

Bloomington Common Council Regular Session Packet Addendum

Wednesday, April 22, 2026 at 6:30pm

Council Chambers, City Hall, 401 North Morton Street, Bloomington, IN 47404

The meeting may also be accessed [remotely](#)¹.

1. Resolution 2026-07 Memo
2. Resolution 2026-07 (revised)
3. Hopewell Planned Unit Development (PUD) Presentation
4. Reasonable Conditions Cover Letter
5. Revised Reasonable Conditions
6. Proposed Written Acknowledgement 1

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

- [Community Access Television Services \(CATS\)](#)²
- [City's YouTube Channel](#)³

[Materials for this meeting](#)⁴ are available on Council's website.

¹ <https://bloomington.zoom.us/j/89467134560?pwd=vIPuxjWDmbj0VObqVzQrGzlaQtlmr7.1>

² <https://catstv.net/>

³ <https://www.youtube.com/@citybloomington>

⁴ <https://bloomington.in.gov/council/meetings/2026>

To: Bloomington Common Council
From: Councilmember Sydney Zulich
Regarding: Resolution 2026-07 County Jail Location
Date: April 21, 2026

This resolution is meant to indicate support for the Monroe County Council and its opposition to purchasing the Northpark property to build a new jail.

While ultimately the jail is under the jurisdiction of Monroe County, this decision will impact city residents for generations to come. There is no amount of legalese or combination of words that will mitigate the effects of constructing a criminal justice facility in a space far from social services and public transit routes. We have the choice to find a solution that does not further strip access to criminal justice from those without access to private transportation; people that are often members of some of our most vulnerable populations.

A lawsuit, though intimidating, is not the end of this conversation. The notion that it presents a false choice and boxes us into a decision that will harm our community. When we look towards the future of criminal justice in our community, our goal should not be to maximize space. The space will be filled if it is created. How will we invest in resources that reduce crimes instead of building bigger spaces to confine those that commit them? Incarceration is not nearly as effective as prevention.

With this resolution, the Bloomington Common Council will indicate our intention to work with county counterparts to identify a location within city limits and close proximity to social services.

Thank you all for your consideration.

**BLOOMINGTON COMMON COUNCIL RESOLUTION NUMBER 2026-07
A RESOLUTION IN SUPPORT OF COUNTY COUNCIL COUNTERPARTS'
EFFORTS TO KEEP THE COUNTY'S CRIMINAL JUSTICE BUILDINGS WITHIN
CITY LIMITS AND CLOSE PROXIMITY TO SOCIAL SERVICES**

PREAMBLE

WHEREAS, the Monroe County government has been operating under a settlement agreement with the ACLU pertaining to unconstitutional conditions in the Monroe County jail, in the Charlotte Zietlow Justice Center, since 2009; and

WHEREAS, the current plans for a jail at the North Park property would remove the current jail, and eventually the courts, and affiliated offices from the downtown area and out of city limits with no guarantee of transportation access for residents without reliable private transportation; and

WHEREAS, the Common Council unanimously approved a letter to the Monroe County Council and the Monroe County Board of Commissioners requesting "County officials not continue with the purchase of the north park [sic] site as the location for a new justice center" on October 22, 2025; and

WHEREAS, the Monroe County Council unanimously voted against authorizing the \$11.375 million purchase of the North Park site for the new Monroe County Jail on October 28, 2025; and

WHEREAS, on March 26, 2026 the Monroe County Commissioners unanimously passed Resolution 2026-09, confirming that:

1. The Commissioners will continue to consider the North Park Site for the justice project.
2. The Commissioners will unilaterally reject any property that:
 - a. Will not allow for future co-location and expansion; and,
 - b. Will cause an unreasonable delay in the project; and

WHEREAS, the Common Council maintains its position that a jail or justice center at the North Park location will disproportionately impact low-income residents.

Be It Resolved by the Common Council of the City of Bloomington, Monroe County, Indiana, that:

SECTION 1: The Common Council stands with its County Council colleagues and their decision not to fund the purchase of the property at North Park.

SECTION 2: The Common Council will work with the County Council and the County Commissioners to support an expedited zoning and permitting process for the construction of a new jail within city limits.

Signature of Bloomington Common Council President:

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 Resolution 2026-07, co-sponsored by Councilmembers Zulich, Daily, and Piedmont-Smith, supports the Monroe County Council's decision not to fund the acquisition of the North Park site for a new criminal justice center and reaffirms the Bloomington Common Council's position that such facilities should remain within city limits and near social services. This Resolution expresses concern about impacts on low-income residents if relocated outside the city and commits to working with County officials to support an expedited permitting and zoning process for a jail located within city limits.

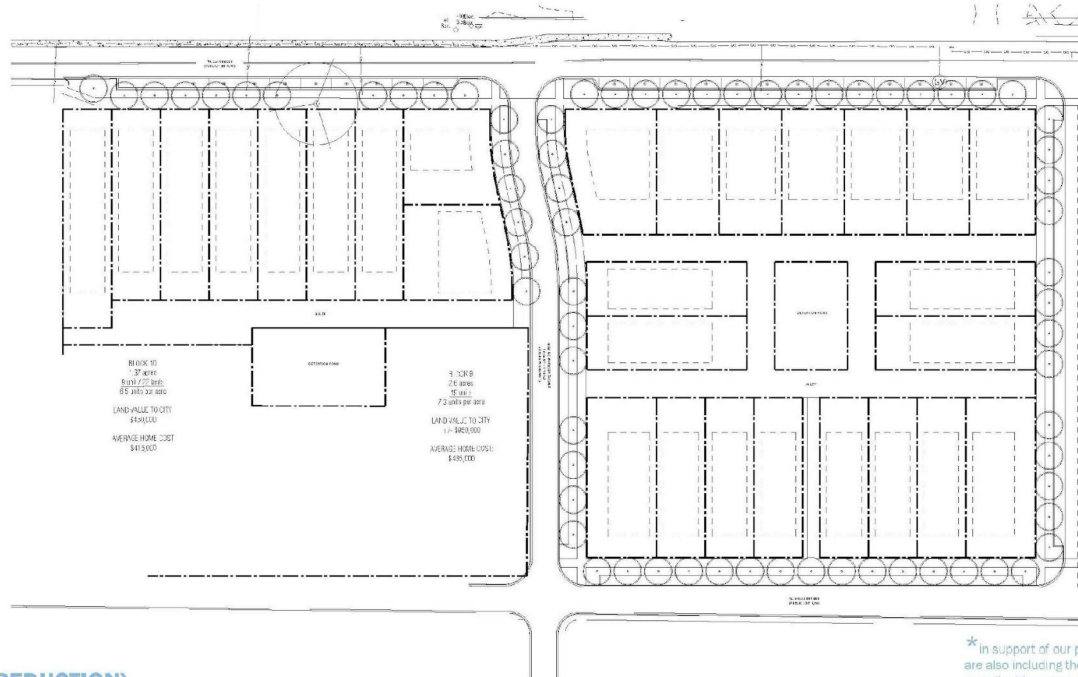
HOPEWELL SOUTH PUD

Council 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)

