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The City of Bloomington Plan Commission (PC) met on July 12, 2021 at 5:30 p.m. via a virtual (Zoom) meeting due to COVID-19. Members present: Flavia Burrell, Beth Cate, Andrew Cibor, Chris Cockerham, Israel Herrera, Susan Sandberg, Karin St. John, and Brad Wisler.

ROLL CALL

APPROVAL OF MINUTES: June 2021

****Sandberg moved to approve the June 2021 minutes. St. John seconded. Motion carried by roll call vote 7:0. Approved (Cate abstained).**

REPORTS, RESOLUTIONS AND COMMUNICATIONS: Cockerham announced he would abstain from the discussion and vote of SP-15-21 because he represents Bloomingfoods.

Petitions:

SP-15-21 Trinitas Ventures
3216 E 3rd Street
Request: Site Plan approval to allow the construction of a multi-family residential development with 340 dwelling units and 906 bedrooms.
Case Manager: Eric Greulich

Eric Greulich presented the staff report. At the first hearing of this petition on May 10, 2021, the Plan Commission gave comments regarding incorporating more green features with this petition, the location and screening of proposed transformer boxes and dumpster enclosures, widening the proposed sidewalk into the site from 3rd Street, and suggested architectural improvements for the parking garage and endcaps of the buildings. To that end, the petitioner has provided a list (page #A002) of some of the sustainable design elements of this project. Additional architectural features have been added to the endcaps of the buildings including widened windows and increased glazing, additional design elements on the facades, larger awnings, and redesigned entrances. The areas around the dumpster enclosures identified at the first hearing have also been reworked to better screen those areas. The parking garage has also had several changes to the exterior including additional panelized glazing at the building corner, redesigned column modules including extended parapets and awnings, widened columns between modules, and revised ground floor window designs around the entrances. The proposed sidewalk leading into the site from 3rd Street has been widened to 10' with additional landscaping added along the corridor.

CONCLUSION: This petition meets all of the UDO requirements and provides a unique opportunity to locate additional housing units immediately adjacent to goods and services. The site is serviced by Bloomington Transit and also features several alternative transportation improvements to existing facilities including protected bike lanes. This approval will allow for the redevelopment of a non-conforming site that will meet all of the requirements of the UDO.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission adopt the proposed findings and approve case #SP-15-21 with the following conditions:

1. Final approval from the City of Bloomington Utilities Department is required prior to issuance of any permits.
2. Building elevations must be consistent with submitted renderings and elevations.
3. Final approval of all right-of-way changes shall be reviewed and coordinated with staff and the Fire Department prior to issuance of a grading permit.

Project Representative Comments:

Ryan Call with ELS summarized the project, noting the design team (Jeff Fanyo, Josh Anderson, Mark Becher, and Dan Brueggert) was able to meet the UDO requirements and made the changes that were suggested by the staff and Commission Members.

Commissioners Comments:

Cate had a few questions for the design team. First, did the parking calculations include the parking spaces of Bloomingfoods? Meeting the requirement for sufficient parking for the student and multifamily use combined and what does that do to the availability of parking for Bloomingfoods patrons. Greulich believes most of the residents will be using the parking garage for parking. Greulich responded by acknowledging the total number of parking spaces did include the Bloomingfoods and is available for use by both Bloomingfoods patrons and those who live on site. Cate asked if anyone thought there would be any issues with non-residential people using Bloomingfoods parking. Call said they felt it was important to keep the same number of parking spaces for Bloomingfoods, to do that they scaled down the size of the parking spots and narrowed the isles, Bloomingfoods still has the parking that they are used to having for their customers. Cate said based on what Greulich said, if most people park in the parking garage then it should suffice. Becher said that parking for Bloomingfoods will be relatively unchanged, it is important for the grocery store to a surface parking lot in front of them. As well as the parking garage there will be internal street parallel parking spaces available for residents. Becher said they wanted to make sure that they had enough space for anyone who wanted a car.

Cate also asked if there was any thought put into using solar on this project. Becher said they had looked into solar but unfortunately for this project it didn't make sense economically to include solar.

Cate's final question was about coloration of the buildings, is there any opportunity for some further color variation, as opposed to a more monolithic color scheme that you have right now. Call noted that the color variety between the student housing and the multifamily housing make the diversity and visual interest that people expect. Cate suggest that they use a little more color.

Wisler has one question, wanted clarification of what is happening on Clarizz, looks like there is a lot of new landscaping, and added bike path and reduction of south lanes and how these impact the current traffic flow. Right now there are two lanes in each direction with a median, wanted developers/staff to elaborate on changes to traffic along Clarizz. Call said the east side of the medium stays the same, but on the west side they are introducing a protected bike lane, a tree plot and then the sidewalk, with only one lane of traffic. Wisler's concern is there is a lot of traffic on the southbound lane with most people turning right at some point, is there any concern about traffic congestion for the cars turning right. Cibor noted there is only one lane of traffic in each direction south of the mall and didn't feel that having one lane going south from 3rd to E Buick Cadillac Blvd would cause in significant traffic congestion.

Cibor asked the question about the tree plot between Bloomingfoods and the Clarizz, concerned that the space is not wide enough to sustain trees that are planted in that space. Anderson said they have learned from past experience what trees do better than others in those type of narrow planting areas and will be cognitive of this when selecting trees for those areas. Greulich pointed out these are not

final designs and during the grading permit process these decisions will reviewed for final design. Scanlan noted the drawings are helpful for the Planning Commission but the final decision on what is in that space will up to Engineering and Board of Public Works (BPW) at a later date.

Public Comments:

Ellen Mills lives north of 3rd Street and shops at Bloomingfoods and is concerned about traffic congestion on Kingston. Fears there will be a long wait for cross traffic to clear to turn onto Kingston from the interior street (currently unnamed). What's to know what can be done to relieve the congestion in that area from traffic coming from the south?

Steve Akers is from the Park Ridge neighborhood is concerned about residents using Bloomingfoods parking area, Bloomingfoods customers should have priority for getting to that site. He also hopes that Cibor is correct about traffic calculations regarding Kingston and Clarizz. Pleased with the amount of bicycle parking spaces there are is in the project.

Final Plan Commissioner Comments:

Sandberg would like for the comments from the public to be addressed, in respect to the traffic and traffic calculations. Greulich said the traffic would have to be evaluated to address any changes that may be necessary in the future. Currently there are stop signs to Kingston from the east/west and that may have to change to 4-way stops, but studies would need to be done to determine if 4-ways stops are necessary.

****Cate motioned to approve petition SP-15-21, including the three recommendations in the staff report. St. John seconded. Motion carried by roll call vote 7:0:1—Approved.**

Wisler asked Scanlan to go over how the Plan Commission meeting will be conducted next month. Scanlan said that the meeting will be a hybrid meeting, staff and at least half of commissioners will need to present in the Council Chambers, there will be virtual attendance for the public. Those who will not be attending in person will need to let Planning know a week before the meeting (this has to be verified). The Zoom link will be made public the same way it has been for the last year. For those who attend in person social distancing will be encouraged. Mike Rouker noted that the meeting conditions could be changed if the Governor decides to extend the emergency order, which most likely won't be known until late July. For the public to find out about the emergency order extension they should check the Planning & Transportation website.

Meeting adjourned at 6:39 p.m.