot = 304.8 mm.

FIGURE D103.1 DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

# FIRE ACCESS REQUIREMENTS



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

# FIRE SPRINKLER COSTS

## Aster Cottage: 252 SF



Cost component	Rough cost
Sprinkler system (pipes + heads materials only)	\$500 – \$2,000
Design, permits, inspections	\$1,000 – \$2,000
Labor minimums	\$2,000 – \$5,000
Backflow (RPZ/DC)	\$500 – \$2,000
Water service / meter / trenching	\$3,000 – \$5,000
<b>TOTAL APPROXIMATE COST</b>	<b>\$7,000 - \$10,000</b>

**FIRE SPRINKLERS WOULD INCREASE THE COST  
OF THIS COTTAGE BY 10% - 20%**

FIRE SPRINKLERS FOR 98 HOMES WOULD LIKELY COST  
\$750,000 - \$1,000,000



# CURRENT PEDESTRIAN + STREET NETWORK



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

- PEDESTRIAN TRAFFIC**
- VEHICULAR TRAFFIC 20' LANE**
- VEHICULAR TRAFFIC 20' NEIGHBORHOOD STREET**
- VEHICULAR TRAFFIC 22' REGIONAL STREET**

# CONDITIONS 12

**Land Use:** The Rogers Street cross section will be removed from the Planned Unit Development. Right of Way dedication along Rogers Street will be required to match the ROW dedication (from center line) of the adjoining block to the North, which is also part of the Hopewell development.

# WHAT HAPPENS TO THE ROW



# HOPEWELL SOUTH SITE PLAN



**Reasonable Conditions Ordinance 2026-06:**

<b>R C #</b>	<b>Council Sponsor</b>	<b>Reasonable Condition Topic</b>	<b>Synopsis</b>	<b>Notes</b>
1	CM Stosberg	Use Table	Proposed condition requires an updated Allowed Use Table to reflect the stated Project Goals and a rational phasing plan.	Adopted by Council on 3.25.2026 Regular Session
2	CM Stosberg	Phasing Plan	This condition requires the applicant to provide a phasing plan as part of the final plan approval process.	Adopted by Council on 3.25.2026 Regular Session
3	CM Ruff	ADUs	ADUs in the PUD shall be subject to the existing BMC owner occupancy residency requirements that apply to other residential zones in the City	Withdrawn by RC Sponsor
4	CM Rosenberg er	Permanent Affordability	This condition would require at least 50% of Hopewell units or properties to remain permanently affordable, with affordable homes proportionate in size and bedroom mix to market-rate homes and comparable in quality and appearance.	
5	CM Zulich	Permanent Affordability	The units designated as permanently affordable will follow affordability guidelines set forth by the administration, which will include tools such as silent second mortgages and/or Right of First Refusal. The administration will report the full & final affordability	Voted on by Council on 3.25.2026 Regular Session (result 3-6) not adopted.

			structure to the council prior to the first home sale.	
6	CM Flaherty	Sustainability	All buildings must use either electricity or on-site renewable energy sources for all significant energy needs, including for space heating, water heating, and cooking	Adopted by Council on 3.25.2026 Regular Session
7	CM Flaherty	Sustainability	All buildings must meet one of the energy efficiency standards contained in Unified Development Ordinance 20.04.110(d)(2)(B).	Updated Version 7A in packet.
8	CM Flaherty	Land Use	The PUD Street Standards and Street Sections will be updated to reflect a 6 foot minimum sidewalk width	Updated Version 8A has been combined with 9A (below) in an updated condition form in packet
9	CM Flaherty	Land Use	Sidewalks that serve as frontage with no drive lane will be updated to reflect a minimum sidewalk width of 10 feet. This includes the sidewalks bisecting Block 9, running along the southern edge of Block 10, and running north-south approximately in the middle of Block 10	As above.
10	CM Flaherty	Land Use	The PUD Street Standards and Street Sections will be updated to reflect a Tree Plot / Green Infrastructure minimum width of 6 feet. Tree plots must be located between the sidewalk and drive lanes within the street cross section wherever physically possible.	Updated version 10A in packet
11	CM Flaherty	Land Use	The PUD Street Section for Lanes (alleys) will be updated to reflect a	Updated version 11A in packet

