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The City of Bloomington Plan Commission (PC) met on June 11th, 2018 at 5:30 p.m. in the Council Chambers #115. Members present: Cibor, Kappas, Sandberg, Kinzie, Wisler, Coyne (for Hoffmann), Cate, Maritano, Enright-Randolph.

ROLL CALL

APPROVAL OF MINUTES: May 2018

****Kinzie moved to approve the May 2018 minutes. Sandberg seconded. Motion carried by a voice vote.**

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

Jackie Scanlan, Development Manager, reported that Staff is currently working on the Unified Development Ordinance updates with Clarion & Associates. The next module will be to discuss zoning districts and permitted uses on July 16th & 17th. There will be time to make comment on the public draft before these dates in July. Staff is also in the process of working with a separate consultant tool on the Transportation plan. A draft plan will be available before workshops during the week of July 9th. They will be meeting with stakeholders at that time and there will also be a public meeting on Thursday, July 12th at 5:30PM in Council Chambers. A draft will be available before that visit for review.

CONTINUED TO JULY:

- DP-06-18 **Whitehall Associates**
3477 W 3rd. St.
Final plan & preliminary plat approval for a 3 lot subdivision of an existing PUD
Case Manager: Amelia Lewis
- PUD-27-17 **Public Investment Corporation**
2700 W. Tapp Rd.
PUD Final Plan approval and preliminary and final plat approval of a 24-lot subdivision
Case Manager: Eric Greulich
- ZO-05-18 **JB's Salvage, Inc.**
1816 W. Fountain Dr.
Rezone from Residential Single Family (RS) to Industrial General (IG).
Case Manager: Jackie Scanlan

PETITIONS:

- PUD-08-18 **The Annex Group**
1100 N Crescent Dr.
PUD final plan approval to allow the construction of a 146 unit multifamily development
Case Manager: Eric Greulich

Eric Greulich presented the report. The petitioner is requesting final plan approval for a 146 unit apartment complex. This is on the northwest side of town, just south of the intersection of 17th and Crescent. The property is zoned as a planned unit development and was rezoned last year through the Plan Commission and City Council to a PUD to allow for this specific petition and site plan that is being presented tonight. To the north, east, and south of this, there is Single Family Residential zoning. Further east, there is some high density

