

**Plan Commission Summary Minutes
City of Bloomington Council Chambers – Room #115**

July 11, 2022 - 5:30 pm

Plan Commission minutes are transcribed in a summarized manner. Video footage is available for viewing in the (CATS) Department of the Monroe County Public Library, 303 E Kirkwood Avenue. Phone number: 812-349-3111 or via e-mail at the following address: moneill@monroe.lib.in.us.

The City of Bloomington Plan Commission (PC) met on July 11, 2022 at 5:30 p.m., a hybrid meeting was held both in the Council Chambers, located in Room 115, at 401 N. Morton Street, City Hall Bloomington, IN 47404 and remotely via Zoom. Members present in Chambers: Tim Ballard, Flavia Burrell, Andrew Cibor, Chris Cockerham, Ron Smith, Karin St. John and Brad Wisler. Absent were Trohn Enright-Randolph, Israel Herrera and Jillian Kinzie.

There was a slight delay in starting the meeting because of technical difficulties, once resolved the meeting proceeded as usual.

ROLL CALL

APPROVAL OF MINUTES: June 13, 2022

****Smith moved to approve the June 13, 2022 minutes. St. John seconded the motion. Motion carried by roll call vote 7:0- Approved.**

REPORTS, RESOLUTIONS AND COMMUNICATIONS: None

PETITIONS CONTINUED TO: August 15, 2022

PUD/DP-24-21 Robert V Shaw

N Prow Road: 3500 block of N Hackberry Street
Request: Petitioner requests Final Plan and Preliminary Plat amendment for Ridgefield PUD and Subdivision Section V.
Case Manager: Jackie Scanlan

SP-06-22 Strauser Construction Co., Inc.

3000 & 3070 S Walnut St.
Request: Major site plan approval to construct a 9 building self service Storage facility with 10 new vehicle parking spaces.
Case Manager: Karina Pazos

**SP-24-22 Cutters Kirkwood 123 LLC
115 E Kirkwood Ave**

Request: Major site plan approval to allow construct a 4-story building with 3 floors of residential units over a ground floor parking garage and retail space in the MC-CS zoning district. The upper floors will consist of 15 dwelling units for a total of 38 beds.
Case Manager: Karina Pazos

PETITIONS: July 11, 2022

**SP-19-22 People's State Bank
202 W 17th Street**

Request: Major site plan approval to allow construction of a 34,200 gross-square-foot commercial building with a bank drive-through and associated parking in the

Mixed-Use Corridor (MC) zoning district.

Case Manager: Gabriel Holbrow

This petition of for a major site plan approval to allow construction at 17th and College, there is approximately 76,500 square feet on 1.75 acres and the current zoning is Mixed-Use Corridor (MC), the comprehensive plan designations of Urban Corridor. Current use is a bank branch and former Pepsi bottling plant, proposed land use is a financial institution including drive-through. The surrounding uses are multifamily dwellings and office to the north, vehicle fuel station, vehicle repair and single-family dwellings to the south, Miller Showers Park across College Avenue to the east and to the west across Woodlawn Avenue are single family dwellings. The petitioner is requesting major site plan approval to redevelop the site as a corporate office and local bank branch for Peoples State Bank, including one 4-story building of approximately 32,400 gross square feet, a three-lane bank drive-through that passes under Levels 2 and 3 of the building, and 59 on-site parking spaces in a combination of a surface parking lot and small garage. The petitioners are not seeking any affordable housing or sustainable development incentives. Major site plan approval is required for developments that contain more than 15,000 square feet of gross floor area, this proposed site plan will create 34,200 square feet of gross floor area. This proposal is being reviewed under the UDO at the time of filing in May, which does not include any amendments that were adopted in June of this year, although those changes don't affect the proposal in any significant way. As noted on the site plan the drive-through has one way traffic from the north, under the upper levels of the building out and around the internal drives, there are parking spaces to the north and to the west of the building. There is access to the lower level from the southeast corner of the building and stair access and elevator access to level one. The north entrance into the building is the entrance to the local bank branch, levels two and three contain office space for the bank. The project is meeting the setbacks required by code. Parking between the building and Woodburn was granted through a variance which was allowed by the Board of Zoning Appeals on June 23, 2022, this is now compliant with the variance. The frontage and tree plots have been laid out to coordinate with the installation of a new 10 foot wide multi-use path on north 17th. College Avenue is shown with an eight tree plot and 10 foot sidewalk as required. Woodburn is compliant with the neighborhood residential street typology. Because the sidewalk on Woodburn is provided outside of the public right-of-way, and on private property, a pedestrian easement for the sidewalk will need to be recorded before final occupancy. Site plan shows pull-in angled street parking on Woodburn Avenue, because it is proposed for the public right-of-way, not on the petitioner's property, this is outside the scope of major site plan review and approval. But the configuration of the street parking is subject to review and approval by the City Engineering Department and possible the Board of Public Works. Location of drives for non-residential users located on the corner lots of this location, UDO requires drive access to be located on the street assigned the lower functional classification, College Avenue is the primary arterial and 17th as a secondary arterial, Woodburn Avenue is not classified, which is otherwise known as a local street. Because Woodburn Avenue is the lowest classified street UDO requires that all drive access be at Woodburn Avenue. However, as part of the package of variances that were granted last month, this package is allowed to have drive access on both Woodland Avenue and 17th Street, so there are two entrances to the parking area, both are two way allowing entrance and exit. Generally the UDO requires driveways on arterial or collector streets like 17th Street to be separated a minimum of 150 feet from street intersections, the drive on 17th Street is more than the minimum required 150 feet from the intersection with College Avenue, but it is only approximately 88 feet from the infrastructure with Woodburn Avenue. Where the minimum distance separation cannot be met UDO authorizes the City Engineer to approve the driveway location, the City Engineer no objections to the driveway location but has stated if crash patterns arise due to the driveway the City may pursue access management improvements within the public right-of-way in the future. The other variant granted was to allow the driveway off 17th Street, small portions of it, to be greater than the maximum width of 24