			maximum width of 12 feet including concrete ribbon.	
12	CM Flaherty	Land Use	The Rogers Street cross section will be removed from the Planned Unit Development. Right of Way dedication along Rogers Street will be required to match the ROW dedication (from center line) of the adjoining block to the North, which is also part of the Hopewell development.	Updated version 12A in packet.
13	CM Rosenberger	Short term rentals	This condition would allow short-term rentals only when they are truly owner-occupied, rather than operating as full-time investor rentals. It also requires compliance with applicable lodging taxes and sets a clear occupancy cap. The goal is to reduce the loss of housing units to full-time short-term rental use and preserve the neighborhood's residential character.	

**\*\*\* Reasonable Condition Form \*\*\***

- Ordinance: 2026-06
- Reasonable Condition #: 6
- Submitted by: Councilmember Flaherty
- Date: March 25, 2026

**Proposed Reasonable Condition:**

1. All buildings must use either electricity or on-site renewable energy sources for all significant energy needs, including for space heating, water heating, and cooking.

**Synopsis**

This reasonable condition requires that all buildings in the Planned Unit Development will be all-electric for major energy needs, which is called for in the Bloomington Climate Action Plan (Action EB4-A-2). Bloomington has a goal of net zero greenhouse gas emissions community wide by 2050, and building electrification is one of the core strategies to decarbonize the buildings sector.

**03/25/2026 Regular Session Action:** Pending

**\*\*\* Reasonable Condition Form \*\*\***

- Ordinance: 2026-06
- Reasonable Condition #: 7
- Submitted by: Councilmember Flaherty
- Date: April 1, 2026

**Proposed Reasonable Condition:**

1. All buildings must meet one of the energy efficiency standards contained in Unified Development Ordinance 20.04.110(d)(2)(B), Option 2. In lieu of seeking certification by a verified third-party sustainability program listed in this section, the petitioner may submit a report (or reports) to the Bloomington Common Council and Planning and Transportation Director attesting that all buildings, after construction, have met the standards in Option 2 in the UDO's Sustainable Development incentives.

**Synopsis**

This reasonable condition requires that buildings in the Planned Unit Development meet one of the energy efficiency options under Option 2 of the Eligibility Criteria for Sustainable Development incentives in the UDO. These include achieving Silver Certification by the U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system or similar alternative designations.

While energy efficient construction entails a relatively minor increase in upfront cost, the operational energy savings significantly outweigh this premium with a relatively short payback period and substantial positive net present value for the remaining life of the building. Buildings with LEED (or similar) certifications also frequently lead to a modest sale price premium. These buildings also significantly reduce greenhouse gas emissions over their lifecycle.

Note: This reasonable condition has been updated since its inclusion in the March 25, 2026 council packet. It provides greater flexibility and administrative ease for compliance with energy efficiency standards.

**04/01/2026 Regular Session Action:** Pending

**\*\*\* Reasonable Condition Form \*\*\***

- Ordinance: 2026-06
- Reasonable Condition #: 8 & 9
- Submitted by: Councilmember Flaherty
- Date: April 1, 2026

**Proposed Reasonable Condition:**

1. The PUD Street Standards and Street Sections will be updated to reflect a 6 foot minimum sidewalk width.
2. Sidewalks that serve as frontage with no drive lane will be updated to reflect a minimum sidewalk width of 8 feet. This includes the sidewalks bisecting Block 9, running along the southern edge of Block 10, and running north-south approximately in the middle of Block 10.