* 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 points to justify the large lots, than the proposed code changes would allow

CONDITIONS ORIGINALLY

Use Table Adjustments

Sustainability (gas prohibited)

Tree Plot (6 feet min)

Phasing Plan

Sustainability Metrics

Lanes updated to 12'

ADUs Owner Occupancy Required

Land Use: 6' Min Sidewalk

Rogers Street ROW

Permanent Affordability (50%)

Sidewalks (10 feet min width)

Short term rentals

Permanent Affordability Approach

CONDITIONS STILL TO RESOLVE

Use Table Adjustments

Sustainability (gas prohibited)

Tree Plot (6 feet min)

Phasing Plan

Sustainability Metrics

Lanes updated to 12'

ADUs Owner Occupancy Required

Land Use: 6' Min Sidewalk

Rogers Street ROW

Permanent Affordability (50%)

Sidewalks (10 feet min width)

Short term rentals

Permanent Affordability Approach

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**

TWO WAYS TO DELIVER AFFORDABILITY:

**PERMANENT RESTRICTION
VS
ATTAINABILITY THROUGH DESIGN**

UNIT MIX AND TYPES

UNIT TYPE	SQUARE FEET	BEDS	BATHS	UNITS EACH BLDG	TOTAL BLDGS	TOTAL BEDS	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+PI+II	AFFORDABLE TO INCOME	AMI LEVEL**	AFFORDABLE (UNDER 100% AMI)
Aster - KJA	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
Avocat	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 - KJA (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	\$568,080	2			113,216	452,864	\$2,431	8,719	\$0	\$566	\$3,724	148,951	165%	
Gardenia - KJA (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 bedroom, 3 person household for 2 bedrooms, 4 person household for 3 bedrooms

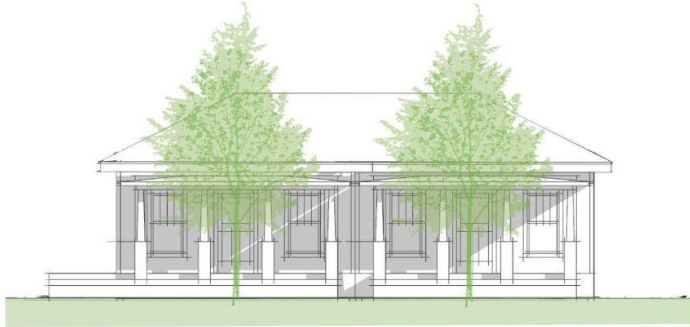
ACCESSIBILITY

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 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).

LONG-TERM AFFORDABILITY APPROACH



NEW CONSTRUCTION = FULL MARKET COST

MORE RESTRICTION FEWER UNITS OR SUBSIDY REQUIRED

PREVIOUS CONDITION

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

PROPOSED

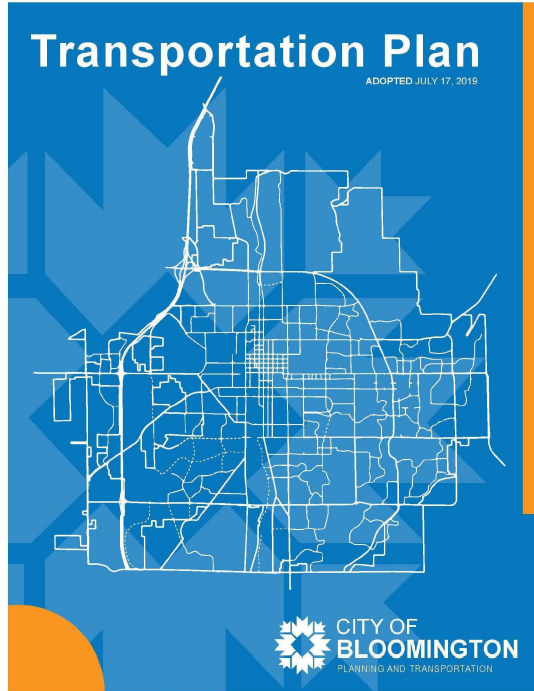
All homes shall be designed using pre-approved plans modeled to achieve energy performance equivalent to a HERS score of 65 or better.

Construction documents shall incorporate best-practice air sealing, duct placement within conditioned space, and high-efficiency all-electric systems. Typical building inspections shall confirm compliant installation to details.

PREVIOUS CONDITION

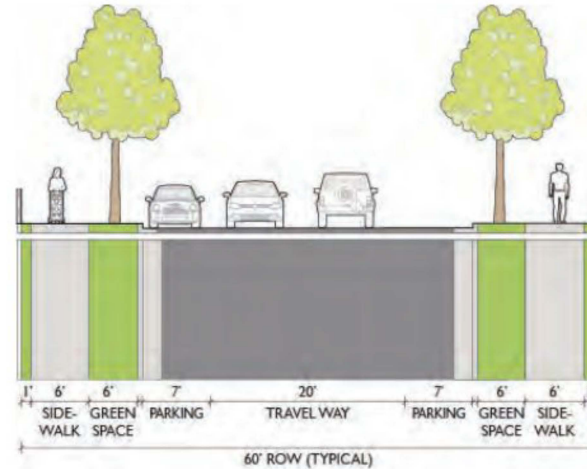
Sidewalks min 6' generally
8' where serving as frontage
Tree plots 6' wide

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 ¹	Lane Width ²	Center Turn Lane/Median ³	Primary Bicycle Facility Type ⁴	On-Street Parking ⁵	Target Speed ⁶ (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

² *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.