feet. The three lane drive passes under levels two and three of the building with one way traffic from the north to south. The UDO requires stacking space for a minimum of two vehicles per service lane for financial institution drives, the west lane is 22 feet wide, wider than the other two lanes to allow vehicles to bypass the drive through. Parking for 34,200 square feet of financial institution use a maximum of 136 parking spaces is allowed, the proposal provides considerably less, 59 parking spaces on the property, including 53 spaces in the surface parking lot and six spaces in a garage accessed from the west side of the building. There is also 14 on street parking spaces on Woodburn in the public right-of-way. There are three accessible parking spaces in the parking area nearest to the main entrance on the north side of the building, as well as a dedicated space for armored truck parking and three electric vehicle parking spaces as required to the northwest of the main entrance of the building. To manage storm water drainage from the parking lot the proposed site plan directs drainage into landscape island and into two rain garden features in the southwest portion of the site. The storm water management features and practices for the parking areas are subject to the approval of the City of Bloomington Utilities prior to the issue of a grading permit. CBU has not yet granted approval for the parking lot storm water management for this site, but for the purposes of major site review this pipeline demonstrates there is adequate area and layout to accommodate any additional features that CBU may require without substantial modifications to the site plan. For bicycle parking the UDO requires bicycle parking for at least six, the proposed site plan provides bicycle parking for eight in two separate structures.

The proposed building is finished with masonry brick, cast stone and transparent glass for primary exterior finished materials and metal panels, wood and spandrel glass panels are secondary exterior finished materials. The proposed design includes changes in building height, regular patterns of transparent glass, with elevation projections and recesses, roof lines differences in different portions of the building. The building design provides a pedestrian entry of the southwest corner with doors facing both College Avenue and 17th Street, which includes two of the required architectural elements, the remaining architectural element which must be added, a condition has been added requiring this third architectural element.

Landscaping the minimum impervious surface coverage in the MC zoning district is 60% and the minimum landscape area is 40%, petitioner has stated the proposal contains 59.4% impervious surface and 40.6% landscape area meeting those requirements. The proposed landscape plan is compliant with street trees along College Avenue, but appears to be short one tree along 17th Street and frontage along Woodburn Avenue requires seven trees which have been indicated on the plan. The UDO requires large trees in areas where there are no power lines, trees along Woodburn Avenue will need to be upgraded to large trees. There is a 15 foot buffer yard required along the property line with the apartments to the north and a 15 foot buffer yard along Woodburn Avenue.