**Synopsis**

This reasonable condition updates the sidewalk minimum width from 5 feet to 6 feet where sidewalks run along a street that includes drive lanes. The Transportation Plan does not allow sidewalks narrower than 6 feet anywhere in the city.

The proposed 6 foot minimum width is consistent with the Transportation Plan's requirements for the Neighborhood residential street cross section. This change will increase pedestrian comfort and accessibility, especially for two users of wheeled mobility devices to be able to pass each other on a sidewalk.

Additionally, when sidewalks are meant to serve as frontage, the minimum width is updated to 8 feet in order to support a pedestrian experience and urban form in which these sidewalks will be perceived and experienced as a real "front."

Note: This reasonable condition has been updated since its inclusion in the March 25, 2026 council packet. The sidewalk widths in section 2 were reduced from 10 feet to 8 feet.

**04/01/2026 Regular Session Action:** Pending

**\*\*\* Reasonable Condition Form \*\*\***

- Ordinance: 2026-06
- Reasonable Condition #: 10
- Submitted by: Councilmember Flaherty
- Date: April 1, 2026

**Proposed Reasonable Condition:**

1. The PUD Street Standards and Street Sections, including the Wylie Street cross section, will be updated as necessary to reflect a Tree Plot / Green Infrastructure minimum width of 5 feet for all portions of right of way located within the PUD. Tree plots must be located between the sidewalk and drive lanes within the street cross section wherever physically possible. The north side of Wylie Street between Rogers Street and Jackson Street will not require a tree plot only *if* the current building in Block 8 is preserved.

**Synopsis**

This reasonable condition requires all streets included in the Street Standards and Street Sections to include a 5 foot tree plot (the width proposed by the petitioner), including the north side of Wylie Street on Block 9, where no tree plot was planned. However, Block 8 will not require a tree plot if the existing building is preserved, since it renders a tree plot physically difficult or impossible to achieve.

Note: This reasonable condition has been updated since its inclusion in the March 25, 2026 council packet. It was updated to include a 5 foot tree plot instead of a 6 foot tree plot in light of petitioner answers to councilmember questions. More specifically, the Transportation Plan contains an internal conflict, showing a 6 foot tree plot for Neighborhood Streets on page 25, but showing a 5 foot tree plot for Neighborhood Streets on page 36.

**04/01/2026 Regular Session Action:** Pending

**\*\*\* Reasonable Condition Form \*\*\***

- Ordinance: 2026-06
- Reasonable Condition #: 11
- Submitted by: Councilmember Flaherty
- Date: April 1, 2026

**Proposed Reasonable Condition:**

1. The PUD Street Section for Lanes (alleys) will be updated to reflect a maximum width of 15 feet including concrete ribbon. If engineering designs require a wider cross section at Lane intersections to meet the turning radius requirements of fire trucks or sanitation vehicles, the maximum Lane width may be increased, in those locations only, to the minimum width required for this purpose.

**Synopsis**

This reasonable condition would set a maximum width of 15 feet for Lanes (alleys) as opposed to 20 feet, while allowing additional width only where physically required to support the turning radius of a fire truck or sanitation vehicle.

This change will help reduce speeds on Lanes; make Lanes function less like a street and more like an alley (as they are intended); and help ensure the planned central green space and sidewalks truly function as “fronts”.

If the proposed reasonable conditions 7 through 10 are adopted, related to improving the pedestrian realm by requiring sidewalk widths and tree plots that are consistent with the Transportation Plan, narrower Lanes will also help ensure that total developable space for housing is a similar or greater area than in the original plan.

Note: This reasonable condition has been updated since its inclusion in the March 25, 2026 council packet. The maximum width was increased from 12 feet to 15 feet, and additional allowances to accommodate vehicle turning radii were added.