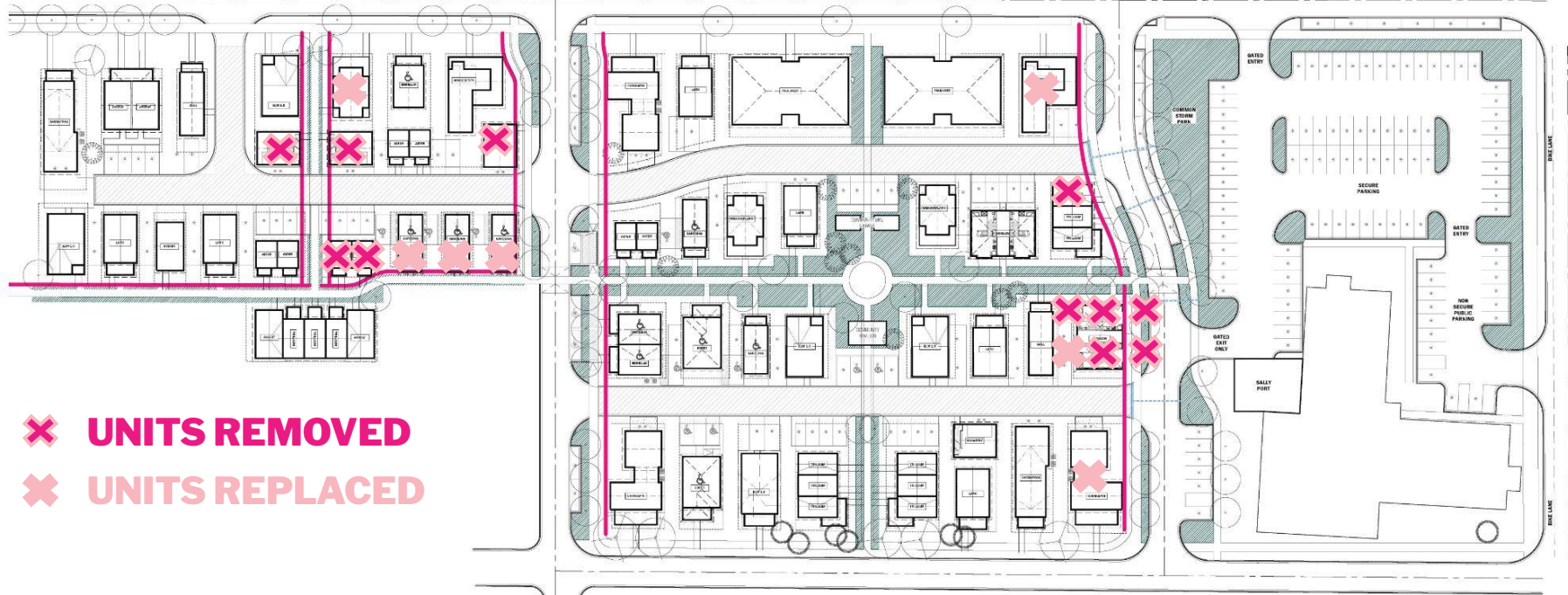
³ *Greenscape/Furnishing Zone:*

- 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.

WYLIE STREET TREES



ADDITIONAL 1' SIDEWALK



- ✕ UNITS REMOVED
- ✕ UNITS REPLACED

11 UNITS
13 BEDS

8 ACCESSIBLE UNITS

CONCEPT PLAN B

60' RIGHTS OF WAY + PROPOSED CODE CHANGES ADOPTED



YIELDS:

84 HOMES (29% REDUCTION)

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

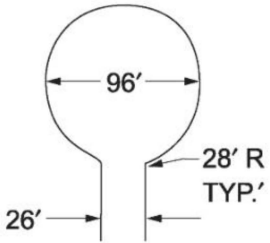
HOME PRICES \$200K - 676K (AVG \$315,000)

*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

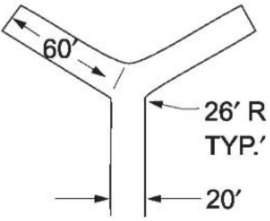
PREVIOUS CONDITION

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

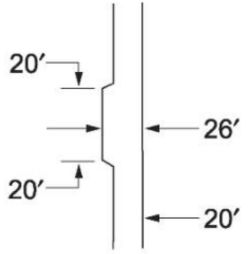
FIRE ACCESS REQUIREMENTS



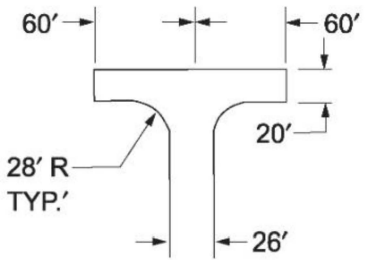
96' DIAMETER
CUL-DE-SAC



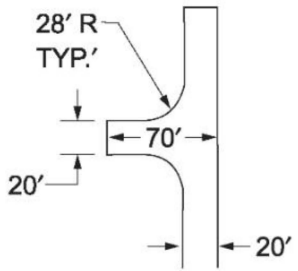
60-FOOT "Y"



MINIMUM CLEARANCE
AROUND A FIRE
HYDRANT



120' HAMMERHEAD



ACCEPTABLE ALTERNATIVE
TO 120' HAMMERHEAD

For SI: 1 foot = 304.8 mm.

028

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

Sprinkler system (pipes + heads materials only)

Design, permits, inspections

Labor minimums

Backflow (RPZ/DC)

Water service / meter / trenching

TOTAL APPROXIMATE COST

Rough cost

\$500 - \$2,000

\$1,000 - \$2,000

\$2,000 - \$5,000

\$500 - \$2,000

\$3,000 - \$5,000

\$7,000 - \$10,000

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

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

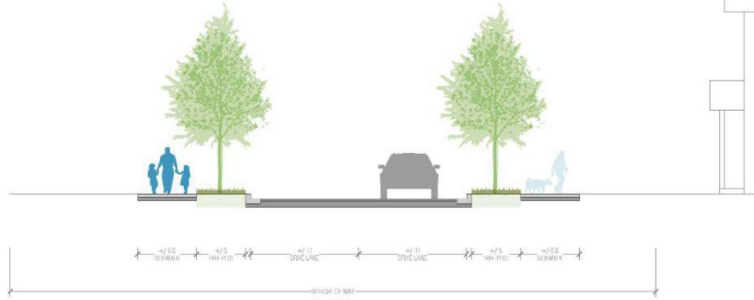
PREVIOUS CONDITION

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.

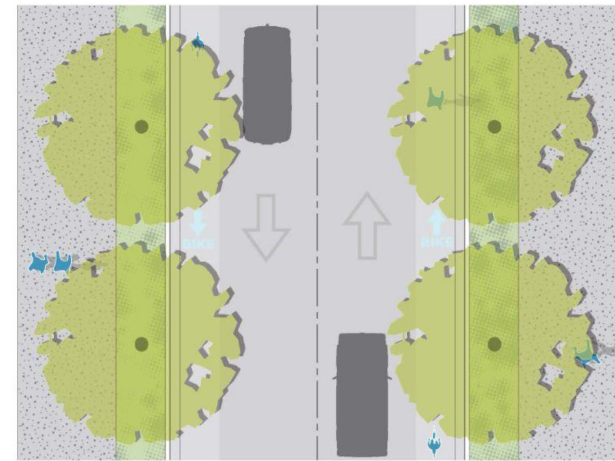
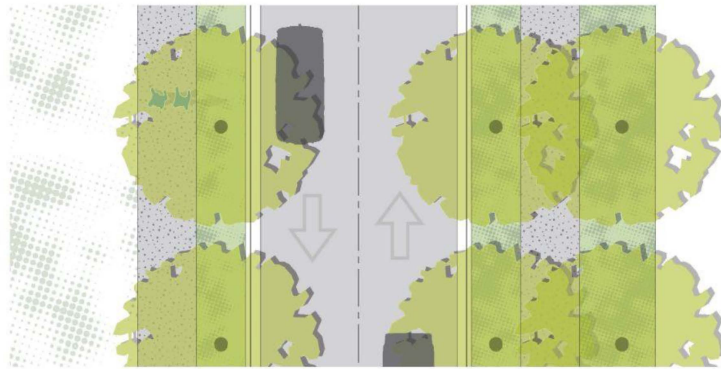
STREET SECTIONS

