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The City of Bloomington Plan Commission (PC) met on September 14th, 2020 at 5:30 p.m. via a virtual web conference, due to COVID-19. Members present: Burrell, Cate, Cockerham, Herrera, Kinzie, Kopper, Sandberg, St. John, Wisler

ROLL CALL

MINUTES TO BE APPROVED: August 2020

****Kinzie moved to approve the August 2020 minutes. Sandberg seconded. Motion carried by roll call vote 8:0. Cate absent for vote.**

REPORTS, RESOLUTIONS AND COMMUNICATIONS: In honor of Planning and Transportation director Terri Porter's retirement, Development Services Manager Jackie Scanlan read Mayor Hamilton's proclamation honoring Porter and proclaiming September 14th Terri Porter Day. Plan Commissioners thanked Terri for her service.

Mike Rouker, City attorney, said special measures that were put in place to assist local businesses during the pandemic are set to expire September 30th and the Common Council will vote to extend measures through December 30th. Rouker asked the Plan Commission to vote to extend the Sign Fee Amendment, waiving sign permit fees through December 30th, 2020.

****St. John moved to approve extending the Sign Fee Amendment. Sandberg seconded. Motion carried by roll call vote 9:0—Approved.**

PETITIONS CONTINUED TO: October 12, 2020

PUD-17-20 **McDoel Business Center, LLC**
300 W. Hillside Drive
Request: Amendment to the preliminary plan and district ordinance for the Thomson PUD to allow 88 multi-family dwelling units and 21 single-family lots on Parcel E.
Case manager: Eric Greulich

CONSENT AGENDA:

SP-18-20 **Hillside Manors Holdings, LLC**
1028 E. Hillside Drive
Request: Site plan approval to allow the construction of 40 multi-family dwelling units.
Case manager: Eric Greulich

SP-19-20 **University Properties, LLC**
301 & 305 E. 19th Street
Request: Site plan approval to allow the construction of 31 multi-family dwelling units.
Case manager: Eric Greulich

Public Comment:

Members of the public that spoke: Greg Alexander, Janis

Alexander said SP-18-20 has almost one parking spot to one bedroom, although he knows this is because the site is located on the south side of town. He also said the sidewalk network is not great, but nearby Thornton Street has a platted sidewalk, and the Transportation Plan lists it as a future neighborhood greenway and it could be a bicycle route to campus. Alexander said this greenway should be considered as a connection to the petition location.

Alexander said SP-19-20 is great project, less on-site parking and so close to campus, but the sidewalk network to campus is poor and crosswalks are missing. He said he's glad the 1800 N. Walnut project will fill in gaps on 19th street, but central student housing petitions need to focus on filling in these connectivity gaps.

Janis asked where the parking entrance will be located for SP-18-20. Scanlan said the two current drive cuts on Hillside will be eliminated and a new entrance will be created on Huntington Drive.

Scanlan followed up Alexander's comment by adding that SP-18-20 will be required to add sidewalk along the Huntington Drive frontage extending to the Thornton right-of-way. The petitioner can request a variance from this, but right now it is a site plan requirement.

****Kinzie moved to approve the Consent Agenda. Sandberg seconded. Motion carried by roll call vote 9:0—
Approved.**

PETITIONS:

ZO-20-20 **The Standard at Bloomington, LLC**
301 E. Brownstone Drive
Request: Rezone 7.22 acres from Planned Unit Development (PUD) to mixed-use student housing (MS).
Case manager: Eric Greulich

This 7.22 acre property is located at 301 E 14th Street. The site is bounded by 14th Street along the north property line, Indiana Rail Road tracks to the south, and Dunn Street to the east. Surrounding land uses include a railroad line to the south, single and multifamily (Terra Trace apartments) residences to the north, multifamily residences and mixed-use commercial buildings to the west, and a Duke substation to the east. This site is adjacent to the locally designated Garden Hill historic district just to the north. The property is currently developed with a multifamily residential development that was approved as a Planned Unit Development (PUD-73-83). There are no known sensitive environmental constraints on this property. The site has approximately 50' of elevation change from the east end of the site to the west end of the site. The petitioner is requesting to rezone the property from Planned Unit Development (PUD) to Mixed-Use Student Housing (MS). If approved, the petitioner would remove all of the current structures and construct a new student oriented, multifamily development with 433 units and 1,072 bedrooms. The conceptual site plan shows six and five-story buildings that would feature a parking garage with 681 parking spaces. The project would also commit to providing a minimum of 15% of the bedrooms on site as workforce housing units, an agreement that was discussed before the passage of the new UDO. No site plan approval is being requested or given at this time, only the request to rezone the property.

The Department recommends forwarding this petition to the required second hearing.

Aaron Stange, Landmark Properties, spoke about Landmark's strategy to develop multi-family, student-oriented housing adjacent to major universities, catering the design and function to student tenants. He said this strategy improves their relationship with communities since attractive, student-oriented developments relocate students out of single-family homes desired by residents. The strategy also helps the community by developing underutilized sites. Stange said Landmark Properties has developments located around the United States, and 24-hour amenities and property management services. This particular development is not located in the downtown, but remains walkable, diverse, and has an affordable component. Stange concluded by showing interior and exterior photographs and renderings of other developments.