**04/01/2026 Regular Session Action:** Pending

**\*\*\* Reasonable Condition Form \*\*\***

- Ordinance: 2026-06
- Reasonable Condition #: 12
- Submitted by: Councilmember Flaherty
- Date: April 1, 2026

**Proposed Reasonable Condition:**

1. The Rogers Street cross section will be removed from the Planned Unit Development. Right of way dedication and design will be required to match the Transportation Plan and UDO Subdivision Design Standards.

**Synopsis**

This reasonable condition removes the Rogers Street cross section from the PUD and instead relies on the Transportation Plan to dictate ROW dedication and street design elements. General Urban Streets have a 10 foot sidewalk width, 5 foot tree plot width, 5 foot bike lane width, and 10 foot drive lane width. The physical dimensions of Block 8 along Rogers Street can support this, including where the existing building is located. A small portion of the building will be close to the sidewalk, which is common in urban settings including at the current Bloomington Policy Department headquarters.

Note: This reasonable condition has been updated since its inclusion in the March 25, 2026 council packet. It simplified the reasonable condition.

**04/01/2026 Regular Session Action:** Pending

**\*\*\* Reasonable Condition Form \*\*\***

- Ordinance: 2026-06
- Reasonable Condition #: 13
- Submitted by: **CM Rosenbarger**
- Date: March 19, 2026

**Proposed Reasonable Condition: Short-term Rental Restrictions**

Any short-term rental within the PUD shall comply with the definition of a short-term rental set forth in the Unified Development Ordinance or Bloomington Municipal Code, meaning a dwelling unit or portion thereof rented for fewer than thirty (30) consecutive days.

All short-term rentals within the PUD shall be owner-occupied. For purposes of this condition, owner-occupied means the property owner maintains the dwelling as their primary residence and resides there for at least one hundred eighty-five (185) days per calendar year, or otherwise meets the applicable definition of owner-occupancy under the UDO or Bloomington Municipal Code.

Operators of any short-term rental within the PUD shall be responsible for collecting and remitting all applicable taxes, including the Innkeeper's Tax and any other required state or local lodging taxes.

Occupancy of any short-term rental shall not exceed two (2) persons per bedroom plus two (2) additional occupants.

**Synopsis**

This condition would allow short-term rentals only when they are truly owner-occupied, rather than operating as full-time investor rentals. It also requires compliance with applicable lodging taxes and sets a clear occupancy cap. The goal is to reduce the loss of housing units to full-time short-term rental use and preserve the neighborhood's residential character.

**03/25/2026 Regular Session Action:** Pending

**\*\*\* Reasonable Condition Form \*\*\***

- Ordinance: 2026-06
- Reasonable Condition #: 4
- Submitted by: CM Kate Rosenbarger and CM Hopi Stosberg
- Date: March 24, 2026

**Proposed Reasonable Condition**

At least fifty percent (50%) of all dwelling units in the Hopewell PUD shall be designated as Permanently Affordable (PA)

1. Unit mix: the mix of PA units (bedrooms, square footage) must be proportionate to the market-rate units in the Hopewell PUD.
2. Functional equivalency: PA units must be functionally equivalent in construction quality and exterior appearance to market-rate units.

Compliance with the PA requirement shall be secured through one of the following recorded legal instruments:

1. Deed restrictions or covenants: a perpetual deed restriction or covenant (99 years, renewing at the transfer of each deeded property) that runs with the land, binding all current and future owners to the affordability limits.
2. Ground leases: A community land trust (CLT) or similar entity shall own the land and secure a long-term ground lease (minimum 99 years), in order to separate land ownership from structure ownership, ensuring the home remains affordable at every subsequent resale.
3. Or other legal mechanism for permanent affordability as subsequently approved by this council as an amendment to this ordinance.

All affordability restrictions imposed in this reasonable condition shall be permanent or for a term of no less than 99 years, and shall be designed in such a manner that does not require additional public subsidy. Restrictions shall not expire upon the sale or transfer of the property or structure.