PRIORITY: DESIGN/MAINTAIN CALM + SAFE STREETS FOR PEDESTRIANS

1ST STREET



ROGERS STREET



EXISTING TO REMAIN

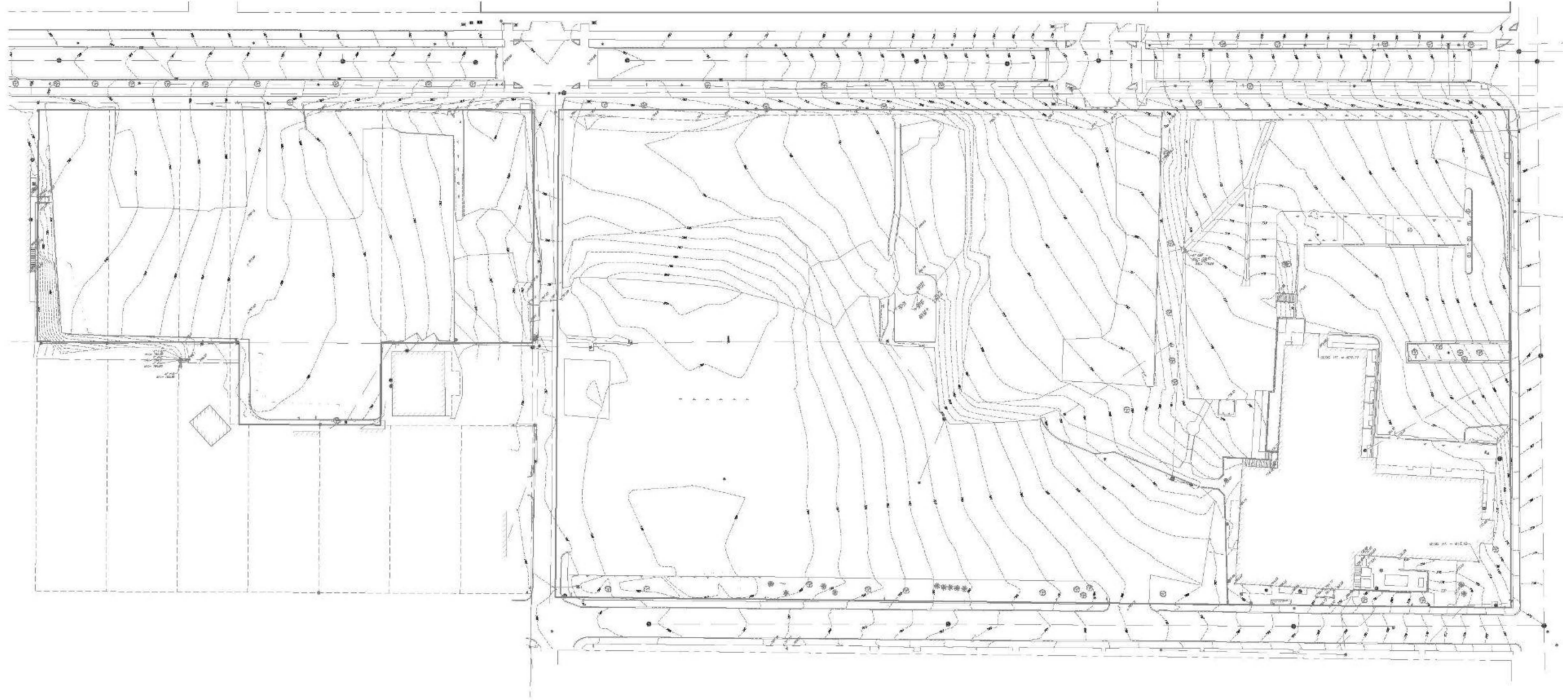
REFERENCE PAGE 25 OF THE TRANSPORTATION PLAN STATING: EXISTING STREETS SHALL NOT BE REQUIRED TO COMPLY WITH NEW CROSS-SECTIONS