Multifamily Development for the Crestmont development. To the west of this, there is a planned unit development for an industrial office building as well as Business Park zoning. There are a mix of zoning uses surrounding this site. The petition site itself is 8 acres. The area is 90% wooded. There is a creek and riparian buffer on as well as a sinkhole on the southwest side of the property. There is also a sinkhole offsite to the southeast. There are two areas of steep slope on the site. These environmental features combine to create a lot of environmental constraints on the property. When this petition went to the Plan Commission and the City Council last year for approval of the district ordinance, the petitioners were meeting all of the requirements of the Unified Development Ordinance with the exception of a few elements. The district ordinance was approved to allow for some encroachment within the ten foot no build which surrounds the Karst Preservation Easement. The District Ordinance was approved to allow for some encroachment in the riparian buffer and the steep slope area. During the course of the Plan Commission and the City Council review, the petitioner removed one of the buildings from the proposed site plan in order to mitigate and reduce impact into the steep slopes and riparian buffer. As a result of the removal of this building, the main building in the center of the site increased in height. The District Ordinance was amended to allow for an increased height over the 50 ft. height limit of the RH district to allow for the 62 ft. tall building. Other than these deviations that were previously approved, the petitioner is coming forward with a site plan that meets all requirements of the Unified Development Ordinance. There are three buildings that are proposed for the site. There is an internal drive that goes through the site that has several parking spaces adjacent to it. To the north of this, the Crescent Point Development was approved with a road stub to this property. To that end, the petitioners are extending the road stub and connecting it through the site as well. The sidewalks will also be extended on both sides of this street. The access drive to the east will connect through and unbuilt portion of 14th St. that was platted decades ago that was never improved. The petitioners will be extending the drive through the site to connect to Oolitic Dr. that will connect further to the south. The petitioner has worked with Staff to come up with an appropriate amount of improvements and cross sections for the 14th St. right-of-way. That extension would have two 10 ft. travel lanes, 5 ft. sidewalk on both sides, and a tree plot. There was only 40 ft. of right-of-way previously dedicated with that plat, so there was not the typical 50 ft. of right-of-way to work with. Most of the usual public amenities and improvements are incorporated to the right-of-way despite this. There are three total connections running through the site to distribute traffic. The internal drive will be public. This has been discussed with Public Works and the Development Review Committee. It is connecting to a public street to the north and to the east, but the internal drive will be private. It will have an access easement platted on top of it so that it will allow for cross access for members of the public. The petitioners have squeezed in the buildings and the parking around all of the environmental features. They have designed a site plan that is essentially identical that was seen previously by Plan Commission and City Council. The petition has 146 units, 247 bedrooms (1, 2, and 3 bedroom units), and it is a substantial affordable housing project. At least 70% of the units are required to be affordable in the first 30 years. The remaining 30% will be market rate units. 50% of the units will be affordable from 30 to 99 years from now. The renderings submitted are almost identical to what was shown in the preliminary plan, aside from some color choices. There will be stone veneer along with hearty plank siding along all of the exteriors. There will be a pedestrian entrance on the north side of the building with a sidewalk connection to 17th St. Along the 17th St. frontage, the petitioners will be constructing a continuation of the B-Line trail. This is a 10 ft. wide asphalt path with a tree plot that will be constructed along the petitioner's frontage. Building B grew in height in order to shrink the overall footprint. The building has several areas of modulation. The rooftop varies in height. There will be one or two main entrances to this building to access interior hallways or elevators. It is a 5 story building on the back side and a 4 story building on the front side. All of the buildings have been designed with the same materials as the preliminary plans. Some of the highlights of this project is the mixed income project which provides diversity on the site. 17th St. and Crescent are on a bus line. It is near the new Crestmont Boys & Girls Club. It is on the extension of the B-line Trail and within walking distance of Crestmont Garden Park. The petitioner has met almost all of the environmental regulations on the site and meet all of the standards associated with their district ordinance. They are meeting the tree preservation requirement, they are not encroaching on the Karst conservation easements. The only encroachment the petitioner was allowed was into the 10 ft. no build that surrounds the 25 ft. buffer. The Plan Commission is strictly reviewing the final plan to ensure that it is in keeping with the district ordinance, as well as following any conditions. The district ordinance used all of the as the UDO with the exception of the deviations regarding building height and the three deviations approved relating to Environmental Standards. The petitioner has submitted a site plan that meets all of the requirements of the District Ordinance as well as the UDO. With the rezoning approval, the petitioners were required to dedicate right-of-way for 17th St. within 180 days within council approval. However, the

petitioners have not officially taken ownership of the property yet and cannot officially dedicate right-of-way until they do that. This will happen after Plan Commission approves this and they get their grading permit. Staff has modified the condition of approval to reflect this. It reads as follows: "The petitioner shall record a zoning commitment within 30 days of this approval stating the Right-of-way for Crescent Drive must be dedicated prior to issuance of a building permit." Staff is recommending approval of PUD-08-18 with the conditions listed in the staff report and the modification just discussed.

Joy Skidmore, petitioner from the Annex Group. The petitioner went through many meetings with Plan Commission and City Council in order to get a design that would work for all parties involved. There were 4 buildings originally on the site and redesigned to have 3 buildings. Because there was so much change during the rezone, this site plan has not changed much. Building C in the southeast corner's parking was originally rotated 90 degrees. The Karst buffer on the south side comes in close. This parking was rotated so they could take it out of the Karst buffer in order to avoid more environmental impact. The entrance on to Crescent Rd. was added to meet UDO requirements. The next addition was a sidewalk connection which was added after Staff's review so that people would not have to cross the street in the middle of the road to get to more sidewalk. The tree plot is another change that has happened to the site plan. When this was first proposed, the goal was to meet all requirements of the Bronze level. Instead, this will go through the whole LEED certification process for Bronze. Close proximity of the transit stop, energy efficient appliances, larger windows for natural light, energy efficient light fixtures, low flow water fixtures, solar power are all things that will contribute to this. Solar panels will be on the covered bicycle parking. Not much has changed from this plan since the original site plan came through Plan Commission.