Eligibility - 35% of total units reserved for households earning at or below 120% AMI.  
15% of total units reserved for households earning at or below 90% AMI.

**Synopsis**

This reasonable condition introduces Permanent Affordability (PA) to the Hopewell PUD, where none currently exists. When Hopewell was purchased, the intent was to create permanently affordable housing - something the City of Bloomington lacks. The goal is

to create a new neighborhood with affordable options, and to keep those options affordable forever, hence Permanent Affordability. Permanent affordability is a stepping stone between renting and owning market-rate homes, and having options for purchase in Hopewell is necessary. This RC hopes to allow affordable unit and property options that are similar to market-rate options: from condos, to townhouses, to small homes, to full-sized homes.

Further, this reasonable condition brings this PUD in line with the current UDO standards for permanent affordability in a PUD, which states: at least 15% of total dwelling units within the PUD will be permanently income-limited to households earning at or below 90% AMI (amended from 120% AMI). Passed as Ordinance 2026-02 on January 14, 2026.

**03/25/2026 Regular Session Action:** Pending

## **Bloomington Common Council Reasonable Conditions Form**

- Ordinance 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 Lot (RM) within the Transform Redevelopment Overlay (TRO) to Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan
- RC 01
- Submitted by Councilmember **Hopi Stosberg**
- **March 16, 2026**

### **Proposed Reasonable Condition:**

1. As permitted under state law, the Allowed Use Table will be amended to reflect the Project Goals listed in the cover letter to create residential lots with attainable home ownership opportunities within a neighborhood of connected street networks consistent with Bloomington's traditional street grid.

### **Synopsis**

This Reasonable Condition 01 is sponsored by Councilmember **Stosberg**. It requires an updated Allowed Use Table to reflect the stated Project Goals and a rational phasing plan.

**03/25/2026 Regular Session Action:** Pending

## **Bloomington Common Council Reasonable Conditions Form**

- Ordinance 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 Lot (RM) within the Transform Redevelopment Overlay (TRO) to Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan
- RC 02
- Submitted by Councilmember **Hopi Stosberg**
- **March 16, 2026**

### **Proposed Reasonable Condition:**

1. A rational phasing plan will be created for submission with the final plan to include a short description of each phase, including expected timelines. Phase 1 must include construction of all interior roads, shared greenspace and pedestrian improvements, and utility infrastructure including stormwater management facilities.

### **Synopsis**

This Reasonable Condition 02 is sponsored by Councilmember **Stosberg**. This condition requires the applicant to provide a phasing plan as part of the final plan approval process.

**03/25/2026 Regular Session Action:** Pending

## **Bloomington Common Council Reasonable Conditions Form**

- Ordinance 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
- RC # 03
- Submitted by Councilmember **Andy Ruff**
- **03/17/2026**

### **Proposed Reasonable Condition:**

ADU's in the PUD shall be subject to the existing BMC owner occupancy residency requirements that apply to other residential zones in the City.

### **Synopsis**

This Reasonable Condition is sponsored by Councilmember Andy Ruff. It requires that accessory dwelling units (ADU's) in the PUD are subject to the existing BMC owner occupancy residency requirements.

**03/25/2026 Regular Session Action:** Pending

# **Bloomington Common Council Reasonable Conditions Form**

**Ordinance:** 2026-06

**Reasonable Condition Number:** 5

**Submitted By:** Councilmember Zulich

**Date:** 03/19/2026

## **Proposed Reasonable Condition:**

1. The units designated as permanently affordable will follow affordability guidelines set forth by the administration, which will include tools such as silent second mortgages and/or Right of First Refusal. The administration will report the full & final affordability structure to the council prior to the first home sale.

## **Synopsis**

This Reasonable Condition 05 is sponsored by Councilmember Zulich. It is paired with a resolution sponsored by Councilmember Zulich directing the Housing and neighborhood development department to Develop a Framework for Long-Term Housing Affordability.

**DATE Regular Session Action:** Pending