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

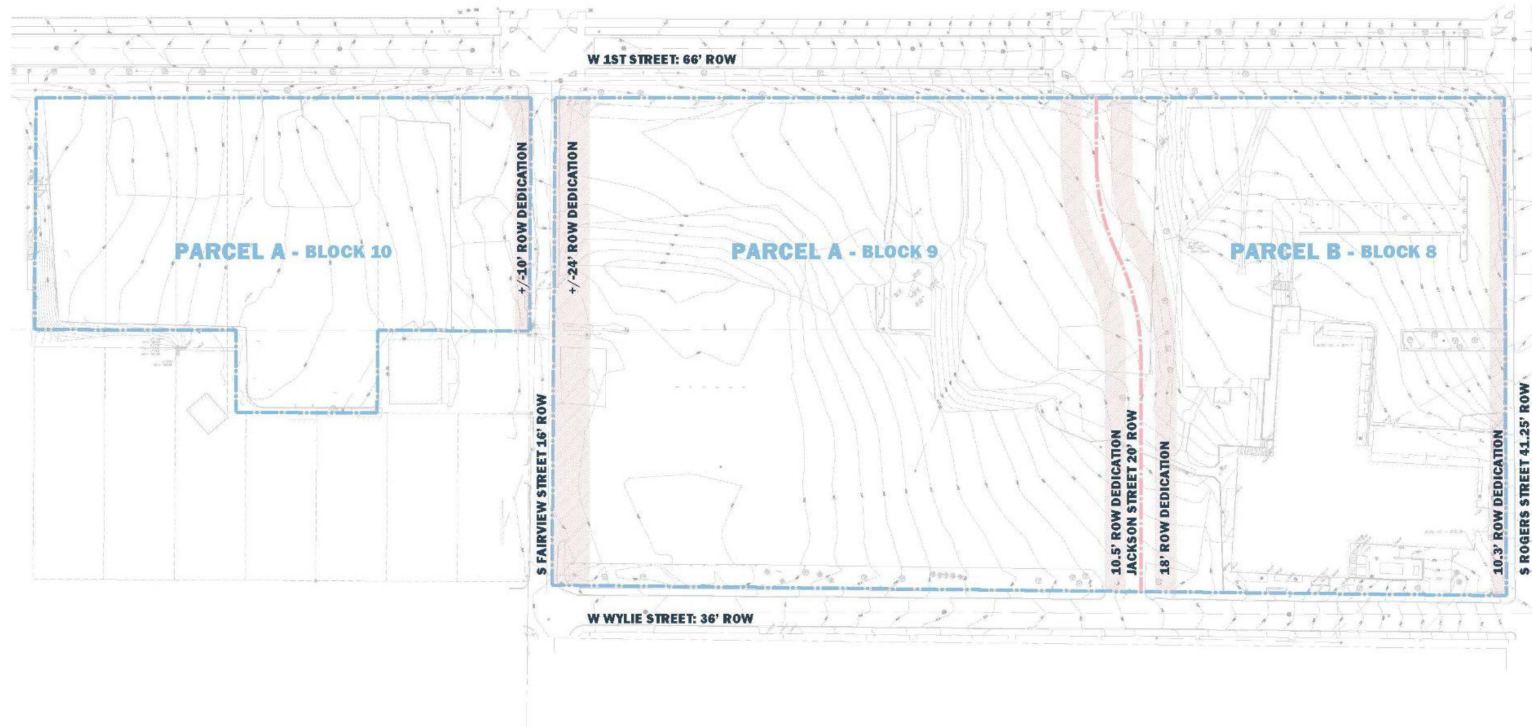
WHAT HAPPENS TO THE ROW



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

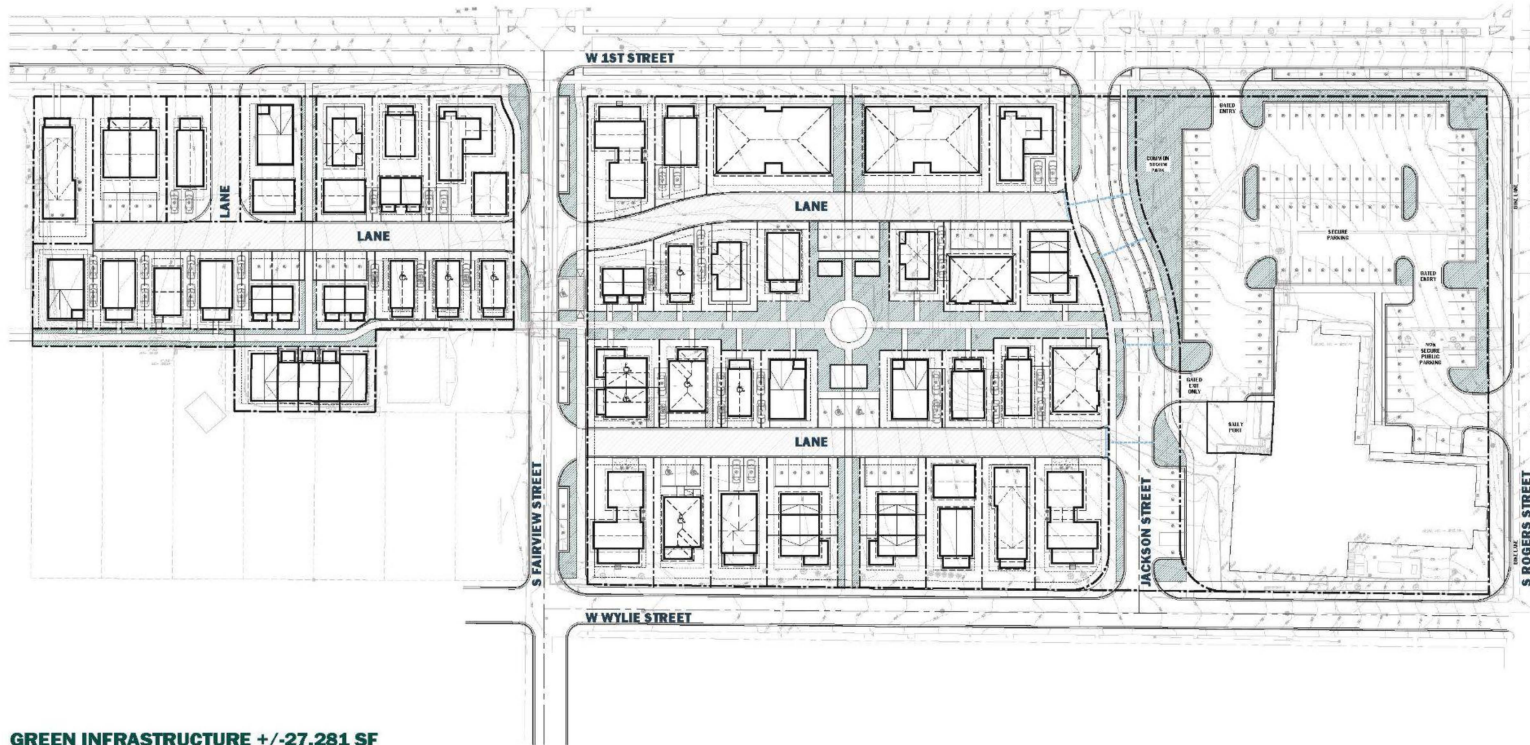


PUD PHASING



- PHASE 1 (LOT LINE ADJUSTMENT)
- PHASE 2 (PLAT)
- PHASE 3 (PLAT)
- PHASE 4 (PLAT)
- PHASE 5 (PLAT)