Stewart Gulyas asked if NGBS Bronze is National Green Building Council.

Skidmore answered that she was referring to Nation Green Building Standards.

Cate asked why they chose this site for this project.

Skidmore answered that after going through the available properties in Bloomington in the QVC, which is where you can develop a 4% affordable project, and found all other sites were over a million dollars. The land cost for this property was the driving factor.

Cate said that achieving affordable housing is tremendously important and asked what the surrounding community's reaction has been to this project.

Greulich touched on why the petitioner chose this site, saying the property was previously zoned Single Family Residential and sat undeveloped for its entire life. This is due to the sinkholes, trees, and steep slopes on the site. 10 to 15 single family lots is the most you could get out of this property. The cost-benefit never panned out for this. In situations where you have a lot of environmental constraints, clustering is the best management practice for that. A high density multi-family project accomplished that by establishing all of the development in a very small, limited area on the site. Being on a bus line, on the B-line trail, and being near a park were all contributing factors. There are plenty of adjacent neighbors tonight who will share their opinions, which have been mixed. This was a good match for the limited development possibilities on the site as well as providing affordable houses near the city.

Cibor asked Staff for a refresher about what this plan has been through and what exactly the Commission should be considering tonight.

Greulich explained that the 7 things within the PUD Final Plan Review are what is up for review tonight. These include the written statement and supportive material submitted by the petitioner to ensure it is in line with the district ordinance and the PUD. The Plan Commission tonight is reviewing to make sure what is being submitted is keeping with the approved district ordinance and the PUD. The site plan for this project has not really changed aside from a few sidewalks being added and the 14th St. Right-of-way being determined. The final plan is almost exactly identical to the preliminary plan. The building plans are exactly identical aside from the color

change. This petition meets all the requirements of the UDO. There was no specific other information that was required specific to this site that the Plan Commission needed for their review, such as a traffic study.

Cibor asked the petitioner about the timing of the project and the construction regarding the condition of approval and the building permit.

Skidmore said that provided they are successful tonight, they will submit for a grading permit. They have been rewarded all of their tax credits March 22nd. They have 150 days to get all approvals and letting them know its all in place to start construction. However, Indiana bats are likely on the site. Construction will not begin until November for this reason. They are expecting to close in October on the property. They are expecting an 18 month construction time period.

Cibor asked what the pedestrian easement on Crescent is for and asked if it will be recorded at the same time as the cross access easement or Right-of-way dedication.

Katie Stein, from Brehob Smith & Associates, said the pedestrian easement is in addition to accommodate the B-line trail being a part of this property. It will be part of the plat processing that will be recorded with the other easements with this property.

Coyne asked Staff if the extent of waived requirements of this PUD normal for low income housing.

Greulich said the purpose of the PUD process is to come up with a set of standards that are unique for a particular property. The petitioner wants to accomplish something that would not work within the confines of the zoning code. There is a large sinkhole that takes up almost half of the property itself. The petitioner was approved for construction in the 10 ft. no build. For a sinkhole, there is a 25 ft. easement required by zoning code. On top of this, there is a 10 ft. no build. They are staying out of the preservation easement and have only encroached within the 10 ft. no build. This no build was introduced to the zoning code in 2007 to help protect sinkholes even more. With a PUD, you are able to look at the situation in more detail. The PUD allows you to evaluate more closely. One of the other regarded steep slopes. The steep slope was put into the zoning code to deal with problems during construction. It is not a problem once a building is constructed, it is fine. The riparian buffer was the other deviation from environmental standards. This creek is subject to the riparian buffer standards and there would be a portion of the building that would touch into this buffer. The main encroachment to the buffer is the driveway and street that is on the northwest corner of the riparian buffer. This particular drive caused most of the disturbance within this riparian buffer. The connection benefits not only this site, but others outside of it. The Police and Fire Department were happy to see this. The deviations from the environmental standards that were approved for this site were mitigated with what they could.