In conclusion, the petition meets all the requirements of the UDO, the Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve SP-19-22 with the following conditions:

1. The petitioner must receive a grading permit before any land disturbance activity.
2. The petitioner must record a pedestrian access easement for the sidewalk along Woodburn Avenue prior to issuance of final occupancy.
3. The storm water management of drainage from the parking lot must be approved by the City of Bloomington Utilities prior to issuing a grading permit.
4. A revised building design for the pedestrian entry on the College Avenue façade that incorporates at least three of the architectural elements required by UDO section 20.04.070(d)(2)(H)iii, must be submitted and approved prior to issuance of building permit.

5. A landscape plan that meets all UDO requirements, including providing at least eight street trees along 17th Street and all streets trees species chosen from the UDO list of permitted large street trees, must be submitted and approved prior to issuance of a grading permit.
6. A lighting and photometric plan that meets all UDO requirements must be submitted and approved prior to issuance of a grading permit.
7. This site plan does not approve signage. A sign permit will need to be applied for.

PETITIONER REPRESENTATIVE:

Tim Cover, Studio 3 Design, noted that the site is currently the vacant Pepsi bottling plant, it is 100% covered today with asphalt or building. This new development will clean up the existing site and provide an attractive new gateway building, but will also convert 40% of the site back to grass, landscaping and natural features, incorporates the new city trail along 17th Street and remove access off of College Avenue, limiting access to a single point off 17th Street. It is a dramatic change to the corner of 17th Street and College Avenue. As noted with the variances, they have been approved to allow the access off 17th Street as well as the parking between Woodburn Avenue and the building itself. The parking off of Woodburn Avenue is in the City right-of-way, they plan to define the parking, provide a sidewalk and landscape the strip along that whole length of Woodlawn Avenue. They have worked with City Engineering to improve and develop the new pedestrian trail on 17th Street and limited that to one point of access between the public and vehicular access. They have taken away all the entry points along College Avenue and improved appearance with a 10 foot walkway and all the landscaping, so there will be a very different look. They are well under the threshold for parking on site, there are 59 on site compared to 136 that would be allowed by code. They had to factor in the previous and impervious area with that, but basically they had parking on 43% of what they could put on that site. Will work with staff and meet any of the comments or concerns of CBU as they finalize their reports on the project, the project meets basically all of the UDO requirements for design height modulation and character and material usage, staff has noted the need to modify or adjust the building entrances to pick up the third element. Mr. Cover calls this building green friendly, by converting 40% of the site to landscape zones, including several rain gardens, designing of a cool roof system and using like covered patio pavers on the exterior outdoor areas for the building to help reduce the heat, they are incorporating zones of green roof with the outdoor patio space, using a light gray tinted solar insulated glazing to help reduce heat gained with the building, but also providing expansive areas of glass so there is great natural light within the facility and reduce the need for artificial lighting. The incorporation of exterior materials which are available within a 500 mile radius and interior materials that contain a high recycled value. There will 100% LED lighting throughout the facility, additional bike parking, locker rooms and shower facilities. There will also be recycling on site.

COMMISSIONER COMMENTS:

Commissioner Smith asked the number people they were expecting on site. Mr. Cover said the target is 50 – 75, with 50 being the early starting point with expansion to 75.

Commissioner Cibor asked about the construction schedule. Mr. Cover said they are going through the process of budgeting right now, and reviewing the current market to determine when construction could begin. They would like to get started by the end of this year, but it may be pushed to the beginning of next year.

PUBLIC COMMENTS: None

ADDITIONAL COMMISSIONER COMMENTS:

Commissioner Cockerham thanked People’s Bank for making this investment to the north side of town, this area has not seen as much development as other areas.

Commissioner St. John second Cockerham's comments.

****Cockerham motioned to approve petition SP-19-22 with the seven conditions outlined in the staff report. Smith seconded the motion. Motion carried by roll call vote 7:0—Approved.**

SP-25-22 Strauser Construction Co Inc.

409 E Kirkwood Ave

Request: Major site plan approval to construct a 4-story building with 3 floors of residential units over a ground floor containing a commercial space and a parking garage in the MD-UV zoning district. The upper floors will consist of 25 dwelling units for a total of 29 beds.

Case Manager: Karina Pazos

This petition is for major site plan approval to construct a 4-story building at 409 E. Kirkwood Avenue, this location currently contains the Village Deli restaurant. It is a mixed-use downtown character overlay and surrounding uses include restaurants, place of worship, retail and multi-family and the site itself is bounded by alleys on the north and east sides.

Petitioners is requesting a major site plan approval to construct a four story building with three floors of residential units over a ground floor containing commercial space and the parking garage in the MD-UV zoning district. The upper floors will consist of 25 dwelling units for a total of 29 beds. Major site plan approval is required for developments that meet the minor site plan review thresholds but are determined by the Planning and Transportation Director to require major site plan review due to unusual size, complexity, or the creation of potential significant unanticipated impacts on the city or surrounding neighborhoods.

The proposal involves demolishing the existing building and adding a new four story structure that will cover the entire lot. The Village Deli restaurant will be incorporated in the ground floor and the remainder of the ground floor will include 12 vehicle parking spaces, bicycle parking, storage and access to the upper levels. The proposed site plan demonstrates the setbacks and they plan to include sustainable development incentives to add a fourth floor for a height of 52 feet. The maximum impervious surface coverage in the MD-UV zoning district is 100% and the minimum landscape area is not applicable. The petitioner has proposed to have 100% impervious surface coverage. The transportation plan calls for a preferred width of six to eight feet of frontage to accommodate for a sidewalk café. A minimum of 10 foot wide sidewalk, minimum five foot wide tree plot. The frontage zone is intended to accommodate the door swings, awnings, café seating, building projections and landscape areas. The frontage may be accommodated within the building setback requirement and this proposal does include an 8 foot wide front and some of that is partly within the front building setback and also includes a 5 foot tree plot and a 7.8 foot wide sidewalk. The front furniture zone will need to be reduced or moved onto the property so that more space can be dedicated to the sidewalk to meet the minimum 10 foot requirement. The site provides 12 vehicle parking spaces and proposes to use adjustments to the minimum parking requirements. The petitioner has taken into consideration proximity to transit, which would reduce the required number by 15% for a total reduction of 3.2 spaces and on-street parking reduction for a total reduction of two spaces. And a parking study which was performed by Desmond Design Management determined that the 12 vehicle parking spaces

included in the proposal will be sufficient for this proposal. This proposal includes six bicycle racks for a total of 12 bicycle parking spaces, all proposed bicycle facilities are Class 2 and located in parking garage. There is an existing street tree with a tree grate that may be subject to replacement and will be determined at grading permit review. Do to length of property that is adjacent to Kirkwood Avenue streets will be required for the site. The proposal includes a transformer that is located next to the property lines in the northeast corner of the site, petitioner has expressed concern that there is not enough space to provide screening along the alleys. The petitioner must file for a variance from the screening requirements. For outdoor lighting a canopy is to be incorporated over light fixtures on the ground floor, it is unclear if light fixtures on the façade on the upper floors are lighting upward so the petitioner will need to provide more information. For sustainable development incentives proposed are light colored hardscaping, covered parking, cool roof and solar energy.

This petition meets the requirement of the UDO except for those that have been included as conditions of approval, will add 25 new dwelling units near other high density uses and amenities, provides housing in an area where housing is common and is immediately adjacent to the downtown. The scale of the development is appropriate for the neighborhood and given other recent developments and proximity to downtown this is an ideal location for this type of land use. The Planning and Transportation Department recommends that the Plan Commission adopts the proposed findings and approve SP-25-22 with the following conditions:

1. Petitioner must obtain a grading permit before earth moving.
2. Petitioner must revise the frontage zone such that more space can be dedicated to the sidewalk to meet the minimum 10-foot width per the Transportation Plan.
3. Petitioner will provide a least two Class I bicycle parking facilities on the site.
4. Replacement of the street tree and tree grate subject to approval by the Transportation Traffic Engineer, as well as the additional trees that may be required.
5. Petitioner must file for a variance from the ground mounted mechanical equipment screening standards.
6. Petitioner must provide information about the outdoor lighting fixtures.
7. This site plan review does not approve signage. A sign permit will need to be applied for.
8. Inspection and approval of the proposed solar installation is required before a temporary occupancy recommendation will be issued.
9. Petitioner will need to provide more information about proposed materials on the west and north elevations to ensure that the proposed materials are not prohibited façade materials for the Kirkwood Avenue corridor.

PETITIONER REPRESENTATIVE:

Ryan Strauser, Strauser Construction, was there on behalf of Bob and Kari Costello, owners of the property, and the other design team members there. Wanted to say thanks for hearing our petition, didn't have a lot to add to the presentation that was already given. Believes this project adds good density in an area that can handle the density. They are using sustainable incentives to try to bring green development to the area. There to answer whatever questions the Commission may have about the petition.

COMMISSIONER COMMENTS:

Commissioner Cockerham asked about the entrance to the garages, entrance is off of the alleyway and that seems tight. Mr. Strauser confirmed the garage entrance is off the alley and there are two ways to exit the alley, can exit the alley on to Grant Street or out to 6th Street. Mr. Strauser said the

best way to exit would be to the east, exiting onto Grant Street. If there deliveries blocking one direction then they have the option to go the other direction.

Commissioner St. John about the single car use in the alley, versus an entrance office Kirkwood Avenue. Jackie Scanlan, Development Services Manager, said from a planning perspective having access on the alley is preferable rather than adding a cut on Kirkwood, especially with an eye toward what Kirkwood Avenue could be in years to come.

Commissioner Cibor asked for clarification of doors opening into the alley. Mr. Strauser said the only door to the alley would be the door to the trash location and would only be open during trash pickup. After meeting with Duke Energy regarding discussions about the transformer they may change that door opening to open inward, opening into the building right where you pull into the garage. The other door at the east alley is an emergency egress door that would only be used in an emergency situation. Commissioner Cibor then asked about the bicycle parking, is that just for the residents or both residents and commercial? Ms. Pazos said the commercial space is required to have one bicycle parking space and the residential would need six, petitioner is providing 12 total. Commissioner Cibor wanted clarification if bicycle parking be provided by the petitioner will be available for the commercial guests. Mr. Strauser said they would continue to work with Planning on this, they will want sort of bicycle parking near the actual entrance to the commercial space. Kendall Knoke, Smith Design Group, said there is space at the front of the building for bicycle parking but have not reached a decision on actual location.

Commissioner Burrell asked about the 10 foot frontage requirement, does it mean the building is going to have to set back even further, or is it going to change the design on the front of the building. Ms. Pazos said there needs to be is a least 10 feet of pedestrian zone width, so as long as the frontage zone is adjusted to meet that 10 foot width then the requirement is met. That could mean they have to move the façade of the ground floor or the outdoor seating could be reduced. If the commercial tenant needs more outdoor seating space they could seek an encroachment agreement to encroach on that 10 foot width. Mr. Knoke noted the 7.8 feet that he has shown on drawings is the current width of the pedestrian space and if code requires 10 feet they can either reduce that eight foot seating area.

Commissioner Smith asked for an explanation regarding parking and rationale for the number of spaces. Mr. Strauser said one of the first things they did was reach out to Desmond Parking Consultants, who has worked with the City of Bloomington in the past, to make sure their thoughts on the parking was not out of line. The reasoning for the parking numbers is the type of unit and the units are geared toward graduate students, who are going to be more reliant on going to campus and will require less parking. Most likely will need bicycle parking, public transportation or possibly ride shares. Based on the market for like demographic for this building it would not require the parking that a studio would. Commissioner Smith asked how the parking spots will be allocated. Mr. Strauser said that would be up to the developer, could possibly be first come first serve.

Commissioner Wisler asked about a timeline for demolition and construction and is the restaurant completely closed during that time. Mr. Knoke said they would like to start as soon as they get through this approval process and get permits. A big variable in this is going to be Duke Energy, they have overhead transmission lines that run through the alley so there is a lot of discussions with Duke Energy and their timing. Bob Costello, owner, said the current plan for the restaurant would be to relocate the Village Deli to a temporary location. Commissioner Wisler asked if the new commercial space will incorporate some of the old interior. Mr. Strauser said they have not started the build out plans on the restaurant, they have been more focused on the exterior of the building. Moving forward

they will try to connect to what is currently there.

PUBLIC COMMENTS: None

ADDITIONAL COMMISSIONER COMMENTS:

Commissioner St. John likes project design

****St. John motioned to approve petition SP-25-22 with nine conditions stated in staff report. Cockerham seconded the motion. Motion carried by roll call vote 7:0—Approved**

DP-27-22 Redevelopment Commission – City of Bloomington
S of 2nd St / W of Rogers St / N of 1st St / W of Morton St
Request: Primary Plat approval to plat 19 lots and right-of-way.
Case Manager: Jackie Scanlan

NOTE: Chris Cockerham and Karin St. John will not be hearing this petition due to conflict of interest.

Commissioner Wisler noted that since Cockerham and St. John are recusing themselves from this discussion there will only be five Commissioners remaining and the rules state we need a majority of the Commission to take any action, not just a majority of those present but a majority of the total voting members. Which means this vote will have to be unanimous from the five remaining Commissioners.

Jackie Scanlan presented this case, petition is by the Bloomington Redevelopment Commission for a primary plat, and the location of the plat is south of 2nd Street, north of 1st Street, east of Rogers Street and west of Morton Street. The Commission has seen a petition very similar to this in recent months, but that petition has been changed some by the parties involved, including Administration of the City and the Common Council when the right-of-way vacation request with the Common Council discussions continued and there has been additional land acquisition and a new primary plat was needed.

The property is slightly over nine acres and the petitioner is requesting primary plot approval to plat 19 lots and new right-of-ways. They are requesting waivers related to streets and right-of-way requirements of the UDO and waiver of second hearing. Currently zoned mixed-use medium scale, as well as mixed-use neighborhood scale, comprehensive plan designation is mixed urban residential and it particularly in the west of 2nd Street, former Bloomington Hospital focus area. The site currently contains existing buildings, surface parking, in the southwest corner is Centerstone which will remain.

The plat is split into four quadrants and with three parcels in the south east corner of this quadrant that are not included in the plat. This plat is similar to the one seen previously, lots 2 and 6 are for storm water management for the entirety of the area, as well as public park space and are anticipated to be sold for private development, lots 3 and 4 are currently planned for continued use by Centerstone. The remainder of the lots, five in the northwest quadrant, four in the northeast quadrant and six in the southeast quadrant and are all intended for some sort of redevelopment. With this project there will be new right-of-way with the addition of University Street, east/west connection, roughly in the same line in the city of where University is on the east side of town, and the continuation of Madison Street that is presently north of this project. There will also be three east/west alleys, one each in the northwest quadrant, northwest quadrant and the southwest quadrant, those will provide the opportunity for rear loaded development when possible. The new University Street

right-of-way will have upgraded pedestrian amenities, as well as South Madison Street. The reason for the alleys is to have the potential for vehicular entrances.

There was a right-of-way vacation that has already been done by Common Council, these were existing alleys in this area that have been vacated, these were an issue the Plan Commission heard the last time this case was before the Commission. The petitioners need a waiver of the subdivision rules in this case. That is because there is not enough room along South Rogers Street to dedicate the appropriate amount of right-of-way, because the existing Centerstone buildings that are going to remain. The UDO calls for much more right-of-way dedicate on this side of the road where the subdivision is taking place and that is not possible because of the existing buildings. The petitioner and Engineering staff have worked with Planning & Transportation staff to get an idea of the maximum amount of right-of way that can be dedicated and then how much of the improvements the transportation plan is after can be shown in these areas or realistically built.

The proposed primary plat does meet all the requirements of the UDO, with the exception of the Streets and right-of-way requirements related to Rogers Street. As a first step in the redevelopment of the area included in the Bloomington Hospital Site Redevelopment Master Plan, the primary plat will set up Phase I East with improved public ways and new amenities, as well as create parcels that can be developed separately or combined.

The Planning and Transportation Department recommends the Plan Commission adopt the proposed findings, approve the primary the primary plat of DP-27-22 with the associated waiver request and waive the second hearing with the following conditions:

1. Allowing secondary plat approval to be delegated to staff.
2. A utility plan must be approved by the City of Bloomington Utilities Department.
3. The petitioner will continue to work with the Department in order to determine the final right-of-way improvement design for South Rogers Street.

PETITIONER REPRESENTATIVE:

Patrick Dierkes, City of Bloomington Engineering Department and Matthew Wallace, Shrewsbury Architects are both available is there are any questions.

COMMISSIONER COMMENTS:

Commissioner Smith asked if the redesign was in response to the Common Council's concern. Ms. Scanlan said yes the redesign was in response to those concerns, especially the inclusion of alleys. The southwest quadrant the lots are what we would consider more traditional, urban long thin lots alley loaded.

PUBLIC COMMENTS:

Catherine Seltz wanted to thank the Commission for what they do for the community.

****Smith motioned to approve petition DP-27-22. Cibor seconded the motion. Motion carried by roll call vote 5:0—Approved**

Meeting adjourned at 7:45 p.m.