CONCEPTUAL DRAINAGE + GREEN INFRASTRUCTURE



GREEN INFRASTRUCTURE +/-27,281 SF

GREEN INFRASTRUCTURE DRAINAGE

ADDITIONAL STORMWATER CAPACITY UNDER BPD PARKING IF NECESSARY

FIRE + TRASH COLLECTION

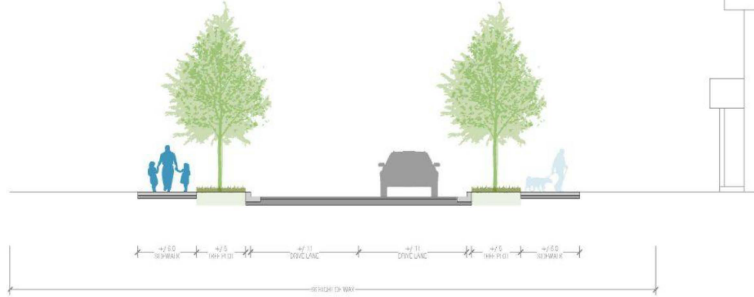


20' RADIUS - TRASH + LARGE FIRE TRUCK
20' RADIUS LANE - TRASH + FIRE TRUCKS
TRASH DAY COLLECTION POINTS

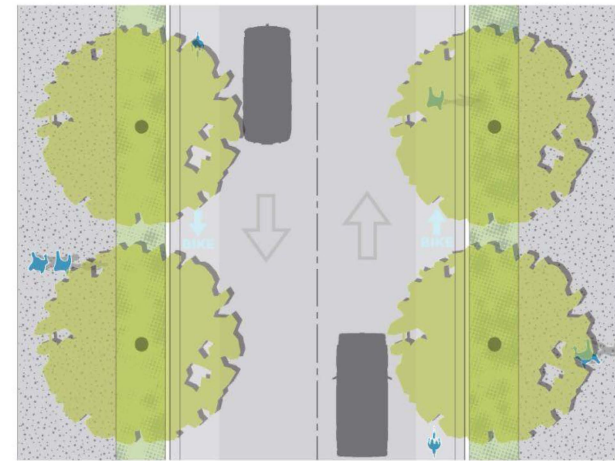
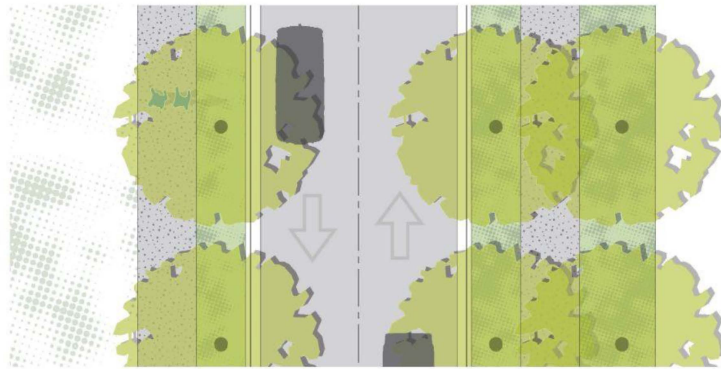
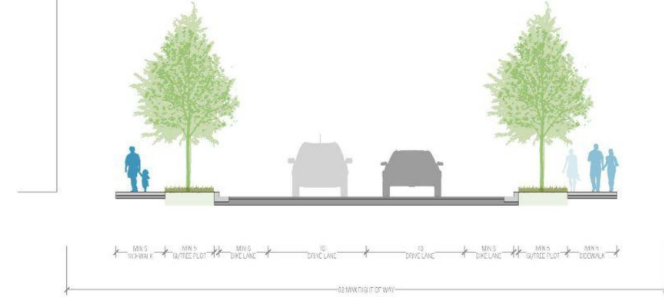
STREET SECTIONS

PRIORITY: DESIGN/MAINTAIN CALM + SAFE STREETS FOR PEDESTRIANS

1ST STREET



ROGERS STREET



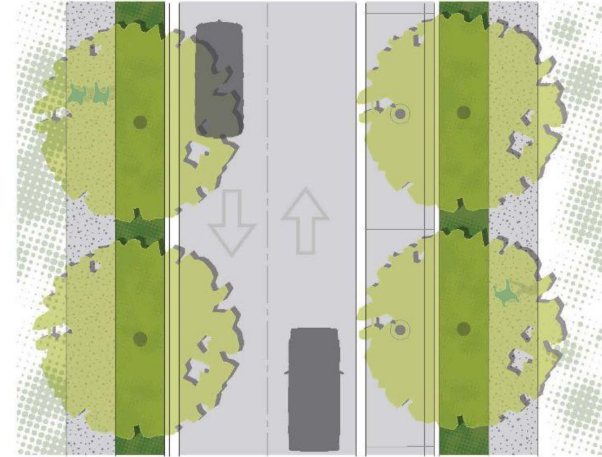
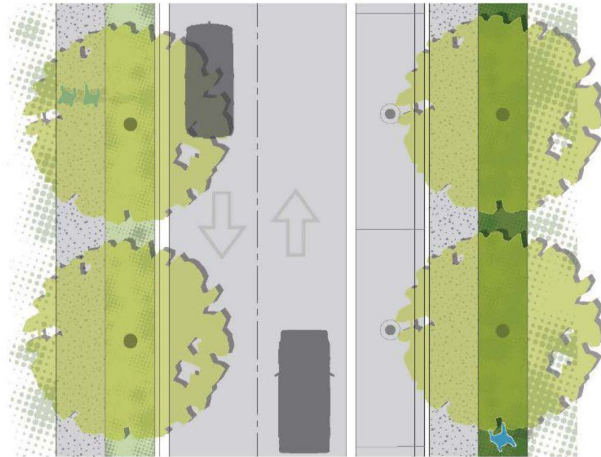
EXISTING TO REMAIN

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

STREET SECTIONS

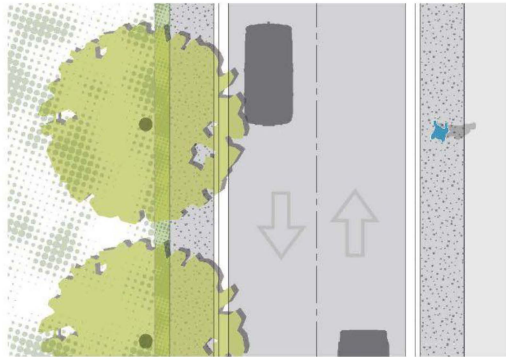
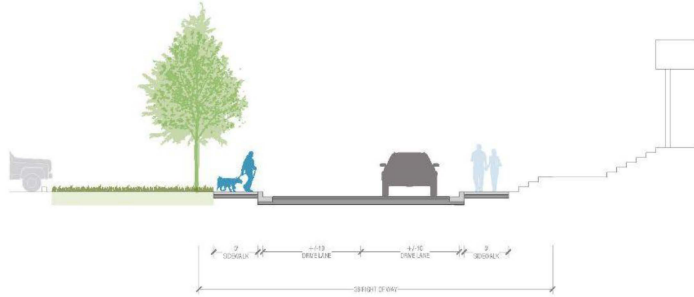
PRIORITY: DESIGN/MAINTAIN CALM + SAFE STREETS FOR PEDESTRIANS



STREET SECTIONS

PRIORITY: DESIGN/MAINTAIN CALM + SAFE STREETS FOR PEDESTRIANS

WYLIE STREET

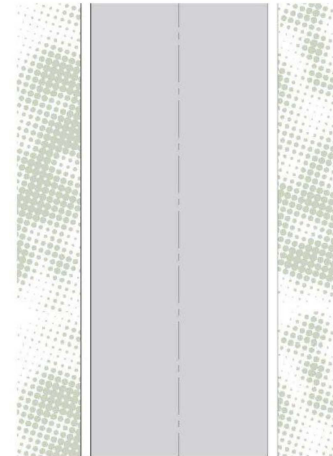
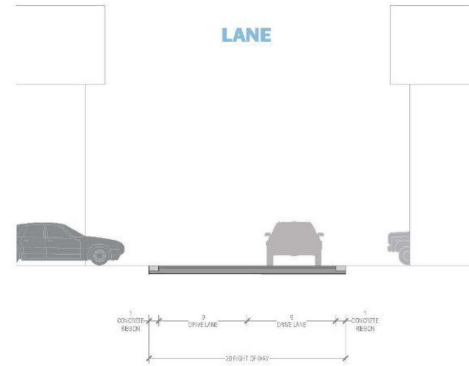