Kendall Knoke, Smith Brehob, spoke on the petitioner's behalf, explaining that the development will include utility and sewer and sanitary upgrades. He emphasized the walkability and showed possible routes to campus. Knoke said Bloomington Transit connectivity is available nearby, and a planned bicycle corridor could potentially cut through the area in the future. The petitioner will dedicate a twenty-foot bicycle/pedestrian easement to aid with this as the area is developed.

Jack Boarman, BKV Group architect, emphasized the walkability of 14th and Dunn streets and explained how the petition is designed to fit into the surrounding area. He showed renderings of the three buildings, how they differ, and their slope and façade.

Plan Commission Questions:

Cockerham asked about the PUD's current uses since the petition is a request to rezone. Greulich said the PUD, zoned in the 1980s, was designed for multi-family use. Greulich said it doesn't make sense to perpetuate the PUD, but instead change the property to a single-use zoning since it's student-oriented. Cockerham and Greulich discussed the six-story building height, which is also the maximum allotted height, and that the petitioner is meeting all design requirements.

Sandberg asked Stange about relocating students out of single-family areas for current residents. Stange said the aim of the development is to make it desirable for students to be close together and have amenities and not be residing in single-family homes that aren't owner occupied; this improves the developer's relationship with towns whose residents desire single-family homes. Stange clarified that students aren't recruited to live in the development, but rather the development is built to appeal to students. Sandberg also asked if any meetings had been held with the Garden Hill neighborhood and if residents had voiced any complaints or concerns. Greulich said two meetings were held in 2019 and ten to twelve Garden Hill and Northeast neighbors were present at each meeting. Meetings were productive and the petitioner continued to work out details and came forward a month ago to formally file the petition.

Kinzie asked about the decision behind the orientation of the outdoor amenities space on the west side. Boarman and Stange said the location is best for sound, so as not to disturb neighbors. The amenities were originally located on the roof, but moved to prevent noise pollution.

St. John asked for clarification on the pedestrian crossing at the railroad tracks. Knoke said this is a possible pedestrian crossing in the future that could be installed as a tunnel or path since the Grant Street Corridor extends significantly. For this reason the petitioner is dedicating the twenty-foot easement. St. John asked for more detail concerning the workforce housing component and Scanlan clarified that the component is 15% of beds, not units. This agreement was made before the new Unified Development Ordinance so the developer is allowed to choose the types of units for the component. Scanlan added that the workforce housing component is a required condition of approval.

Public Comment:

Members of the public that spoke: Greg Alexander

Alexander said he is excited to see an existing PUD switched to a specific zoning type, and thinks all PUDs should be eliminated. He said it was a mistake to develop so much of Bloomington under a broad zoning designation. Alexander spoke about the affordability and said the current complex is affordable because it's an older building and unit rent is \$400 - \$700. He said the proposed development will not be affordable for a long time. Alexander also spoke about missing sections of sidewalk and the unmaintained railroad with vegetation growing underneath blocking the sidewalk. He stressed the importance of maintaining current sidewalks before developing more student housing north of the railroad tracks. He said students used to cross the railroad tracks from Brownstone Terrace illegally to get to campus, though now this area is fenced off. He also said the area between Brownstone and the bus stop lacks sidewalks, and the sidewalk on Dunn needs to be repaired. Alexander concluded by saying the 681 parking spots proposed is too many and most will be unused, though he thinks the commercial space is a good, walkable amenity for the area if Walnut Street and College Avenue were not like highways and prohibitive to pedestrians. Alexander said the Transportation Plan draft contained standards for calming these two streets and Plan Commissioners removed this from the draft.

Plan Commission Comments:

Kinzie followed up on Alexander's comments about sidewalks and said she is not opposed to passable walkways, and though it's not part of the rezone, she wanted to discuss it. Greulich said the railroad crossing is a complicated issue because the railroad is protective of the area. Greulich highlighted the sidewalks along Dunn and the petition's frontage, and added that the petitioner will be upgrading pedestrian connectivity along Dunn and 14th streets with ten-foot sidewalks and tree plots. He said off-site improvements are not required with rezones, but improvements could be discussed; the right-of-way and possible connections would need to be examined. Scanlan shared a newer aerial photograph showing that a third party developer owns the property on the other side of the railroad, so the petitioner is limited with improvements along the railroad.

St. John and Greulich discussed students being able to walk Indiana Avenue four blocks to 13th street where a good connection of sidewalks begins and leads into campus. St. John said she agrees with Alexander's comments about sidewalks and recognizes more sidewalks are needed along Dunn.

****Cate moved to continue ZO-20-20 to a second hearing. Kinzie seconded. Motion carried by roll call vote 9:0—
Approved.**

Meeting adjourned.