Sandberg asked what the range of costs for the affordable housing in terms of median income.

Skidmore explained that there is an option to go to 80% AMI. The 80% AMI is almost exactly the same as market rate rents. They then tier from 60%, 50%, 40% AMI. The petitioner did not have exact rent amounts with her.

Sandberg said it is hard for folks at home to understand how much the rent will be if only percentages and AMIs are being discussed. She asked again for a range of rent prices.

Skidmore says she can come back once she looks it up.

Kinzie asked Staff what amenities were missing from the public right-of-way.

Greulich answered that there would not be a tree plot on 14th St. Within a typical public street Right-of-Way, there would be two 5 ft. sidewalks on both sides, 5 ft. tree plot, and two 10 ft. travel lanes. Both of the sidewalks are typically set in 1 ft. within the Right-of Way line. Because there is only 40 ft. of ROW to work within, the tree plot along the south side of the road was foregone. to provide pedestrians with more safety. Because it is a low connection, low traveled road, pedestrian safety was not being sacrificed here with a monolithic sidewalk. There will be a tree plot on the north side. It was a combination of balancing pedestrian movement and two 10 ft. travel lanes required by the Fire Department and getting a tree plot in.

Kinzie asked for more information on the recommendation for redundant erosion control.

Greulich explained that sometimes this can mean two erosion control fences. In a site, there is an erosion control fence that surrounds the disturbed area. In steep slope areas and rain water or erosion can be overwhelming one barrier and the second barrier serves as back up. Some of the orange construction fencing will help back that up during a major rain event during construction. The Environmental Commission will work on the specifics of this during the grading permit review.

Kinzie asked for further clarification on the years for affordable housing.

Greulich responded that the petitioner had a 30 year commitment but the petitioner further committed to providing up to 99 years.

Cate asked for more information about the bat study.

Skidmore explained the breeding period for Indiana bats are April through October. If they did a bat study, it will likely come back that there are bats. The State would then come back and say construction cannot start until there are no bats, so the petitioner is waiting to start construction until November. For 50% adjusted medium income, one to three bedroom units are anywhere from \$581 to \$799. 60% AMI are anywhere from \$712 to \$980. 70% AMI will be anywhere from \$842 to \$1161. Market rates are anywhere from \$900 to \$1235. This does not include utility allowances, which are capped and the petitioner will pay any utilities after the capped amount.

Maritano asked for clarification on how many units would be available at 50%.

Skidmore said that when she said prices for 50% AMI, it was for people who make less than 50% of the adjusted median income. They qualify for those rents.

Maritano asked how much of the development will be available to low income renters.

Skidmore responded that 70% will be at 60% AMI or below.

Wisler opened the forum to public comment.

John Switzer, lives at 1203 N Crescent Rd, has been involved in the purchase of this property for over a year before it finally happened due to the fact that the lady who owned the estate died while it was on the market leading to it being withdrawn from the market. Switzer said he had some common sense questions to ask, as common sense has escaped the room. This site has been vacant for 70 years at least because it is a challenged business site. One third of this site is a huge sinkhole. The bottom to the top elevation has to be in the 40 ft. range. There are four to five open access holes to the sinkhole. Switzer asked the project manager what his familiarity with Karst topography. Skidmore said the manager looked at him like he was speaking a foreign language. Skidmore has been in this community for 46 years and worked for the City of Bloomington Utilities during the "bad times". Skidmore's background is construction and has developed property at Lake Lemon. Skidmore noted that this is the source of his acquaintance with Coyne, which was "always a questionable endeavor". Skidmore said it used to be when the term Karst was used, it was an automatic no. The builder's home page for this project said that their specialty is building student targeted communities. This is a Planned Multifamily Development. There was also a time in Bloomington when that would have automatically disqualified them as a builder for this project because they have no background. Skidmore asked what has changed in 70 years that all of the sudden make this an appropriate site. Skidmore asked when the Commission has seen an 8 acre parcel in the city limits that is 70 year old pristine woods get knocked down for 4 or 5 story buildings. There are none on the north side of 17th St. for a quarter mile. Skidmore said "come on". Skidmore said that road is barely 32 ft. wide and since the nightmare on I-69 on the west side, that road has become grid locked from 7:30 to 9:00am and 3:00PM to 5:30PM. The ingress and ingress for this property will be on to a road that just had a traffic study last week that says there's an excess of 4,000 cars on this road a day. Skidmore said he spoke to a long time member of the County Attorney's office today that was notified of a repetitive trip formula used configuring traffic patterns. Skidmore said that 10 trips a day multiplied by 247 units equals 2500 more trips on to a horribly narrow, already congested street. These cars will have to jump out. 81.8% cars clocked on this street last week were over the speed limit. The cars coming out from this apartment complex will have to be speeding up to get out in front of the cars already speeding. There is a city bus and Monroe County school bus stop a few hundred feet away. Skidmore

said that 17th St. and Crescent Rd. is worst designed intersection, just down the street. Skidmore said you have to pull out into the intersection to get a sight line to the east or west. Both site lines are less than 100 yards and the cars coming from either direction are coming over a hill. Skidmore said you're either looking into the sun during rush hour traffic or looking into the sun in the east during rush hour in the morning.

Michael Kaczorowski, said he is a registered landscape architect and is opposed to this project on several grounds. Kaczorowski said Andrew Cibor set out a traffic count at his request. There are 4,400 vehicles on this. Kaczorowski said the count also determines what type of vehicles, such as dump trucks and tri axels. Kaczorowski said he witnessed two trucks side by side hauling bulldozers. Kaczorowski said Crescent Rd. was lucky to have 40 cars travel it. Kaczorowski said that this street was never designed for this volume of people. Kaczorowski said this is a bad location. Kaczorowski said the only reason of the change from 4 buildings to 3 is because he alerted Planning that this is a venomous copperhead snake habitat. These children coming into this place have no place to play. There was a change to three buildings with a pathetically small recreation area. There is no place for the children to do any vegetable gardening at all. There is no security for the children. The area adjacent to it to the north built by the same group is littered with needles. The area on Oolitic have two adjacent vacant trailers that were meth labs. This is a high crime area. Kaczorowski said his home was broken into and his vehicle was stolen. Kaczorowski said there is no way of vetting tenants coming into this area. This area has a traffic increase from 3:30 in the afternoon to 6:00PM. The amount of traffic violations on this, authenticated by Andrew Cibor's traffic count, is 82%, 85%, 92% over the speed limit. This is a dangerous area for anyone to be living in. This is a very difficult area, especially because there are no sidewalks in this area. There is no possibility of building a 10 ft. long B-line along Crescent on the east side because as soon as you step off of the asphalt, it is downhill into the Karst. Kaczorowski said that this project could collaborate with the County and Habitat for Humanity. The Mayor has already promised one million dollars to grease this project. That amount of money could buy 10 or 20 acres. It is a large piece of property. Kaczorowski said that he objects to the 10 ft. Karst setback because he relies on that water for his well. Kaczorowski said he will appeal this to IDEM and DNR to vacate this site.

Switzer asked to make an additional comment.

****Maritano moved to suspend the rules to allow for additional public comment. Cate seconded. Motion passes by voice vote****

Switzer said he knows he is passionate about this project. Switzer said he is not against low income housing. Switzer said this project could be built anywhere. The economic factors are horrible. The builders have no vested interest in this other than engineering drawings. Switzer said he walked this property today and said there was no tape, no excavation estimates. Switzer said Duke Energy was walking the site for the first time two weeks ago. Switzer said there was no bat study. Switzer said there has been no site study and the developers do not have any vested interest in this property. Switzer said this is wrong. Switzer said this is not the site for this due to the high traffic, all of the children, and no tall buildings in the area. Switzer said that adjacent property occupiers and owners did not receive notice of public meetings. Switzer emphasized he is not against low income housing. Kaczorowski said it is not true that there are no problems with sinkholes after construction is complete. Parking lot run off is a huge pollutant, especially to Karst topography. This company has no background in low income housing. They are buying the purchase price on this \$360,000. If this was anywhere else in the city it would be a \$560,000-\$800,000 purchase. This property is \$360,000. Switzer said it is fire sale cheap and urged the Commission to stop this.

Kaczorowski spoke with his neighbors and said his neighbors did not receive a notice of this meetings. Kaczorowski has affidavits from these people asking not to reveal their names because they are scared their property manager will try to evict them. One of the reasons Kaczorowski is concerned with the Karst area and protecting it is because Kaczorowski was an expert witness in Hamilton County several years ago. Kaczorowski used a study that had been conducted in Washington DC of the Anticosta River. Kaczorowski said engineers had set out various basins that had intercepted drain water from the parking lots to then do a chemical analysis to establish the enormity of the toxins coming off the parking area. Kaczorowski said this is much like the site plan because in that particular area, you cannot control the flow of water. Kaczorowski said he has 40 years of experience dealing with these types of issues. Kaczorowski said this is a real problem and will be a real problem for him. Kaczorowski said the last time he had to protect a water way in Hamilton County, it was his own property and he was trying to protect an area with an adequate buffer zone. Kaczorowski said he litigated this case in front of administrative judge Steve Lucas for 8 years. Kaczorowski said he had the motivation, the time, and the resources and he has even more resources today. Kaczorowski feels very passionately and strongly about this issue. Kaczorowski said all of the neighborhood is

opposed to this high density warehousing. Kaczorowski said this is a very inhumane type of environment. Kaczorowski said none of the neighborhood is opposed to affordable, single-dwelling houses that the area is originally zoned for. Kaczorowski said this is a profit generator for the petitioner, but profits do not need to be generated off the backs of the working poor in an inhospitable type of environment. Kaczorowski grew up in south Chicago and lived adjacent to these type of structures, referred to as “ghetto-like” conditions and warehousing the poor. Kaczorowski said he lived in Indianapolis and worked with people who lived in these type of places. Kaczorowski said when he was in school in Cambridge, Massachusetts, he lived in Roxbury helping people who lived in these very inhumane living structures, much like those proposed today. Kaczorowski said there is no reason that the Mayor cannot have a workable conversation with the County and Habitat. Kaczorowski reiterated that no one in the neighborhood has objections to single family dwellings that were originally platted for this area. Kaczorowski reiterated that the route on Crescent is now a major thoroughfare and that this is a dangerous neighborhood in a lot of ways. Kaczorowski said there are drug dealing houses in that area. Kaczorowski said there were 13 squad cars that showed up at Crestmont and if this project is built, it will be a higher density area for more crime.

****Cibor moved for approval of PUD-08-18 with conditions of approval. Kinzie seconded ****

Wisler asked for final comment on the motion from commissioners.

Enright-Randolph noted that it is a unique area and there is a lot of focus on this area because of the future enhances connectivity. It is right at the threshold where the City meets the County. Being the representative from the Monroe County Plan Commission, Enright-Randolph feels like he has a reasonable need to express his thoughts. If that road could be a part of the thoroughfare plan, putting a sizable development on this road and not addressing the need that that may present in the future could be a hiccup. Having less storm water ordinances in the City than in the County, there are some limitations. Enright-Randolph read from the Environmental Commission’s letter, “The Environmental Commission has maintained a stance that a PUD district ordinance should not be allowed to use environmental regulations that are less stringent than straight zoning. The flexibility that a PUD offers should not be at the expense of environmental protection.” Enright-Randolph says he believes this is what is going on here. Enright-Randolph said that whole area is going to have some sort of development occur. This might set a pattern and get more people to submit PUDs to set up that sort of establishment in this area.

Cate said that since she has come in after it has advanced through earlier stages, she feels at a loss. Cate suggested that in the future, Staff should give more information about what happened to this PUD before the current stage. Cate would like to hear Staff and petitioner’s response to the public’s concerns.