EXISTING TO REMAIN

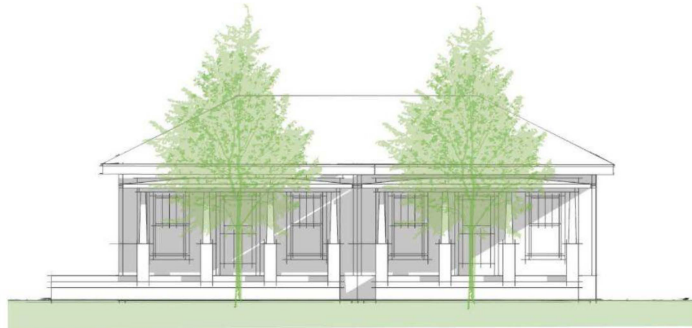
REFERENCE PAGE 25 OF THE TRANSPORTATION PLAN STATING: EXISTING STREETS SHALL NOT BE REQUIRED TO COMPLY WITH NEW CROSS-SECTIONS

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

LANE



UNIT MIX AND TYPES



EXAMPLE UNIT TYPES

UNIT MIX AND TYPES

UNIT TYPE	SQUARE FEET	BEDS	BATHS	UNITS EACH BLDG	TOTAL BLDGS	TOTAL BEDS	SALE PRICE	TOTAL UNITS	UNIVERSAL DESIGN	FULL ADA	DOWN PAYMENT	LOAN	MONTHLY MORTGAGE COST*	ANNUAL PROPERTY TAX	MONTHLY HOA FEE	MONTHLY HOME INSURANCE	MONTHLY COST WITH HOA+PI+HI	AFFORDABLE TO INCOME	AM LEVEL**	AFFORDABLE (UNDER 100% AMI)
Aster - KUA	252	1	1.0	1	8	8.0	\$83,160	8	4		16,632	66,528	\$357	1,261	\$0	\$83	\$547	\$21,882	35%	8
Avocat	1152	2	2.0	1	5	10.0	\$368,640	5			73,728	294,912	\$1,583	5,678	\$0	\$369	\$2,425	96,996	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	548,626	77%	3
Chinkapin	2255	3	2.5	1	3	9.0	\$653,950	3			130,790	523,160	\$2,808	10,073	\$0	\$654	\$4,307	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	541,679	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	300,532	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	\$1,809	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	545,847	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	563,213	97%	12
Faulkner	6,674	1	1.0	12	2	2.0	\$183,536	24	8		36,707	146,828	\$788	2,827	\$0	\$184	\$1,207	548,293	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	557,179	79%	12
TOTAL UNITS	1,006				56	103	\$270,838	98	28	10		\$68,357								70
	average					average	average		29%	15%	average									71%

Parking Required 51.5
 Parking Provided 89
 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

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

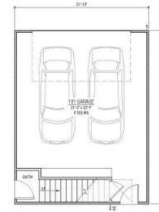
ASTER



GARDENIA



MAYAPPLE



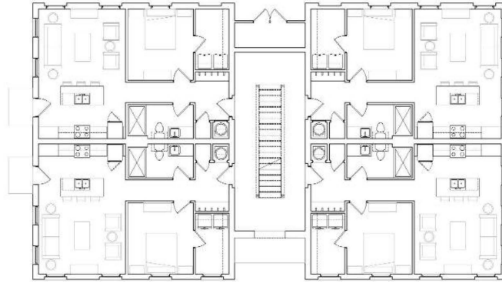
TARGET SALE PRICE: \$83,160

TARGET SALE PRICE: \$158,400

TARGET SALE PRICE: \$174,240

UNIT MIX AND TYPES

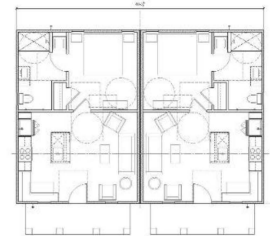
FAULKNER



Typical Floor Plan

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

BEEBALM



WINSLOW



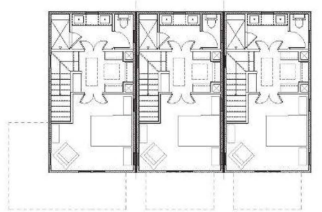
Typical Floor Plan

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

TARGET SALE PRICE: \$184,800

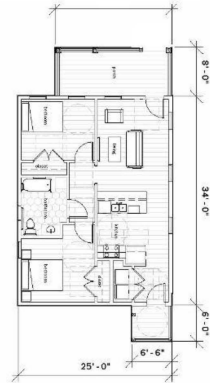
UNIT MIX AND TYPES

TRILLIUM



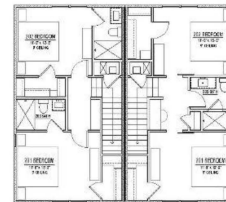
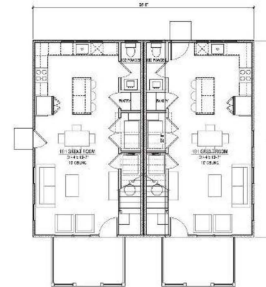
TARGET SALE PRICE: \$240,240 (per unit)

EGRET



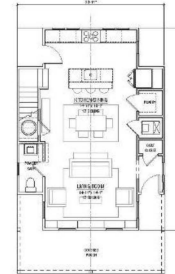
TARGET SALE PRICE: \$272,000

AVOCET



TARGET SALE PRICE: \$368,640

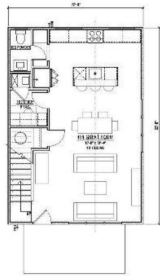
MEADOWLARK



TARGET SALE PRICE: \$419,840

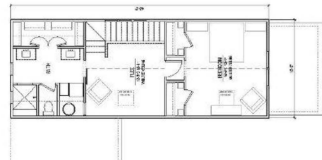
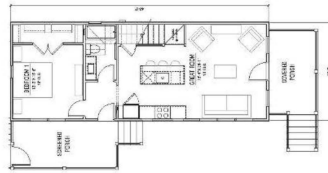
UNIT MIX AND TYPES

LARK



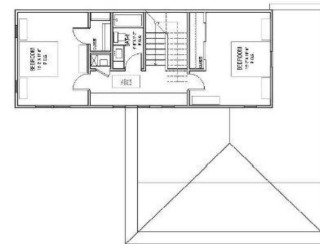
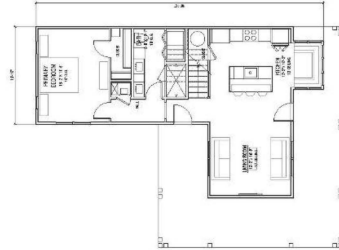
TARGET SALE PRICE: \$450,560