Maritano said that she is also concerned about the State and Federal issues on this property as well as the traffic issues and how temporary or permanent they are. Maritano said this is a very tricky, delicate, and sensitive project. It has come this far and there are still concerns.

Cate said she missed the usual meeting to discuss this petition before the Plan Commission meeting, so she appreciates if Staff has already discussed some of the concerns and history of the PUD.

Cibor thanked the petitioners for going through the process and making changes with Staff in order to get to this point and the residents of this community who came to speak today. Cibor said the current traffic counts on Crescent reflect that it is summer, school is out and that there is a lot of construction going on. Cibor said that traffic patterns without the construction in this corner of the City is in the process of changing and evolving over time as the network has been drastically changed by the I-69 project. The numbers mentioned are correct and what were collected last week. For reference, 2010 was the last count done on Crescent and it has increased by 2,000. Cibor said it is tough to say how much of this increase is temporary or permanent. From the count last week, there was 30% more northbound traffic than southbound. Cibor suspects there are higher northbound numbers because people are trying to avoid 3rd St. Cibor said he does not want to say anything definitively about what things will be like long term in the area. The average speed on Crescent is 30 MPH, but the posted speed is 25 MPH. Cibor made the motion to approve the final plan approval and said that the concerns and comments are things that are decisions made during the zoning stage when the PUD was originally approved. Cibor said what has been presented today fits what the code says and what the zoning says and that is why he will be voting in favor.

Maritano said that no neighborhood is safe from the drug epidemic.

Coyne said he is similar to Cate in that he is new to this petition. Coyne is astounded this project got this far. Coyne also said there is a desperate need for subsidized housing. Coyne observed that it appears the City and petitioner are bending over backwards to make this PUD fit.

Sandberg commented that the growth of the City is a painful process to manage and more frequently the Commission will find themselves in situations with competing interests meeting head on. Sandberg noted concerns for environmental protection as well as the City extreme need for housing all across the board. Sandberg said the costs in the community are high because there is a lack of housing. The lack of housing in the community is what drives prices up. The City will need to look at how more houses will be built for all income ranges. Sandberg says it becomes a dilemma for people who have real concerns for environmental protections, standards, and regulations. Sandberg says that sustainability has three legs to that stool: its environmental, economic development, and social justice. Sandberg said she has seen petitioners mitigate some of the severe issues on this site and finds herself supporting this PUD.

Kinzie said there is a lot that is good about this project as far as proximity to Bloomington Transit, the B-Line, and green building practices. Kinzie appreciates the petitioner's work and accommodation with Staff for this project. Kinzie does not think single family housing will happen on this site. Kinzie agrees with staff about clustering being the most accommodating practice for this environmentally sensitive site. Kinzie has concerns about traffic and safety. Kinzie says she drove past the site after the past meeting and sees the concern. Kinzie appreciates the neighbors who couldn't be here to share concerns. Kinzie says it is not an easy decision and has concerns about how far this has made it. Kinzie said today they are tasked to make sure this fits the code and meets the intent and requirements of the code, so there is not much reason to deny this petition.

Kappas thanked petitioners for how they have accommodated all the different opinions on this project. Kappas said it is a matter of public record that he spoke about this petition at City Council wearing a different hat. Kappas said from his view point, he agrees with Sandberg that is a three legged stool. Kappas said that this petition is exactly why he will make sure this situation never happens again. Kappas said he will vote no.

Wisler commented that he knows the area well and used to live in this area. Some of these concerns are very real and the neighborhood has changed dramatically over the past ten years. Wisler said the roads currently are not designed to handle the amount of use they are getting. Wisler said many of the concerns talked about tonight need to be discussed in the PUD and this opportunity has passed. Tonight they must rule on whether the plan meets the letter of the ordinance. Wisler said he believes he has no reason to vote other than yes, even though he has much concern over the project and surrounding area. Wisler said affordable housing projects cannot begin with expensive land. Wisler appreciates the work the petitioner has done so far.

Kappas said he will be abstaining.

****Cibor moved for approval of PUD-08-18 with conditions of approval. Kinzie seconded. Motion passed by roll call vote. 7:0, Cate and Kappas abstained****