GULL



TARGET SALE PRICE: \$450,560

GOOSEBERRY



TARGET SALE PRICE: \$491,520

ELM



TARGET SALE PRICE: \$522,000

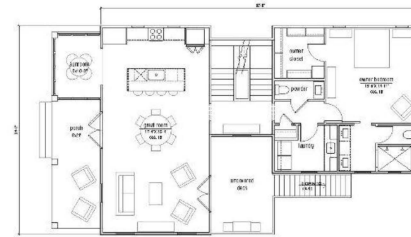
UNIT MIX AND TYPES

SASSAFRAS



TARGET SALE PRICE: \$566,080

CHINKAPIN



TARGET SALE PRICE: \$653,950

Reasonable Conditions Ordinance 2026-06:

R C #	Council Sponsor	Reasonable Condition Topic	Synopsis	Notes
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. Withdrawn by CM Flaherty in favor of a <u>written</u> commitment that is substantively aligned
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 7B 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 8B has been combined with 9B (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	Withdrawn by CM Flaherty.

			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 12B 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.	
14	CM Stosberg	Street Design	requires Lanes be designed for a vehicular speed of 10 miles per hour.	Introduced April 22, 2026

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

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

***** 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 #: 7B
- Submitted by: Councilmember Flaherty
- Date: April 22, 2026

Proposed Reasonable Condition:

1. All buildings must meet the energy efficiency standards contained in Unified Development Ordinance 20.04.110(d)(2)(B), Option 1, part v.

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 #: 8B & 9B
- Submitted by: Councilmember Flaherty
- Date: April 22, 2026

Proposed Reasonable Condition:

1. The PUD Street Standards and Street Sections will be updated to reflect a 6 foot minimum sidewalk width for all streets except Rogers Street and Lanes. Right of way dedication will be increased as necessary to accommodate these changes.
2. The sidewalks bisecting Block 9 in the east-west and north-south directions will be updated to reflect a minimum width of 8 feet. Right of way dedication will be increased as necessary to accommodate this change.

Synopsis

This reasonable condition updates the sidewalk minimum width from 5 feet to 6 feet, consistent with Transportation Plan requirements for Neighborhood Residential Streets and UDO requirements for subdivisions and rezones.

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, for the sidewalks running east-west and north-south in the middle of Block 9, the minimum width is updated to 8 feet in order to support an improved pedestrian and bicyclist experience and an urban form in which these sidewalks will be perceived and experienced as a real “front” for the homes.

The Director of Planning & Transportation confirmed via email that none of these changes will reduce the number of developable lots in the Hopwell South PUD.

Note: This reasonable condition has been updated since its inclusion in the April 1, 2026 council packet.

04/22/2026 Regular Session Action: Pending

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

- Ordinance: 2026-06
- Reasonable Condition #: 10B
- Submitted by: Councilmember Flaherty
- Date: April 22, 2026

Proposed Reasonable Condition:

1. The PUD Street Standards and Street Sections, including the Wylie Street and Jackson Street cross sections, will be updated as necessary to reflect a Tree Plot minimum width of 5 feet, located between the sidewalk and drive lane, for all portions of right of way located within the PUD.
2. In Block 8, on the north side of Wylie Street, the sidewalk may be immediately adjacent to the street for a portion of the block as necessary to accommodate the existing building, if preserved.
3. Right of way dedication will be increased as necessary to accommodate these changes.

Synopsis

This reasonable condition requires all streets included in the Street Standards and Street Sections to include a 5 foot tree plot. The Director of Planning & Transportation confirmed via email that this change will not reduce the number of developable lots in the Hopewell South PUD.

Block 8 would not require a tree plot on Wylie Street for a portion of the block as necessary if the existing building is preserved, since it may render a tree plot physically difficult or impossible to achieve. This is the same approach the city took in improving the infrastructure on 1st Street within Hopewell, where a brief stretch of monolithic sidewalk (i.e., no tree plot) was built on the north side of the street immediately west of Madison Street due to the existing building and steep grade of the land.

Note: This reasonable condition has been updated since its inclusion in the April 1, 2026 council packet, primarily for clarity.

04/22/2026 Regular Session Action: Pending

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

- Ordinance: 2026-06
- Reasonable Condition #: 12B
- Submitted by: Councilmember Flaherty
- Date: April 22, 2026

Proposed Reasonable Condition:

1. The Rogers Street cross section will be updated to reflect the design requirements of the Transportation Plan for a General Urban Street, including a 5 foot tree plot and 10 foot sidewalk.

Synopsis

The planned right of way dedication of 31 feet from centerline does not need to be updated for this reasonable condition. Rogers Street follows the General Urban Street typology, which includes a 10 foot drive lane, 5 foot bike lane, 5 foot tree plot, and 10 foot sidewalk. The city has already constructed 10 foot sidewalks in the new portion of Rogers Street infrastructure in Hopewell to the north of the PUD location.

The physical dimensions of Block 8 along Rogers Street can support this change, including where the existing building is located. This was confirmed via email with both the City Engineer and the Director of Planning & Transportation. A small portion of the building will be close to the sidewalk, which is common in urban settings including at the current Bloomington Police Department headquarters.

Note: This reasonable condition has been updated since its inclusion in the April 1, 2026 council packet. It simplified and clarified the reasonable condition and updated it to align with the right of way dedication already planned in the PUD.

04/22/2026 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

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 14
- Submitted by Councilmember **Hopi Stosberg**
- **April 20, 2026**

Proposed Reasonable Condition:

1. The Petitioner will work with the City of Bloomington Engineering and Planning and Transportation Departments to design the Lanes with a target speed of 10 miles per hour, utilizing design elements intended to create a low-speed and high comfort environment for vulnerable road users.

Synopsis

This Reasonable Condition 14 is sponsored by Councilmember **Stosberg**. It requires Lanes be designed for a vehicular speed of 10 miles per hour.

DATE Regular Session Action: Pending

- Ordinance: 2026-06
- Written Acknowledgment #1
- Submitted by: Councilmember Flaherty and Redevelopment Commission
- Date: April 22, 2026

Proposed Agreed Energy Efficiency Housing Standards:

1. All homes shall be designed using pre-approved plans modeled to achieve energy performance equivalent to a Home Energy Rating System (HERS) score of 65 or better.
2. Construction documents shall incorporate best-practice air sealing, duct placement within conditioned space, and high-efficiency, all-electric systems. Building inspections shall confirm compliant installation to details.

Synopsis

This is a written acknowledgment from the Bloomington Redevelopment Commission that memorializes the City's intent to utilize the Home Energy Ratings System (HERS) and to incorporate best practices for energy efficiency in design and construction documents.

04/22/2026 Regular Session Action: