The following document titled and dated "**City of Bloomington 2040 Comprehensive Plan - process DRAFT 7/15/2016"** is a working draft document.

Planning and Transportation staff welcomes you to review this working draft. Changes to this document will be made in preparation for subsequent consideration and adoption of a final draft. Please participate and provide us with your suggestions in working towards a final draft document. You can submit written comments by mail (address below) or email (planning@bloomington.in.gov), in person (address below), by phone (812-349-3423), and/or on-line at https://imaginebloomington.uservoice.com/

The Planning and Transportation Department is currently holding information sessions regarding the working draft with several City Boards and Commissions as well as other local organizations. Two "Town Hall" style public information meetings are also scheduled for August 3rd and September 15th, from 6-8 P.M., at the Monroe County Public Library. A press release issued on July 19th provides additional information on this working draft and process.

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CITY OF BLOOMINGTON

City of Bloomington
2040 Comprehensive Plan

Process DRAFT 7/15/2016

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Introduction of the Bloomington 2040 Comprehensive Plan

Purpose of the Bloomington 2040 Comprehensive Plan

The 2002 Growth Policies Plan (GPP) was the City's most recent comprehensive plan. In October 2011 the City announced ImagineBloomington a public process, as the initial step in a rigorous process to develop and adopt a new comprehensive plan; Bloomington 2040 Comprehensive Plan. While this plan has a horizon of 2040, it should be reviewed annually by Plan Commission staff with recommendations to be updated as needed in response to land use trends, changes in population, or any significant events that may affect Bloomington's future. This will ensure the plan, and its individual elements remain relevant.

The Bloomington 2040 Comprehensive Plan is the long-range plan for land use and development. The plan is a set of goals, policies, maps, illustrations, and implementation strategies that state how the City of Bloomington should address development physically, socially, and economically.

This plan establishes the framework and provides the direction for City elected and appointed officials and staff with which to make decisions regarding the desired location and intensity of growth, development and re-development opportunities, transportation facilities, parks, and public services. Methods to help create a healthy economic environment, actions to protect the natural environment, and equitable delivery of public services are also integral parts of the plan.

Comprehensive Plan Mandate

Indiana State Statute (IC 36-7-4-501) provides for a comprehensive plan prepared by each Plan Commission to promote the public health, safety, morals, convenience, order or the general welfare and for the sake of efficiency and economy in the process of development.
Per IC 36-7-4-502, a comprehensive plan must contain:

- a statement of objectives for the future development of the jurisdiction;
- a statement of policy for the land use development of the jurisdiction; and
- a statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.
- Indiana State Statute (IC 36-7-4-503) allows the incorporation of additional sections into a plan to address issues and goals distinctive to the jurisdiction including but not limited to natural features, parks and recreation, economic development, multi-modal transportation, and redevelopment opportunities.

How to Use this Plan

The Bloomington 2040 Comprehensive Plan represents a long-range initiative to guide the future of the City in a way that reflects its particular challenges and unique characteristics. The Plan should be used to assist the Mayor, City Council, Plan Commission, and City staff to ensure that development decisions are balanced with protection and conservation of natural, cultural and historic resources according to public preferences and input. The Plan Commission should use the plan as the basis for decisions when approving development or subdivision plans and when recommending zoning changes. The Plan may also be used by members of the development community when making decisions about future investments. Each chapter states the Goals and Policies that reflect the priorities of Bloomington residents and stakeholders. The format and presentation of Goals and Policies are depicted and described on the next page. Also, "Case Studies" and "Profiles" that define best practice situations nationally and locally are included in relevant areas throughout this document to further illustrate certain concepts or recommendations.

Goals

A Goal directly supports the collective efforts and ideals of the community reflected in the Vision and Goal Statement.

Policies

1. A policy outlines avenues or opportunities to achieve the intent of a Goal.

Programs

Programs are specific implementation strategies taken by town officials, business leaders, community organizations, and residents to accomplish the goals.

Sustainable Policies

Throughout the Bloomington 2040 Comprehensive Plan, icons have been placed next to policies considered to be environmentally, economically and socially sustainable. They range from easily recognizable indicators, like smoke or water pollution, energy efficient LEED Certified buildings, to subtle issues that can build over time, like decentralized or sprawling development which increases auto trip emissions, and operational costs and negatively impact the health of citizens.

Major Themes

Six major themes are identified within the comprehensive plan.

- Support Comprehensive Community Services
- Nurture Education and Cultural Vibrancy
- Enhance Quality of Place for Neighborhoods and Development
- Support Economic Vibrancy
- Provide Multi-modal Transportation Options
- Protect Environmental Quality

Public Input

An update and public outreach process entitled "ImagineBloomington" was developed in 2011 to review the City's existing 2002 Comprehensive Plan to determine what types of modifications may be necessary as Bloomington continues to grow and change. The first aspect of ImagineBloomington was to begin a visioning process. A 25-member steering committee advised staff on community engagement efforts, to identify key groups and emergent topics for discussion, and to help process public input to develop a vision statement. The Steering Committee was comprised of elected officials, board and commission members, local agency members, and area residents. Furthermore, a time horizon of 2040 was set to help facilitate the development of big picture ideas to consider. A little over two years later, the City Council adopted a new vision statement through Resolution 13-01 as the last step in this visioning process. This milestone is significant and was made possible through collaboration and thorough community engagement processes.

Various community outreach tools informed, engaged, and allowed residents to participate in developing this plan. Typically, before each public meeting or event, a city press release announced the purpose, date, and location(s). Social media also replicated these announcements (Facebook, Twitter). On-line forums and surveys mimiced these events or meetings such that residents could participate if they were not able to attend in person. All steering committee meetings were open to the public and staff provided updates to other City Boards and Commissions as another means to inform and engage residents. Feedback received was meaningful and pertinent throughout the process. The staff incorporated changes and included new ideas as the process moved forward developing the Vision Statement and Comprehensive Plan. Community involvement has been central to the entire process

Another important role of community involvement is during the adoption process of the Vision Statement and Comprehensive Plan. First, each must receive approval by the Plan Commission. The Plan Commission meetings offer another opportunity to extend comments and suggestions for the Commission to consider. Once the Plan Commission approves these documents, which often include amendments, the City Council does a similar review and approval. This too offers residents an opportunity to comment and provide suggestions for the City Council to consider.

Goal:

A Goal directly supports the collective efforts and ideals of the community reflected in the Vision and Goal Statement.

POLICIES

A policy outlines avenues or opportunities to achieve the intent of a Goal.

PROGRAMS

Programs are specific implementation strategies taken by City officials, business leaders, community organizations, and residents to accomplish the goals.

Sustainable Policies

Throughout the Bloomington 2040 Comprehensive Plan, icons have been placed next to policies considered to be environmentally, economically and socially sustainable. They range from easily recognizable indicators, like smoke or water pollution, energy efficient LEED Certified buildings, and number of free health clinics to more subtle issues that can build over time, like decentralized or sprawling development which can increase the number of and distance per automobile trip which increases emissions, increase development and operational costs and negatively impact the health of citizens.

Denotes an Environmentally Sustainable Planning Policy,

Denotes an Economically Sustainable Planning Policy

Denotes an Equitable Sustainable Planning Policy

Vision and Goal Statement

Vision and Goal Statement Consolidated from Resolution 13-01

Resolution 13-01, adopted in 2013, lists sixteen separate goals. Six major themes were identified to become the new goals with the existing Resolution 13-01 goals identified under each of the major theme goals.

Theme 1: Support Comprehensive Community Services

- Fortify our strong commitment to equality, acceptance, openness and public engagement
- Deliver efficient, responsive and forward-thinking local government services
- Meet basic needs and ensure self-sufficiency for all residents
- Fortify our progress toward improving public safety and civility

Theme 2: Nurture Education and Cultural Vibrancy

- Nurture our vibrant and historic downtown as the flourishing center of the community
- Celebrate our rich, eclectic blend of arts, culture and local businesses
- Offer a wide variety of excellent educational opportunities for our residents at every stage of life

Theme 3: Enhance Quality of Place for Neighborhoods and Development

- Ensure all land development activity makes a positive and lasting community contribution
- Recognize the many virtues of historic preservation, rehabilitation and reuse of our historic structures
- Embrace all of our neighborhoods as active and vital community assets that need essential services, infrastructure assistance, historic protection and access to small-scaled mixed-use centers
- Offer a wide variety of quality housing options for all incomes, ages, and abilities
- Encourage healthy lifestyles by providing high quality public places, greenspace, and parks and an array of recreational activities and events

Theme 4: Support Economic Vibrancy

- Invest in diverse, high quality economic development that provides equitable job opportunities to our residents, supports an entrepreneurial small business climate, enhances the community's role as a regional hub, and is responsive towards larger concerns of sustainability
- Enhance the community's role as regional economic hub

Theme 5: Provide Multi-modal Transportation Options

- Provide a safe, efficient, accessible and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile

Theme 6: Protect Environmental Quality

- Nurture a resilient, environmentally responsible community by judiciously using our scarce resources, enhancing our natural assets, protecting our historic resources, and supporting a vital local food system

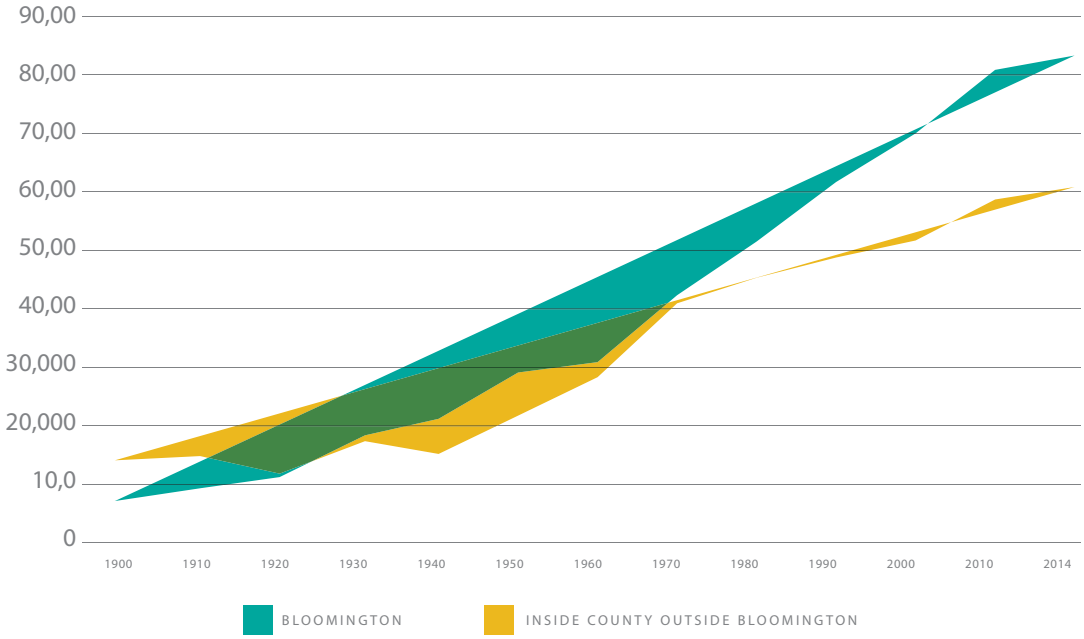
2040 Comprehensive Plan / Consolidated Vision and Goal Statement from Resolution 13-01

The relationship between the Vision and Goals of Resolution 13-01 and the 2040 Comprehensive Plan illustrates in which Chapters address which of the Themed Goals.

Theme Goals	Support Comprehensive Community Services	Nurture Education & Cultural Vibrancy	Enhance Quality of Life: Neighborhoods & Future Development	Support Economic Vibrancy	Provide Multi-modal Transportation Options	Protect Environmental Quality
2040 Comprehensive Plan						
Chapter 1 Socio-economic / Demographics						
Chapter 2 Community Services						
Chapter 3 Culture & Identity						
Chapter 4 Environment						
Chapter 5 Downtown						
Chapter 6 Housing & Neighborhoods						
Chapter 7 Land Use & Design						
Chapter 8 Transportation Multi-modal Network						

Exhibit 1A

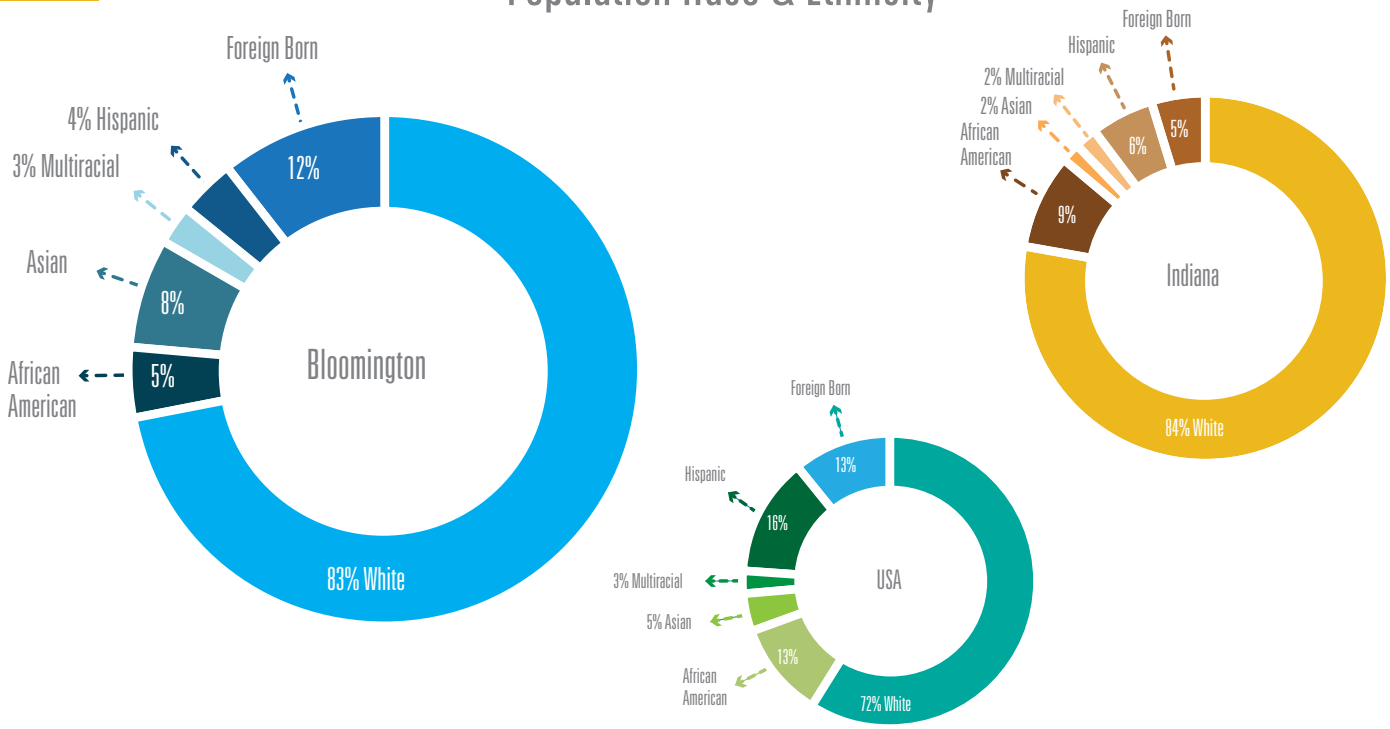
Monroe County



This exhibit indicates that the population within the City of Bloomington is growing faster than the areas of Monroe County outside of the City of Bloomington. Therefore, Bloomington should prepare for increased population growth through 2040.

Exhibit 1B

Population Race & Ethnicity



This exhibits highlights that Bloomington is a racially and ethnically diverse community. As the nation and the state continue to become increasingly diverse. Bloomington's diversity will serve it well to attract future talent and investment from anywhere in the world to grow its local economy and community.

intro

socio-economics / demographics

1.1 Income & Race Inequality is Reduced

While no one has a crystal ball to see exactly what will happen in Bloomington now through 2040, we can be confident that certain demographic patterns and economic sectors will have significant future impacts on our community. These impacts will create certain types of development pressures within the region.

Bloomington is able to anticipate many of these pressures through this planning process and respond to them through local planning policies that will greatly benefit the entire community. This Chapter intends to highlight anticipated socioeconomic and demographic trends and projections that will inform and influence the future development of Bloomington as described in the following chapters.

Existing Conditions

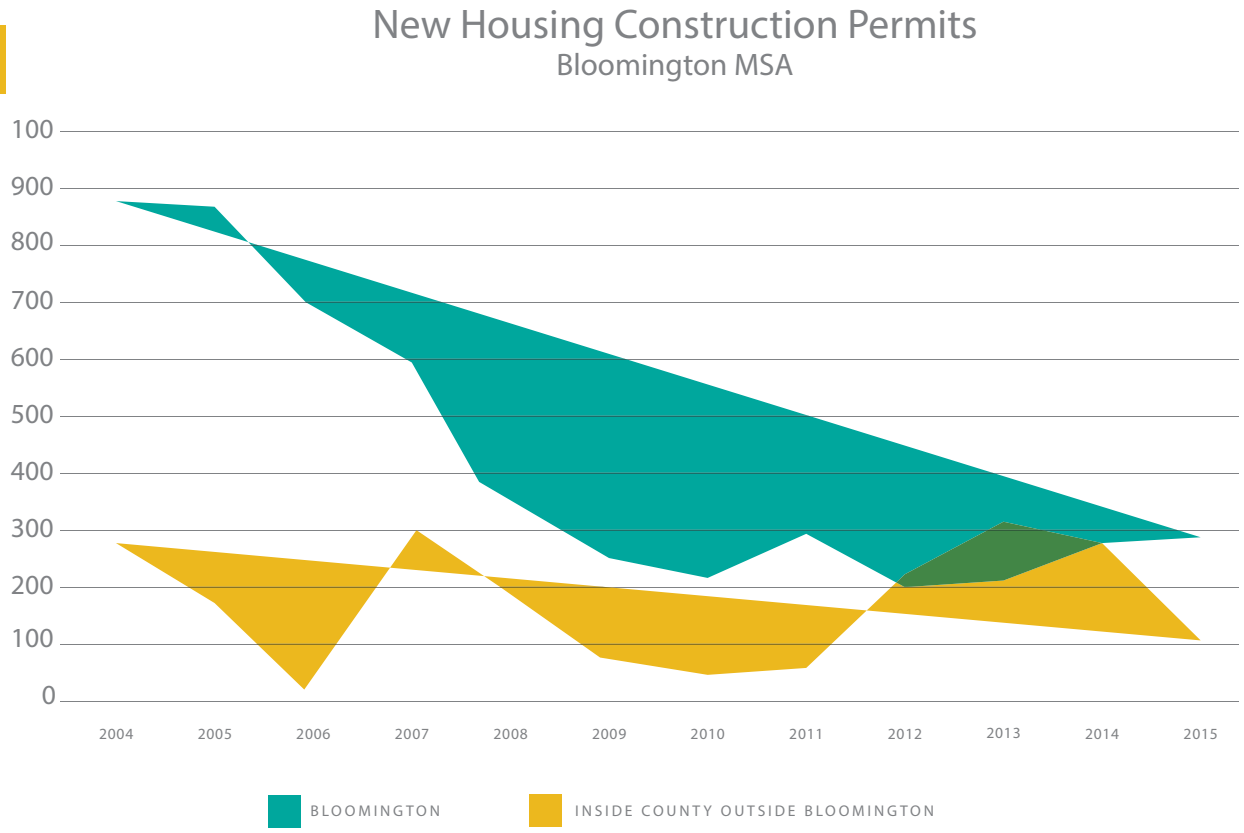
Bloomington's population has historically outpaced the growth of the rest of Monroe County, as seen in **Exhibit 1A**.

While Bloomington has grown faster than the balance of Monroe County, the City's demographics reflect fairly closely those of Indiana and the US. Notable exceptions are the community's higher percentage of Asian persons and its lower percentage of African-Americans and Hispanics, **Exhibit 1B**. Bloomington's foreign born population percentage resembles the nation, and it is more than twice as high as the state of Indiana. This variation in race and ethnicity gives Bloomington its rich heritage and cultural diversity. It also likely speaks to the international attraction of Indiana University as one of the world's great research universities.

Like most cities across the country, Bloomington suffered some economic decline during the Great Recession as new housing construction permits fell dramatically for Single Family Residential (SFR) units, **Exhibit 2**. Multifamily Residential (MFR) units fell during the worst years in 2009-2011, but have since rebounded. This is likely due to continued demand for off-campus student housing for IU students. Much of this growth has been in and around downtown.

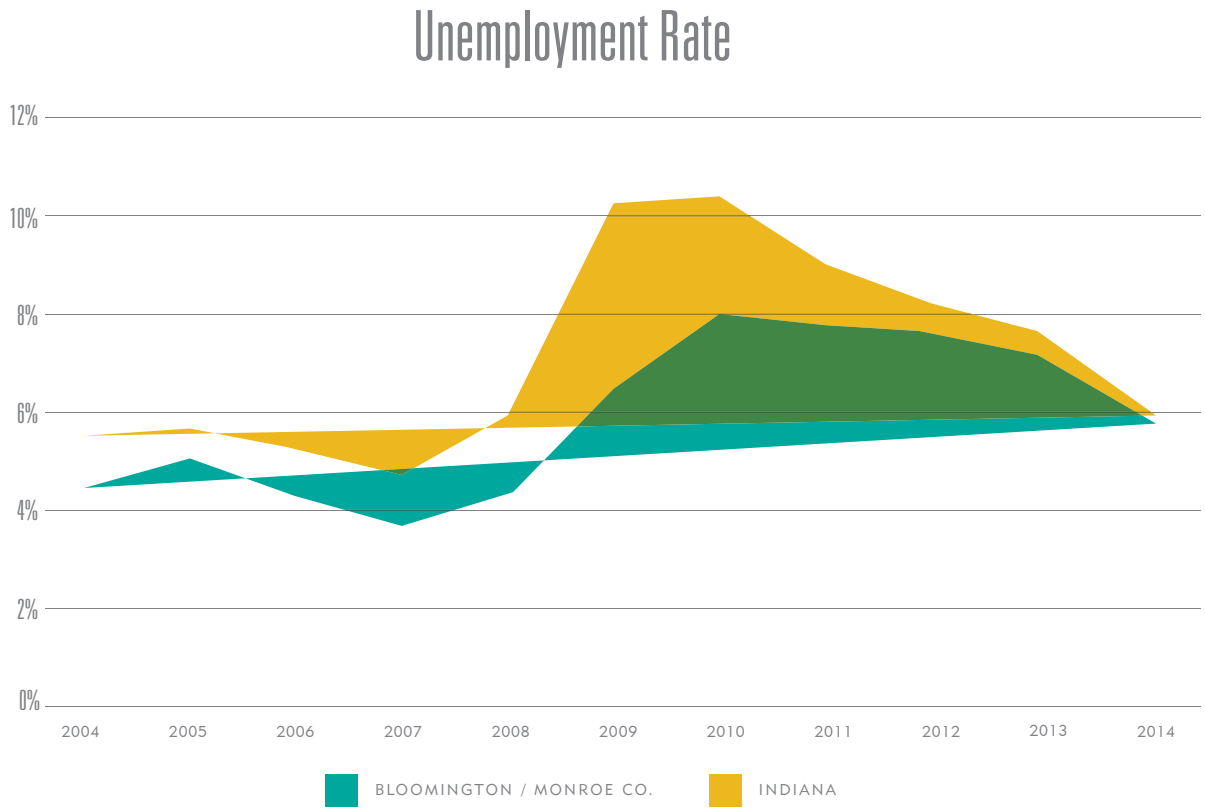
While construction permits for housing mirrored the national economy, Bloomington's overall unemployment rate has been historically lower than the state of Indiana over the last ten years, **Exhibit 3**.

Exhibit 2



This exhibit indicates that new construction permits and development has occurred more frequently within the City of Bloomington than outlying areas of Monroe County.

Exhibit 3



This exhibit illustrates how the local Bloomington economy has had a lower unemployment rate over the past decade than the state of Indiana. This demonstrates Bloomington has a stronger and more resilient economy than the state of Indiana.

This is due in part to the diverse employment and resilient economy that Bloomington has with Indiana University as a major employer. IU tends to operate year to year with similar levels of activities, and it has a number of research programs that work with existing local businesses. The chart in **Exhibit 4** illustrates the diversity of Bloomington's local employment sectors. Even with a substantial amount of employment in the public sector related to IU, local government and schools, the private sector economy still supports 74% of the local employment base, with more than 45,000 jobs in 2013 compared to the public sector's 16,000. This has allowed Bloomington to weather the recent Great Recession better than most Midwest metropolitan areas that were much more dependent on manufacturing or one specific industrial sector.

When reviewing the resiliency of local economies, it is important to understand the concentration and importance of critical industries that bring in trade and dollars from outside of the local economy. **Exhibit 5** indicates the location quotient, which is a measure of the amount of industrial concentration relative to the national economy. Generally, any industry that has a concentration Location Quotient (LQ) of greater than one is considered to have an employment concentration important to the local economy.

The highlighted industrial sectors in the Location Quotient chart illustrates Bloomington's diverse local economy. The industrial sectors with significant employment concentrations are:

- Arts, Entertainment, Recreation, and Visitors
- Biomedical/Biotechnical (Life Sciences)
- Chemical & Chemical Related Products
- Forest & Wood Products
- Information Technology & Telecommunications
- Computer & Electronic Products
- Mining

These industrial sectors can be further divided into two types of groups: creative knowledge production group and processing and logistics group. Bloomington's economy has concentrations in both groups:

Creative Knowledge Production Group:

- Arts, Entertainment, Recreation, and Visitors
- Biomedical/Biotechnical (Life Sciences)
- Information Technology & Telecommunications

Processing & Logistics Group:

- Chemical & Chemical Related Products
- Computer & Electronic Products
- Mining

This diversity in private sector industry, combined with a significant level of public employment, gives Bloomington a very resilient economy that reflects a broad range of salaries and wages with a broad range of skills. Bloomington's high percentage of adult population with college degrees (around 57%) is more than twice as high as the rest of Indiana. This bodes well for Bloomington to be positioned to attract firms and most importantly allow existing local companies to expand.

The trends and future projection demographics and economics of Bloomington are strong. The City is well positioned to grow with the expanding creative, knowledge-driven economy of the 21st Century.

Existing Trends and Future Projections

Bloomington's demographic changes suggest that its population will exceed 100,000 by 2035. As it has historically, Bloomington is projected to grow faster than other portions of Monroe County. Where will these people live, work and play? This steady population growth will put pressure on city services and the housing and commercial markets.

This growth will occur across all age groups as indicated in **Exhibit 6**. As people age, their personal needs regarding housing, retail, employment, and entertainment change. Therefore, Bloomington must sustain and expand its arts and entertainment selection to meet the anticipated future demand.

One of the major pressure points of this population growth is the increased demand for housing. Currently, there is a greater demand for housing than Bloomington has supplied. Much of this demand appears to be driven by IU students. This has priced housing rents and home sale prices out of the affordable range for many Bloomington households. It will be important for Bloomington to provide opportunities and locations for a growing student housing demand while still making sure there is a full mix of housing choices and price points for the balance of Bloomington households.

Exhibit 4

"Bloomington's creative jobs are paving the way"

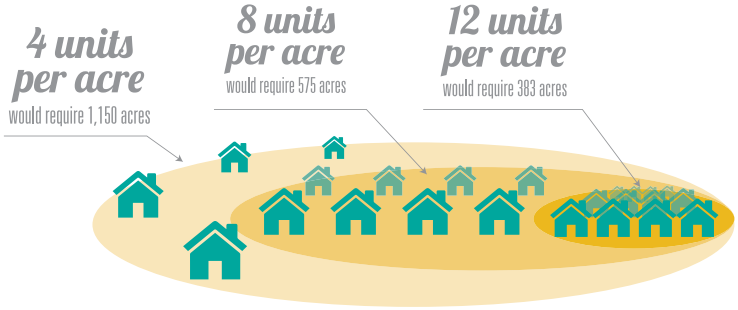
Bloomington's projected population is expected to **increase** from 80,000 people **to nearly** 117,000 by 2050.

what is the footprint?

denser development shrinks the land use footprint & lowers the environmental impact of growth

8,500 new multi-family housing units
*projected by 2030

4,600 new single family housing units
*projected by 2030

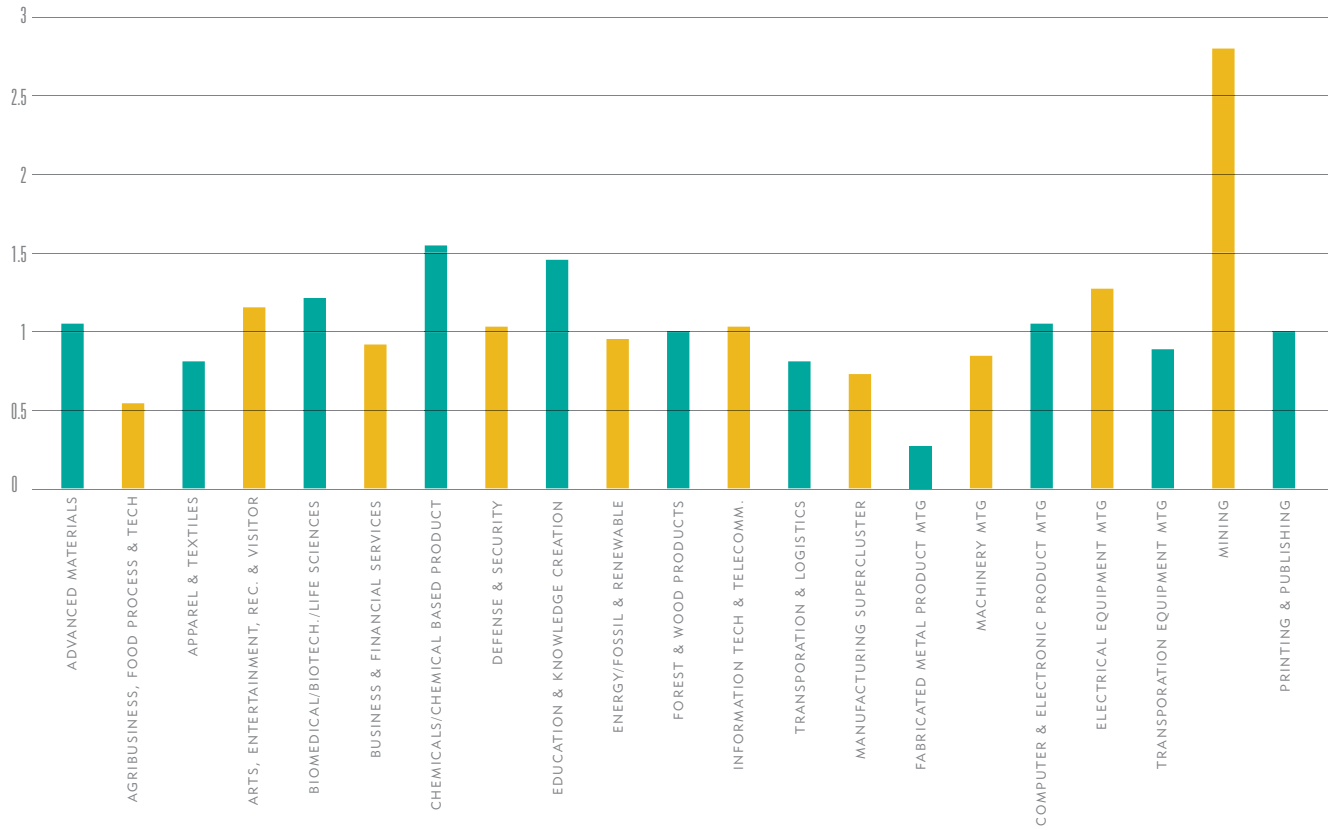


This infographic illustrates the major socio-economic and demographic influences that Bloomington will need to plan for as it continues to attract jobs, investment, and people.

Exhibit 5

Bloomington MSA Industry Cluster Establishment

Location Quotient, 2012



This exhibit indicates the Location Quotients or concentration of major industrial categories within the local Bloomington economy. A location quotient greater than 1, indicates an important Bloomington industrial cluster for employment and investment.

Between 2010 and 2030, it is projected that the Bloomington area will need about 7,421 new housing units. In addition, some current housing will need to be replaced, a figure projected at 6,131. Add replacement to new housing units, there will be demand for 13,551 new housing units between 2010-2030.

It will be critical that this growth is managed as much as possible within the City's existing developed utility service area or "footprint." This will limit the negative environmental impact of further suburban sprawl over Bloomington's unique and environmentally sensitive Karst geology.

Where will these housing units be located, and how can the environment be protected? These are real challenges facing Bloomington in the near future as it adjusts to its population and economic growth.

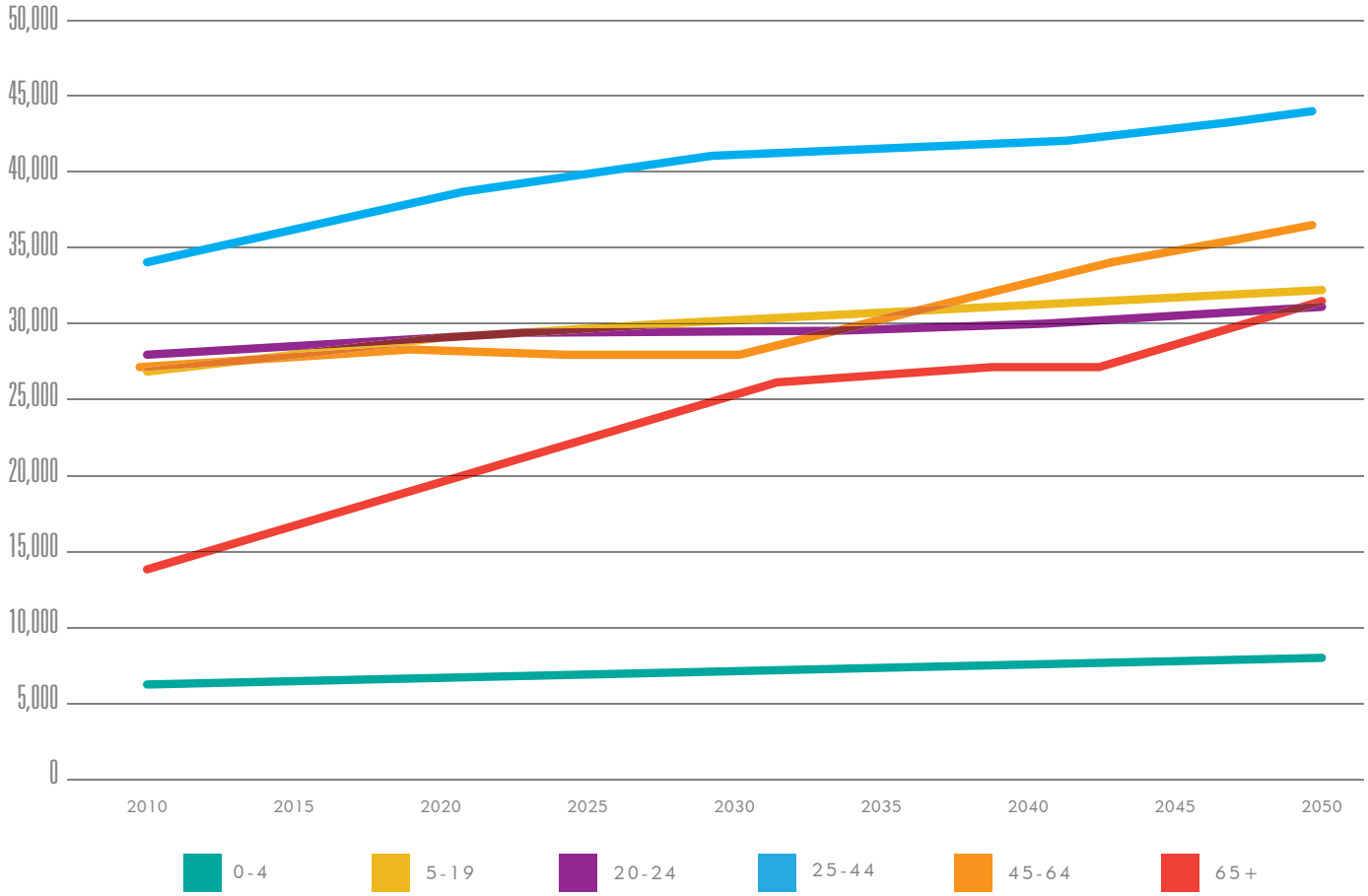
Of this new housing demand growth, it is projected that about two-thirds of the new housing demand will be for Multifamily Residential (MFR) apartments. Again, where will these new apartments be potentially located? While Bloomington has opportunities for "infill" housing that could be located on land that is vacant and/or very under-used, this will not likely provide enough land to satisfy demand. Therefore, some existing large land parcels within the utility service area, such as the former Sudbury Farm on the City's southwest side and the former Huntington Farm on the City's east side, may provide areas for future housing growth.

Would the City be able to require higher residential density for both renters and owners? With this growth in residential development, how will future residents access retail, restaurants, and parks? Will this growth adhere to smart planning that requires higher densities with set-asides for

Exhibit 6

Projected Population by Age Group

Monroe County



This exhibit demonstrates the Bloomington's population will be growing across all age groups through 2050. It is important that Bloomington's future plans to accommodate the needs of all age groups.

green space and/or green stormwater management facilities within the footprints of these future developments?

Denser developments, if well-planned, can be much more protective of the environment while providing much more value per acre in terms of revenue to the City for its services and utilities. The City of Bloomington has often been a leader in environmental protection, and future denser development patterns may need to be guided to the best locations by the City to support walkable and livable environments in more neighborhoods than only downtown. Other highly traveled corridors would support such dense redevelopment and an increase in resident population.

Finally, how will the future economy change over time? Once again, there is no economic crystal ball. Manufacturing will likely continue to shrink its employment base as advanced manufacturing and automation/robotics replace workers and increase productivity per unit produced. There is no turning back the clock to protect former manufacturing jobs. Furthermore, jobs that remain in manufacturing will require ongoing training and advanced degrees. Future projections indicate that professional office and institutional employment will lead to new job growth over the next few decades. Retail and accommodation employment will continue to grow as well.

While a reduction in manufacturing employment is projected, it is not a foregone conclusion. Most communities realize that real sustained economic growth comes from within the local economy. Most of the best and highest-paid jobs require an advanced college or associate level degree. People who have this level of education are in high demand not only in Indiana and the nation but around the world.

These young, highly sought after professionals demand a high quality of life where they can live, work and play. Bloomington has the right environment to attract top-flight talent.

To sustain future economic growth, new firms must be created locally. If a community like Bloomington can provide the right business and entrepreneurial atmosphere and space, then it will be able to have a high number of new small businesses form every year. Many of those will need a collaborative environment to exchange ideas and advance their businesses. Bloomington has several centers associated with IU and the pending Trades District incubator that could serve this purpose.

Intro | Socio-Economic / Demographics

Objectives & Indicators

0.1 Income and race inequality is reduced

- Household income and education levels
- Percent of population living below the poverty line of non-student/adult lead household

0.2 Career pathways and training are engaging residents and businesses

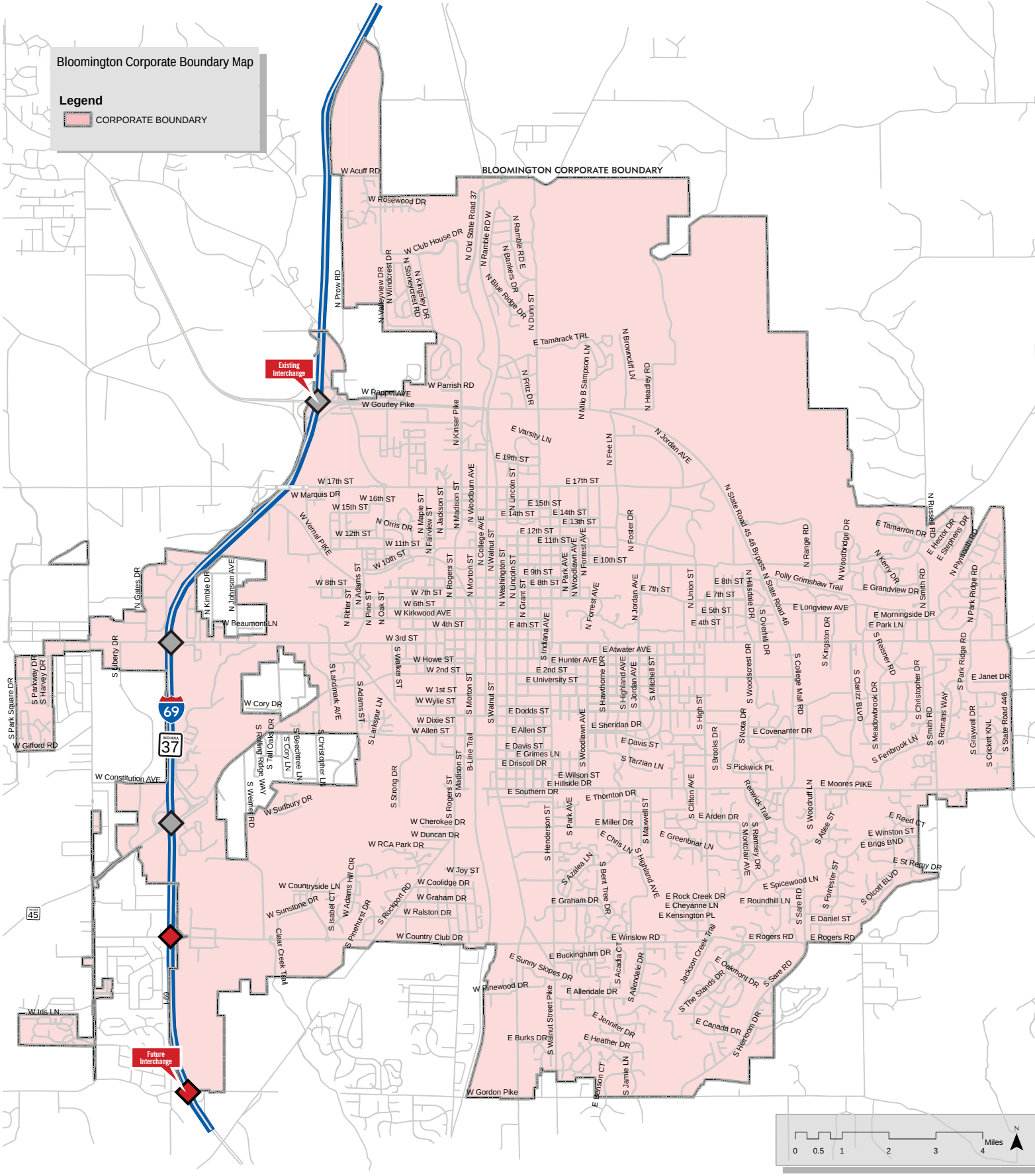
- Number of training programs matched to community job opportunities
- Percent of eligible residents enrolled in training programs

0.3 Interaction between entrepreneurs is fostered

- Number of "local sourcing" agreements and programs in operation
- Number of locally owned business formations annually
- Number of local incubators, accelerators, maker spaces, and co-working spaces
- Number of programs, and enrollment levels, to cultivate business innovation

Bloomington Corporate Boundary Map

This map shows limits of the City's Corporate Boundary as shaded. This represents the edge of the City's Community Services except as agreements have been made to provide city services beyond these limits.



Executive Summary

The Bloomington 2040 Comprehensive Plan is a tool used by the Mayor, City staff, Plan Commission, City Council, developers, and other community leaders as they guide decisions about investment and resources. Though primarily a tool of the City's Plan Commission, the Plan is also used by others considering land use, transportation, and education decisions and business investment in the community. The Future Land Use Plan on page 88 is one of the most significant guiding elements of the Comprehensive Plan, as it describes the pattern, character, and intensity of development across the City and its planning jurisdiction for the next twenty-four years. While planning criteria applied to specific zones or parcels may change in nature over the next two + decades, these principles should be the overall conceptual framework guiding Bloomington to 2040. The success of the Bloomington 2040 Comprehensive Plan will be measured in part by the application and practice of the goals and recommendations contained within. The Bloomington 2040 Comprehensive Plan includes seven chapters that work together to provide an implementable guidance document which is summarized below. Each chapter specifies objectives and indicators which, as performance indicators, can be measured annually and at times re-prioritized.

All chapters include Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness of the Goals, Policies and Programs with measurable results

01 | Community Services

The Community Services chapter is an important first chapter because it provides a progressive vision to continue to provide and develop critical infrastructure, services and access as the City of Bloomington grows and develops. This chapter highlights Municipal Services, Local Government Partnerships. Open Government and Transparency, and Annexation subsections, which are introduced below:

Municipal Services | The City of Bloomington provides a rage of governmental services that are integral to the function of the Community as a whole and describes a significant role of local government in Bloomington. This subsection identifies their function and role within the governmental structure.

Local Government Partnerships | Bloomington has long strived to create a collaborative approach towards functioning both as a local and regional leader in government, managing resources, and long-range regional planning. This subsection identifies existing functionality and key components within existing partnerships, as well as new opportunities to collaborate.

Open Government and Transparency | Bloomington's innovation-based approach towards local governance focuses on providing more efficient, transparent and engaging services to residents, students, and visitors alike. This subsection provides a description of the City's policies as well as resources geared towards optimum outreach.

Annexation | The City of Bloomington is investigating how to be more efficient in providing Community Services. Currently, a patchwork of unincorporated areas exists within the City of Bloomington's Corporate Boundaries and as further growth and development occur it may make sense to annex strategic properties to maximize service efficiencies. This subsection discusses a policy defining annexation direction for the City going forward.

02 | Culture and Identity

The City of Bloomington is fortunate to have a high quality of life which is supported by its rich culture and identity. Multiple sources have identified Bloomington as one of the most livable communities both regionally and nationally. This chapter introduces subsections that define the culture and identity that helps make Bloomington such a desirable and attractive community. This Chapter sections highlight the History and Culture, Indiana University, Big Ten, Diversity, Tourism, Technical Education, Elementary and Secondary Education and Equity within Bloomington.

History and Culture | The City of Bloomington has a rich history as a deeply-rooted community which functions as a cultural hub. This subsection defines Bloomington's historical geography tied to the booming small city that has evolved over the past 200 years.

Indiana University | Bloomington is heavily impacted by and owes its vibrancy in part to the existence of Indiana University (IU). IU is a world class higher education institution which has grown with the City of Bloomington since its inception. This subsection explains the impact and importance of higher education as part of Bloomington's success story and its future as a choice community.

Big Ten | A high quality of life must be maintained by vibrant energy and activity through local events and experiences. IU is a Big Ten university which means sporting events, significant town and gown pride existing within the community. This subsection describes the impact that being a Big Ten community has on the City of Bloomington.

Diversity Bloomington has long been heralded as a community which champions human rights, openness, and tolerance and sets an example both regionally and nationally. This subsection examines the importance that human rights diversity brings to the City.

Tourism | Bloomington is a major tourist destination in the Midwest for sporting events, cultural amenities, and nearby natural features. This subsection identifies and seeks to support tourism draws within the community.

Technical Education | Bloomington has long led the region in manufacturing, high-tech industry, and quality of craftsmanship in limestone. As such, the city maintains a strong commitment to technical education to secure a stable workforce to fill an important aspect of Bloomington's economy. This subsection supports Technical Education in the broad Bloomington community.

Elementary and Secondary Education | Bloomington has one of the strongest high school graduation rates in the State of Indiana and leads public schools regionally. The culture and identity of Bloomington is one of an educated, thoughtful, and forward-thinking community. Furthermore, this subsection supports continued efforts to continue supporting a strong public elementary and secondary school system.

Equity | The City of Bloomington has long been a community which is inclusive of people of all abilities, beliefs, races, and orientations. A strength of the community as identified in this subsection is that Bloomington is an equitable community where people want to live.

03 | Environment

The City of Bloomington has a long-held commitment to environmental protection. The City has long been a leading voice of cities nationally to implement measures that improve the quality of life through a healthier environment. It also introduces subsections that express Bloomington's long-term commitment to protecting the environment; "Think Globally, Act Locally", Solid Waste, Water, Green Building, Air and Emissions, Energy and Natural Resources.

Think Globally, Act Locally | The City of Bloomington has been at the forefront of crafting local environmental Policies and programs that reflect global issues, and its status as a cultural and education center means that focus has global implications. This subsection defines the holistic approach towards thinking globally and acting locally that the City of Bloomington leadership embraces with every land use and development decision.

Solid Waste | Bloomington has invested heavily in recycling and solid waste recovery programs to minimize solid waste entering landfills. This subsection defines current efforts and places emphasis on the importance of continued investment in systems to reduce reliance on landfills.

Water | Bloomington is known as the gateway to "Scenic Southern Indiana" and as such, protecting downstream habitats are of principal importance to the community. This subsection illustrates storm water and agricultural runoff implications to reservoirs, natural areas, and its geologically unique and sensitive setting.

Green Building | Bloomington has over 80,000 residents and has a strong and diverse construction market focused on the development of new sites and redevelopment of previously developed sites. This subsection summarizes efforts to reduce waste and improve the efficiency of the built environment.

Air and Emissions | Clean air is a natural resource we tend to take for granted. Many air pollutants are not visible, have no odor, or immediately detectable impacts. Significant impacts by greenhouse gas emissions from burning fossil fuels result in trapping heat and making the planet warmer. Electricity, transportation, and land uses are leading economic sectors that are primary sources of greenhouse emissions. This subsection supports efforts by the City of Bloomington to reduce greenhouse gas emissions and protect clean air.

Energy | The City of Bloomington supports solutions to implement a higher percentage of renewable energy sources to provide affordable alternatives to fossil fuel use and combat climate change at a local level. This subsection supports efforts by the city to be a responsible consumer of energy resources, minimize the use of non-renewable energy, and become a leader in continuing to support innovation to mitigate the severity of climate change.

Natural Resources | Bloomington is situated on some of the most diverse Karst geology in the Midwest. This subsection is focused on protection of natural areas and wildlife corridors, promote a renewed connection to natural systems through food systems and recreation.

04 | Downtown

This chapter contains goals, policies, and programs that are informed by the Vision and Goal Statement. This chapter introduces subsections illustrated throughout in Bloomington's long-term commitment to the continued success of its downtown. The Downtown Chapter highlights the Sense of Place, Main Street, Design, BEAD (Bloomington Entertainment and Arts District), Trades District and Conference Center, subsections, which are introduced below:

The sense of Place | Density is of principal importance to Downtown Bloomington's sense of place. As density continues to increase, however, a balance needs to be struck between student-centric development and mixed-use downtown amenities that support the entire community. This subsection focuses on providing an introduction to Downtown as a place and how it is influenced by its continued growth and redevelopment.

Main Street | Downtown is a highly walkable district that is enhanced by a mix of commercial, entertainment, residential and cultural amenities with strong multi-modal access. This subsection looks at Downtown as a "Main Street" or as a front door to Bloomington and how it continues to evolve and redevelop as a district.

Design | Downtown Bloomington has a particular aesthetic that continues to define its character. This subsection supports quality design initiatives that strengthen the quality of its Downtown "Brand".

BEAD | The BEAD district is a district within downtown that encompasses entertainment and arts amenities that positively influence the quality of life and place for the entire community. This subsection supports mixed-use cultural opportunities that bring life and vibrancy to Bloomington's downtown.

Trades District | The Trades District is within Bloomington's Certified Tech Park. This site located just northwest of City Hall is a prime redevelopment site and a rare opportunity to revitalize a key component of the City's core. This subsection supports the redevelopment of this site to create a landmark development that supports the continued renaissance of downtown.

Conference Center Area | Bloomington's conference center is a strong downtown asset and a community and regional asset. This subsection supports continued growth and development of the Conference Center and surrounding areas.

05 | Housing & Neighborhoods

Bloomington has strong neighborhoods and a strong housing market. This chapter introduces subsections illustrated throughout in Bloomington's long-term commitment to revitalizing its housing stock and neighborhoods as well as providing smart growth supply strategies for future development and redevelopment. The Housing and Neighborhoods Chapter highlights the Todays Context, Housing Trends and Issues and Neighborhoods subsections, which are introduced below:

Today's Context | Bloomington's supply of affordable quality single family and multi-family housing continue to be a concern. This subsection identifies the impact of an expensive, high demand real estate market within multiple cohort groups.

Housing Trends and Issues | Bloomington's neighborhoods are diverse and mostly stable but are trending towards a lower percentage of new homes and a higher proportion of apartments. With greater density comes the opportunity to strengthen neighborhoods as active community centers. This subsection examines housing trends and offers supply side solutions to further enhance the availability of quality housing in Bloomington.

Neighborhoods | Bloomington has many types of neighborhoods. This subsection identifies existing neighborhoods, discusses previous neighborhood planning efforts, demonstrates the importance of preservation and the revitalization of urban neighborhoods.

06 | Land Use & Design

The Land Use chapter contains goals, policies, and programs that are informed by the Vision and Goal Statement. This Chapter introduces subsections illustrated throughout in Bloomington's long-term commitment to preservation, sustainability, Future Land Use and focus redevelopment areas.

Preservation | Bloomington places a high value on maintaining the authentic fabric of the community. This subsection includes a statement of intent for preservation as a key influencer of land use.

Sustainability | Bloomington prides itself on being a community which uses sustainability as a factor in the promotion of sound growth and development decisions. This subsection describes linkages between mixed-use development, preservation, eco-boomers, and form-based code to regulate the development and redevelopment of neighborhoods which are socially, economically and ecologically sustainable.

Future Land Use Map and Designations | Bloomington has a strong focus on land use that is not aimed at separating uses, but instead on complementing uses. This subsection describes the Future Land Use Map and corresponding land use designations that will help guide future development and zoning in Bloomington. Future Land Use descriptions include Park and Open Space, Downtown, Regional Activity Center, Mixed-Urban Residential, Urban Residential, Institutional/Civic and Employment Centers.

07 | Transportation

This chapter highlights subsections illustrated throughout in Bloomington's long-term commitment to providing an equitable multi-modal transportation system. The Transportation Chapter highlights the Transportation Portfolio, Health Friendly Network, Bicycle Friendly Network, Transit Friendly Network, Transportation Investments and Master Thoroughfare Plan, subsections which are introduced below:

Transportation Portfolio | Bloomington has a diverse transportation portfolio made up of the bus, bicycle and pedestrian and vehicular modes. This subsection provides an introduction to Bloomington's multi-modal transportation portfolio.

Health Friendly Network | Bloomington aspires to continue to place a high emphasis on becoming a healthier and more active city. Studies have shown that multi-modal transportation users are far more active than single transportation mode users. This subsection supports the health benefits of a balanced transport network.

Bicycle Friendly Network | Bloomington has presently achieved a Gold level Bicycle Friendly City by the League of American Bicyclists. This shows the community's dedication to cycling. This subsection further details initiatives, programs and bicycle amenities.

Transit-Friendly Network | As part of its multi-modal transportation portfolio Bloomington has an outstanding public transportation system. This subsection describes the importance of public transit in the community.

Vehicular Network | Bloomington maintains a Vehicular Network and keeps working to make it safer and cleaner. This subsection looks at safety and environmental impacts of vehicular transportation and how to make improvements.

Transportation Investments | Bloomington is working to make critical investments to enhance its multi-modal transportation system. This subsection defines projects, initiatives and steps towards implementing those investments.

Master Thoroughfare Plan | Bloomington's Master Thoroughfare Plan satisfies State Statute and supports future transportation growth with a focus on multiple modes. This subsection includes a multi-modal thoroughfare map, transportation policies and a definition of functional classifications.

01

community services

Chapter Overview

The Community Services chapter is an important first chapter because it provides a progressive vision to continue to provide and develop critical infrastructure, services and access as the City of Bloomington grows and develops. Community Services is the first chapter of narrative, goals, and policies that are rooted in the Vision and Goal Statement, which is located in the Executive Summary. This chapter highlights Municipal Services, Local Government Partnerships. Open Government and Transparency, and Annexation subsections, which are introduced below:

Municipal Services | The City of Bloomington has multiple essential and non-essential governmental services that are integral to the function of the Community as a whole and describes a significant role of local government in Bloomington. This subsection identifies their function and role within the governmental structure.

Local Government Partnerships | Bloomington has long strived to create a collaborative approach towards functioning both as a local and regional leader in government, managing resources, and long-range regional This subsection identifies existing functionality and key components within existing partnerships, as well as new opportunities to collaborate.

Open Government and Transparency | Bloomington's innovation-based approach towards local governance focuses on providing a more efficient, transparent and engaging services to residents, students, and visitors alike. This subsection provides a description of the City's policies as well as resources geared towards optimum outreach.

Annexation | The City of Bloomington is investigating how to be more efficient in providing Community Services. Currently, a patchwork of unincorporated areas exists within the City of Bloomington's Corporate Boundaries and as further growth and development occur it may make sense to annex strategic properties to maximize potential. This subsection discusses a policy defining an annexation direction for the City going forward.

This chapter also includes Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness and Goals, Policies and Programs with measurable results.

Municipal Services

A wide variety of services provided by municipal governments directly impact many facets of residents and businesses daily lives – whether it is simply going to the kitchen for a glass of water, having your street plowed during a late night snowstorm, finding a new dog or cat for your family, having a place for the kids to go swimming on a hot summer night, providing a fitness center for adults to stay fit, ensuring rental properties in a neighborhood are safe or hearing a dispatcher answer a 911 call during an emergency. These services not only allow a community to function, but also impact its overall quality of life. In order to efficiently deliver these services without interruption, municipal governments must actively plan and budget for necessary infrastructure, facilities, employee training, and program delivery to the community.

Local government provides two types of services. First those that are essential and must operate effectively non-stop 24 hours a day, 7 days a week, and 365 days a year. These are police and fire protection provided by their respective departments, and the wastewater, drinking water, and stormwater services of the City of Bloomington Utilities. These services must be provided at all times of the day and all days of the year non-stop. They are considered essential services.

Public Safety is a fundamental local service. Both the Police and Fire Departments have recently met important staffing goals: the Police Department now has a force of 100 officers and the Fire Department has added a technical rescue company. For example, a Crime Statistics Analyst, along with six Downtown Resource Officers, are ways the Police Department has responded to community needs. These also demonstrate innovative approaches to deliver basic services.

The Fire Department recently achieved a prestigious national rating. The Insurance Service Office (ISO) is a national source of information about property and casualty insurance risk. Using a number of specific criteria, the ISO inspects and ranks fire departments across the United States on their ability to suppress fires. Based on the inspections, it assigns fire departments a Public Protection Classification rating (Class 1 – 10). This range spans between ratings of Class 1 (exemplary fire protection) to a Class 10 (not meeting ISO minimum standards). Among other things, the ISO public

protection Classification ratings are utilized to help calculate and set the insurance premium rates for communities. The Fire Department currently has an ISO Class 3 rating and is extremely close to being able to obtain a Class 2 rating.

The City of Bloomington Utilities (CBU) is responsible for providing a safe and adequate supply of drinking water, fire suppression infrastructure, and waste and storm water delivery and treatment. The CBU Department has a long history of meeting or exceeding all local, state, and federal EPA regulatory standards. Over the past several years, increasing levels of Disinfectant By-Products ("DBPs") have become a concern. DBPs are created when certain disinfectants interact with organic and inorganic materials during the treatment process. CBU is committed to providing excellent water quality and protecting the public health. Recently, a $42 million expansion of the water intake and treatment facilities improved the maximum raw water intake capacity from 24 MGD (millions of gallons per day) to 30 MGD. Now that longer-term capacity needs have been addressed, additional work is needed to ensure the highest levels of water quality are maintained consistently.

The CBU has also made a substantial investment in recent years to develop water conservation programs, notably with the hiring of the first ever dedicated Conservation and Energy Resource Manager. Bloomington, like many communities across the nation, is challenged with eliminating SSO (sanitary sewer overflows) events. The CBU executed a revised Agreed Order in 2010 with the Indiana Department of Environmental Management to provide a detailed schedule for capital improvements that will fully eliminate future SSO events by no later than 2025. Prior to and since 2010, the CBU has spent $22 million eliminating SSO events by 60%. Further infrastructure work will be completed between 2016 and 2025 to completely eliminate SSO events.

While the City of Bloomington Utilities is responsible for safe and sufficient drinking water and collecting and properly treating wastewater, it is also their responsibility to manage storm water as Bloomington has an NPDES (national pollution discharge elimination system) permit that provides the necessary goals and management program to minimize water quality contamination from storm water runoff. The CBU has illustrated that the use of a porous parking lot in their administrative parking lot is an example of what other parking improvements could do to minimize stormwater impacts to water quality. CBU will be reviewing how to best provide further innovative projects throughout the City in the coming years to minimize storm water impact to stream water quality.

During storm events the City of Bloomington Public Works and Streets Department may be activated on a 24- hour basis to ensure City roads, sidewalks, and pedestrian facilities are safe and accessible.

Solid waste management and collection and street clearance and repair are under the purview of the Department of Public Works. The City provides trash and recycle pick-up on a regular basis for City residents. Street improvements and upgrades are under the direction of Public Works as well. This department acts as the lead department for requiring sustainable and complete street designed public realm improvements for the City's street right-of-way.

Other services provided by the City focus on non-essential services. These non-essential services are critical to maintaining and improving the Quality of Life of the City overall. These services are provided normally during regular business hours of the week or during specially programmed times of the week to serve community interests such as on a Saturday for a park program. These departments are Planning and Transportation, Economic and Sustainable Development, Housing and Neighborhood Development, Parks & Recreation, Public Works, Transit, and Social Services. The balance of the comprehenisve plan addresses non-essential services of the other City departments.

Local Government Partnerships

Across the nation, many local governments are looking to maximize efficiencies and reduce costs by exploring joint services or contract agreements with other local governmental units. The City of Bloomington currently works in close cooperation with nearby units of local government and anchor institutions. These include Monroe County, Indiana University, IU Health / Hospital, Monroe County Community Schools – Bloomington, Town of Ellettsville, and township governments. For example, officers from

the Bloomington Police Department routinely work with personnel from Indiana University Police Department and Monroe County Sheriff's Office on a daily basis to accomplish shared crime reduction tasks.

Outside of close working relationships, a number of formal partnerships and negotiated agreements are in place that allow joint services to be provided by the City of Bloomington and other local governmental entities. Examples include building inspection services that are conducted by Monroe County for the City. The City's animal shelter serves as the primary provider of animal-related services for both Monroe County and the Town of Ellettsville. The City's Fire Department provides fire protection services for Indiana University, Salt Creek Township, and Polk Townships which are outside of the City's corporate limits. The City and Monroe County have a combined Central Emergency Dispatch Center (CEDC). In fact, the CEDC has been relocated to the second floor of the new downtown bus transit center which is operated by the Bloomington Transit. This collaborative partnership maximizes the use of a new shared facility, located downtown, and was assisted by procuring federal funding via the 2009 American Recovery and Reinvestment Act.

Additionally, federal law requires that any urbanized area with a population of greater than 50,000 people create a Metropolitan Planning Organization (MPO). MPOs are regional transportation policy-making organizations which consist of representatives of local governments and transportation authorities. Congress created Metropolitan Planning Organizations in order to ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive transportation planning processes. Locally, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) serves the greater Bloomington area. The BMCMPO consists of representatives from the City of Bloomington, Town of Ellettsville, Monroe County, Indiana University, and Bloomington Transit as planning partners. All federal funding for the area's transportation projects is programmed through the BMCMPO planning process.

Open Government and Transparency

The City continues to explore initiatives that provide efficient and forward-thinking government services. Administration created a task force to focus on government innovation. Given the constant pressure to solve problems and deliver basic services for residents with limited resources, city government must be more efficient, more transparent, and more engaged with its residents. Periodic town hall meetings provide frequent and informal opportunities for residents to let the City know about their interests and concerns about the community. Furthermore, "B Clear", an online data portal accessible to all, is a community resource to share good information and help foster good decisions. Through innovation and openness, restoring, and sustaining public trust in local government is not only possible but essential for effective local governance.

Providing open processes and a transparent government allows for residents to become more knowledgeable, involved, and engaged with their community's future. Creating more opportunities for residents to easily access policy-making materials, important documents, and public meetings is very important. The City has participated in both on-going and more recent initiatives to increase government transparency at the local level. The City has a website, completely redesigned in 2008 and again in 2016, that contains an extensive amount of both current and achieved information. In 2009, the City's redesigned website was recognized for having one of the most progressive and innovative municipal websites in the county by the Center for Digital Government (CDG), a national research institute on information technology policies and best practices in state and local government. Websites were analyzed for accessibility of information, efficiency, ease of use, and exceptional service to the public. Thousands of cities participated, with only ten being selected as a finalist. In 2010, the City was selected by Google to participate in the Summer of Code program, a national service organization that infuses top talent from the tech sector in local governments to help build capacity for innovation. As part of this program, the City received a Google-funded intern to assist in developing an information technology center of innovation. The City also began a practice of sharing open source computer code and developing code in partnership with other communities. An Open 311 platform was created

for a wide range of mobile devices. This included the "UReport" system, which allows residents to notify the City of potholes, graffiti, malfunctioning street lights, and other community issues via their mobile devices.

Many of the City's board, commission and council meetings are televised via the Community Access Television Services (CATS) channel, which can be accessed via cable television or online. Government meetings from Monroe County, the Monroe County Consolidated School Corporation, and the Town of Ellettsville are also available on CATS. However, not all of the cable television providers in the area presently offer CATS channel, and some area residents cannot view these meetings who do not have access to television, cable or the internet. A few examples of the meetings that are not currently available for the public to view on CATS include the Animal Control Commission, Historic Preservation Commission, Redevelopment Commission, and Traffic Commission.

Annexation

Over the past generation, Bloomington has continually extended city services to support economic development which has benefited the City and the unincorporated areas outside of the City's limits. With this growth and development have come additional requests by adjoining developments to be considered within the City's boundaries. This has over time created a "patchwork" of properties inside and outside the city limits that now presents confusion and service inefficiencies. The City should consider studying the feasibility, advantages, and disadvantages of annexing these patchwork properties.

Chapter 1 | Community Services

Goals, Policies, and Programs

Goal 1.1 Prioritize programs and strategies that sustain the health, well-being, recreation and safety of residents and visitors

Policy 1.1.1: Promote City stewardship of its parks, facilities, programs and services to serve both present and future generations.

Policy 1.1.2: Recognize and respond to the City's ever-changing population in order to meet the needs of Bloomington's diverse community.

- Program: Survey the community regularly about the health and satisfaction levels, including quality of local services. and to identify the changing needs of the community.

Goal 1.2 Engage the community, work with regional partners, reach out to schools, collaborate with non-profits and create business partnerships in order to provide community services and programs for all age groups.

Policy 1.2.1: Encourage partnerships within Monroe County and adjacent communities to seek effective solutions to shared problems and community service needs and leverage available State and Federal Resources.

Policy 1.2.2: Continue to foster partnerships between the City and Indiana University to enhance the quality of life for a united Bloomington by increasing opportunities for shared use and the development of programs, facilities, and community services.

Policy 1.2.3: Collaborate with the Monroe County Community School Corporation (MCCSC) and private schools to better integrate the use of school services, playing fields and facilities for public benefit, particularly for young people, families, and seniors.

- Program: Assess the potential for complementary use of City and MCCSC facilities such as libraries, playing fields, pools, gymnasiums, recreational facilities, community meeting space, education, health care, culture, and computer resources.

- Program: Work with MCCSC to identify ways that weekend, after-school and evening use of school facilities such as gyms, pools and fields can enhance community program opportunities.

Policy 1.2.4: Sustain the high education values and standards of local schools as they continue to contribute to the social and economic vitality of the City.

- Program: Explore ways to collaborate with public and private schools in providing programs, services and facilities that enhance the social and economic vitality of the city.

Goal 1.3 Recognize the intrinsic value and everyday importance of City parks and community centers/ spaces, libraries and civic buildings by investing in their maintenance and improvement.

Policy 1.3.1: Increase access to parks and recreation facilities.

- Program: Strive to provide parks within one-third mile of residents to increase walkability.
- Program: Work with the City Council, Administration, Parks, and Public Works departments to provide safe and enjoyable sidewalks or side paths as routes to parks.
- Program: Look for opportunities to partner with Indiana University to provide parks near the campus for students and visitors.
- Program: Watch for land acquisitions in the far eastern periphery of the corporate boundaries of the community and around city edges and downtown to fill in gaps in service in growing areas

Policy 1.3.2: Maintain existing facilities where such investment improves their usefulness, efficiency and appearance. Avoid deferred maintenance of City infrastructure.

- Program: Leverage City capital funds where possible by aligning capital improvement projects with statewide and regional grants and outside funding sources.
- Program: Develop improvement plans to maintain, restore and enhance key community assets, by investing and attracting necessary resources.
- Program: Continue implement an infrastructure management system to analyze the costs associated with the City's infrastructure, including maintenance, operation, depreciation and replacement.
- Program: Incorporate a standard related to pedestrian usage as an additional criterion for prioritizing sidewalk repairs.

Policy 1.3.3: Facilitate universal access by a variety of transportation modes for our residents and visitors to parks, recreation programs, athletic fields, libraries, arts and cultural centers.

- Program: Continue to implement Americans with Disabilities Act (ADA) requirements as mentioned in the Bloomington ADA Transition Plan within City facilities including accommodation for those with non-physical disabilities.

Goal 1.4 Plan for a future in which the services we provide to our community continue to thrive and adapt to the growth and change of Bloomington.

Policy 1.4.1: Ensure that our growth does not eclipse our ability to provide equitable community services.

- Program: Develop an annexation policy centered on urban areas to best provide efficient community services in order to maintain a fair level of service to all citizens of Bloomington.

Policy 1.4.2: Encourage and partner locally to ensure quality wired and wireless connectivity availability throughout the City of Bloomington.

Policy 1.4.3: Parks and open space should be included and prioritized in the planning process to preserve the natural environment and reduce the number of carbon emissions.

Policy 1.4.4: Plan new public community facilities and parks to meet the needs of the City's multi-generational community.

- Program: Seek opportunities to provide intergenerational activities and programs that increase senior activity within the community.

Policy 1.4.5: Seek opportunities to develop new parks and recreation facilities to meet the emerging needs of residents and visitors to the City of Bloomington.

- Program: Plan for potential open space and park sites per the Parks Master Plan when preparing coordinated area plans.

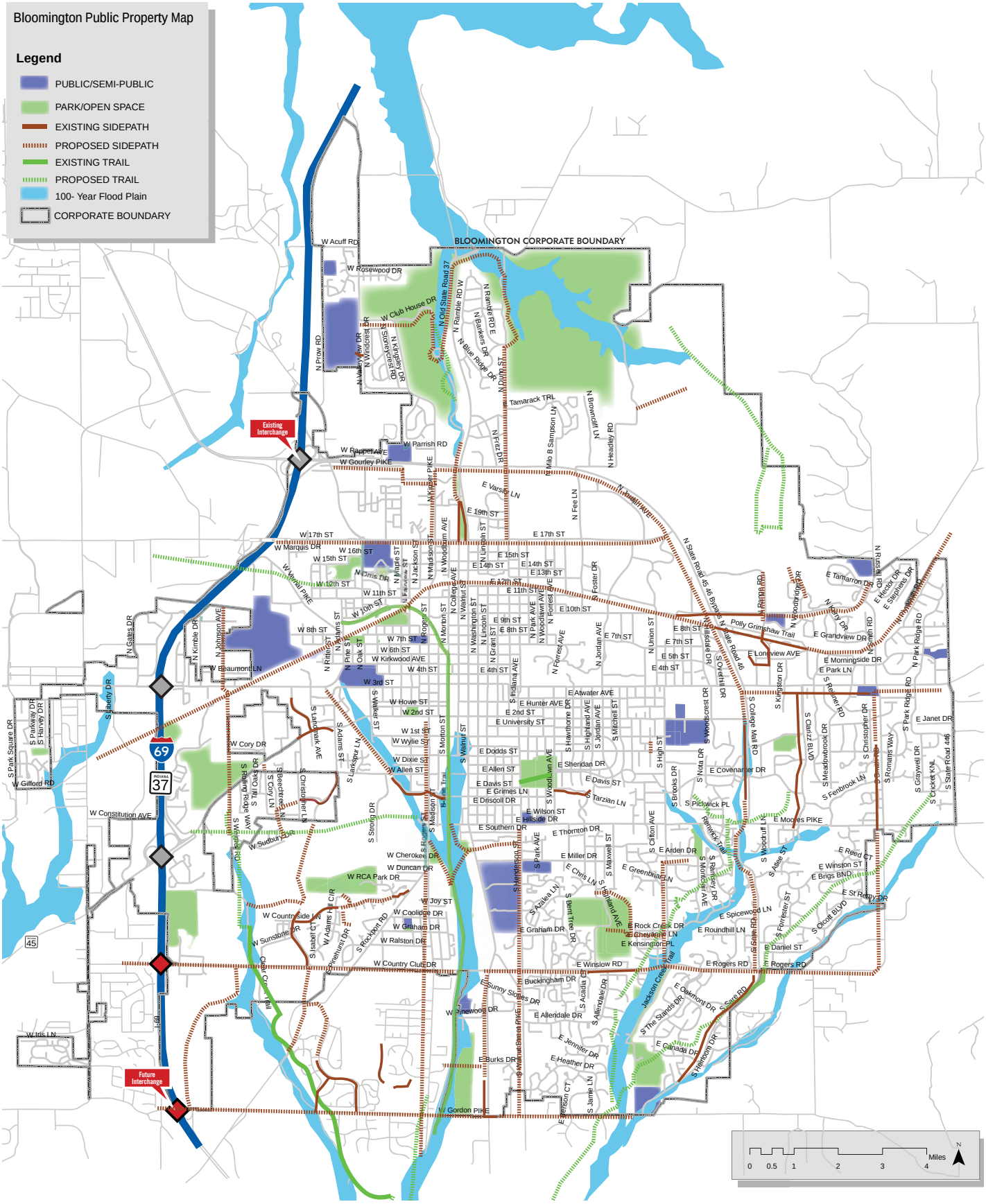
Policy 1.4.6: In conjunction with new public development proposals, pursue creation of park, plaza, or other public gathering places that meet neighborhood needs.

Policy 1.4.7: Encourage private development proposals to include creation of park, plaza, or other recreational and art facilities to meet the needs of the community.

Goal 1.5 Commit to transparency, open government, and high quality public engagement so that exemplary services are provided to our residents, businesses, and visitors.

Policy 1.5.1: Foster inclusive and representative engagement within all development processes.

Bloomington Public Property Map



- Program: Analyze and audit the City's current venues of engagement to assess what is working, what is not, and what has not been attempted as of yet.

- Program: Create opportunities for additional public access such as online document search, permit application, and inspection scheduling.

- Program: Engage the public through public notice, road/trail project, and closure maps located on the website.

- Program: Engage Housing & Neighborhood Development and their existing Council of Neighborhood Associations meetings to determine how the City can be more engaged on the neighborhood level.

Policy 1.5.2: Maintain highly motivated, professional, engaged staff and volunteers who are valued for their integrity, commitment and contributions towards the City and community.

- Program: Continue education, training, and skill building for employees in order to assure a knowledgeable, professional, and responsive staff.

- Program Explore job level incentives tied to consistent assessments and feedback on overall performance and accountability.

Chapter 1 | Community Services

Outcomes & Indicators

1.1 Public safety is enhanced

- Annual composite index score of crimes against persons and property

1.2 Engagement process are inclusive and representative

- Percent of population engaged in public consultation processes (e.g. attendance rates, social media, subscribers)
- Demographic makeup of engagement participants

1.3 Civic engagement is strong

- Number of hours per capita volunteered annually by residents and business employees
- Percent of eligible residents voting in most recent local elections

1.4 Quality wired and wireless connectivity is available throughout the City

- Percent residential and nonresidential users with Internet download speeds at least 100 megabyte and one gigabyte
- Number of free Wi-Fi hot spots per square mile
- Percent of public spaces with Wi-Fi capabilities

Profile

Safe Growth Audit

A Safe Growth Audit analyzes the impacts of current policies and ordinances on community safety, and evaluates the extent to which a jurisdiction is growing safely relative to the natural hazards it faces.

The process of conducting a safe growth audit is similar to that of preparing a comprehensive plan, in that it requires public participation to generate the overall safe growth vision and to gain consensus on the findings and recommendations. It differs, however, in the amount of research and analysis required to identify the key contributors to safe growth and to determine their strengths and weaknesses.

To ensure adequate public involvement, it is useful to create a safe growth steering committee made up of representatives of affected interests. This committee can offer guidance throughout the process, including the step of creating a safe growth vision for the community. For that purpose, a community safe growth workshop could be held or safe growth visioning could be piggybacked onto a comprehensive plan or strategic plan visioning workshop. Information and reports could be posted on the local government website. It is important to ensure an ongoing community safe growth forum by disseminating information, receiving feedback, and developing potential safe growth champions.

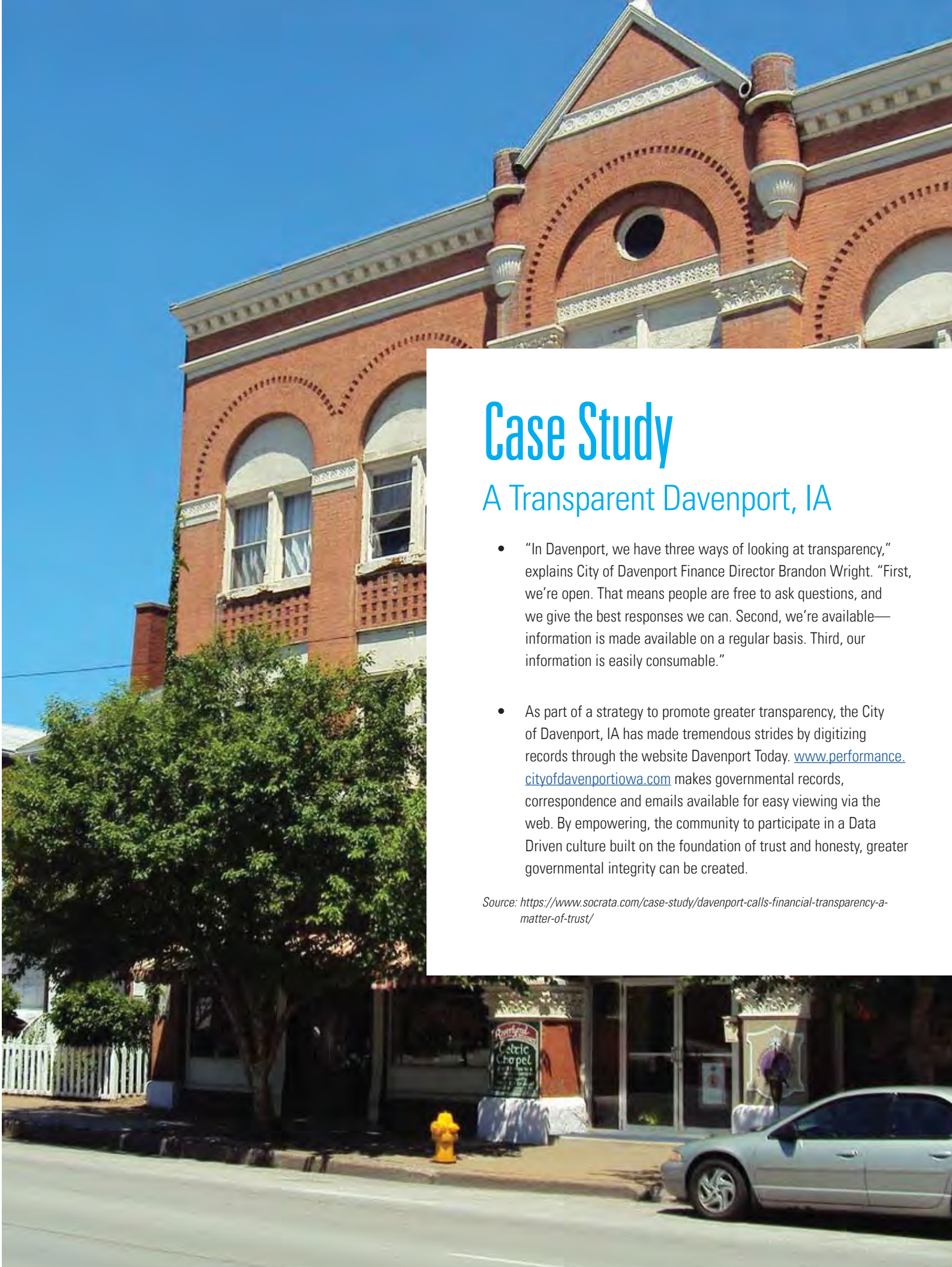
Examples of Growth Audit items:

Land Use

- Does the Future Land-Use Map clearly identify natural hazard areas?
- Do the land-use policies discourage development or redevelopment within natural hazard areas?
- Does the plan provide adequate space for expected future growth in areas located outside natural hazard areas?

Public Safety

- Are the goals and policies of the comprehensive plan related to those of the FEMA Local Hazard Mitigation Plan?
- Is safety explicitly included in the plan's growth and development policies?
- Does the monitoring and implementation section of the plan cover safe growth objectives?



Case Study

A Transparent Davenport, IA

- "In Davenport, we have three ways of looking at transparency," explains City of Davenport Finance Director Brandon Wright. "First, we're open. That means people are free to ask questions, and we give the best responses we can. Second, we're available—information is made available on a regular basis. Third, our information is easily consumable."

- As part of a strategy to promote greater transparency, the City of Davenport, IA has made tremendous strides by digitizing records through the website Davenport Today. www.performance.cityofdavenportiowa.com makes governmental records, correspondence and emails available for easy viewing via the web. By empowering, the community to participate in a Data Driven culture built on the foundation of trust and honesty, greater governmental integrity can be created.

Source: https://www.socrata.com/case-study/davenport-calls-financial-transparency-a-matter-of-trust/

INDIANA
BUSKIRK

02

culture & identity

Chapter Overview

The City of Bloomington is fortunate to have a high quality of life which is supported by its rich culture and identity. Multiple sources have identified Bloomington as one of the most livable communities both regionally and nationally. This chapter contains goals, policies, and programs that are informed by the Vision and Goal Statement. This chapter introduces subsections that define the culture and identity that helps make Bloomington such a desirable and attractive community. This Chapter highlights the History and Culture, Indiana University, Big Ten, LGBTQ Pride, Tourism, Technical Education, Elementary and Secondary Education and Equity subsections, which are introduced below:

History and Culture | The City of Bloomington has a rich history as a deeply-rooted community which functions as a cultural hub. This subsection defines Bloomington's historical geography tied to the booming small city that has evolved over the past 200 years.

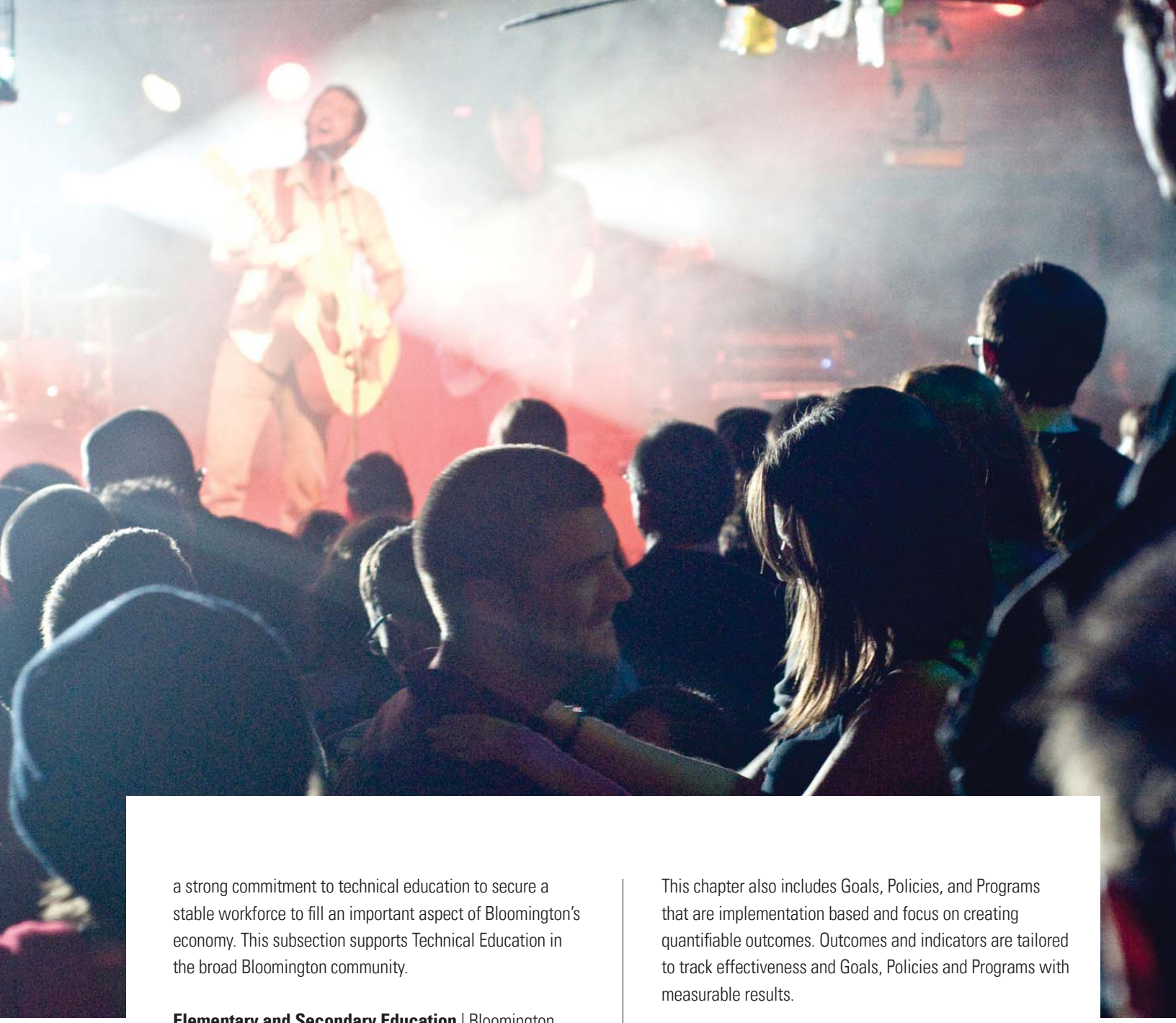
Indiana University | Bloomington is heavily impacted and owes its vibrancy in part to the existence of Indiana University (IU). IU is a world class higher education institution which has grown with the City of Bloomington since its inception. This subsection explains the impact and importance of higher education as part of Bloomington's success story and its future as a choice community.

Big Ten | A high quality of life must be maintained by vibrant energy and activity through local events and experiences. IU is a Big Ten university which means sporting events, significant town and gown pride existing within the community. This subsection describes the impact that being a Big Ten community has on the City of Bloomington.

Diversity Bloomington has long been heralded as a community which champions human rights, openness, and tolerance and sets an example both regionally and nationally. This subsection examines the importance that human rights diversity brings to the City.

Tourism | Bloomington is a major tourist destination in the Midwest for IU, Big Ten sporting events, cultural amenities, and nearby natural features. This subsection identifies and seeks to support tourism draws within the community.

Technical Education | Bloomington has long led the region in manufacturing, high-tech industry, and quality of craftsmanship in limestone. As such, the city maintains



a strong commitment to technical education to secure a stable workforce to fill an important aspect of Bloomington's economy. This subsection supports Technical Education in the broad Bloomington community.

Elementary and Secondary Education | Bloomington has on of the strongest high school graduation rates in the State of Indiana and leads public schools regionally. The culture and identity of Bloomington are one of an educated, thoughtful, and forward-thinking community. Furthermore, this subsection supports continued efforts to continue supporting a strong public elementary and secondary educational system.

Equity | The City of Bloomington has long been a leader in promoting itself as a community which is inclusive of people of all abilities, beliefs, races, and orientations. A strength of the community as identified in this subsection is that Bloomington is an equitable community where people want to live.

This chapter also includes Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness and Goals, Policies and Programs with measurable results.

History and Culture

Bloomington is the county seat of Monroe County, Indiana. It was settled in 1816 which is the same year Indiana became a State. President James Monroe chose it as the site of the Indiana Seminary. The new settlement's location on a trading route and the availability of spring water attracted settlers. Following the creation of Monroe County in 1818, the settlement was given the designation of a town.

Although the new town was named Bloomington, there is no precise evidence or record suggesting the basis on which the name was given. Some people say that the town was named so owing to the blooming flowers and foliage, which greeted the early settlers. Another theory suggests that the

name was given in honor of William Bloom, one of the first settlers. A group of Scotch-Irish Presbyterians from South Carolina known as the Covenanters had settled just outside Bloomington by 1821. Believing that slavery was a moral evil, the Covenanters provided a way station for escaped slaves traveling north on the Underground Railroad the period before and during the Civil War.

Limestone quarrying was one of the earlier major industries in Bloomington, but the major reason for the town's growth was and remains to be Indiana University. It was established on the original site of the Indiana Seminary, in 1820. Indiana University attracts students and faculty from across the nation and around the world. The university has greatly contributed to the growth and development of the town. Indiana University gives Bloomington it's distinctively progressive, tolerant, diverse, and innovative character of its residents, businesses, and its cultural arts community.

Home of Indiana University

Located in the rolling hills of southern Indiana, Bloomington is fortunate to have a distinct identity, culture, and atmosphere. As home to Indiana University (IU), Bloomington is one of the best known and beloved college towns in America. The influence of IU is felt by the diversity of the residents, the innovation of its businesses and industries, and its breadth and depth in the cultural arts. Bloomington's identity cannot be separated from Indiana University and vice versa. Approximately, half of Bloomington's population is made up of IU students.

This large research university population brings with its people of all races, ethnicities, and backgrounds that enrich the entire Bloomington community. Of the 7,875 incoming freshmen arriving at Indiana University in 2015, almost all of Indiana's 92 counties will have a resident enrolled for classes. Additionally, more than 1,000 incoming freshmen are underrepresented minority students, and over 1,000 are from outside of the US. A brief look at the 2010 US Census helps to further illustrate the effect that IU students have on Bloomington. Many of the international students are from Asian nations, such as China, South Korea, and India. According to the 2010 Census, Bloomington had an Asian population of 8%; compared with the Asian population of the rest of Indiana, which was 1.6%. Clearly, there is more diversity in Bloomington, thanks to IU.

Big Ten

Being a college town also brings a number of other distinct traits. With so many students and professors living in Bloomington along with local alumni and the many people employed at the University, the link between "town and gown" is very strong. As a venue for Big Ten athletics, Bloomington and Indiana University sports teams are synonymous. This is especially true for the basketball team, which is often a symbol for the entire state.

Similarly, the renowned IU Jacobs School of Music attracts world-class musical talent and performances from around the world. Stage performances, concerts, and famous entertainment personalities can be enjoyed both at the Musical Arts Center and the Indiana University Auditorium. There are also world-class art exhibits and showcases available at the IU Art Museum.

Diversity

One area where Bloomington's diversity is well established is its history of embracing the Lesbian, Gay, Bisexual, Transgender, and Queer or Questioning (LGBTQ) communities. Over twenty years ago, the City Council passed a Human Rights Ordinance, which took a stand against denying people basic rights because of their sexual orientation. Additionally, the City of Bloomington was one of the first municipal governments in the Midwest and the nation to extend same-sex partner insurance benefits to its employees. In fact, Bloomington is able to boast one of the highest per-capita populations of same-sex couples in the nation. According to the Williams Institute, a think-tank organization at UCLA Law School, the 2010 US Census data showed that there are approximately 500 same-sex couples living in Monroe County, with 16% of those families raising children. The Advocate, an LGBTQ news source, rated Bloomington as the "fourth gayest city" in the US. IN 2012, the Huffington Post included Bloomington in their list of the top 10 national LGBTQ travel destinations. IU was recognized for creating an LGBTQ-Friendly campus climate and received a five-star rating, the highest possible, from the LGBT-Friendly Campus Pride Index in 2012. These outside accolades help to highlight Bloomington's friendly and inviting atmosphere toward all people, building upon its historical tradition of inclusion. This open and collaborative culture and environment attract all types of

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creative individuals which provide Bloomington an economic advantage in developing those industries that need innovative and creative employees.

Tourism

While Indiana University represents the major tourism draw, there are many non-university amenities that attract tourists, as well. Bloomington enjoys many attractions and cultural offerings as supported by the Bloomington Entertainment and Arts District (BEAD) which is located in downtown Bloomington. BEAD is a focused arts area in downtown designed to promote tourism and economic development. BEAD was formally recognized as an official Indiana Cultural District by the Indiana Arts Commission. It promotes a very robust grouping of festivals and events that draw thousands to downtown Bloomington. These regional events include the Lotus World Music & Arts Festival, the Fourth Street Festival of the Arts, the Taste of Bloomington, and the Arts Fair on the Square.

All of these amenities offer not only wonderful entertainment and enjoyment options for local residents but also tourists. According to VisitBloomington, over 1.84 million visitors travel to Bloomington every year. These visits include vacations, business trips, convention travel, visiting family and friends, and attending various sporting events. The economic impact generated by these visitors during 2013 included $325 million in total gross sales, which directly supports over 4000 jobs in Monroe County and contributes about $97 million in wages. It also contributed $45 million to the county tax base. One example that helps illustrate the economic impact of tourism is the ASA/USA Girls' A12 and Under National Softball Championship. This week-long tournament was held in Bloomington in the summer of 2014 and more than 100 teams, along with many family members and well-wishers from around the nation attended. The economic impact from this tournament alone was estimated to be over $1 million dollars. Tourism is a major industry for Bloomington. If tourism continues to grow, it can provide a number of excellent benefits for both local residents and businesses. Finding creative ways to further showcase Bloomington as a prominent Midwestern travel destination should be developed and aggressively pursued.

Technical Education

There is more to education in Bloomington than just Indiana University. Bloomington has a long history as a manufacturing hub. Though manufacturing employment has shrunk, today's employees must have access to advanced technical training that results in employable skills in the 21st Century. IVY Tech works closely with area employers to design curriculum and training programs that are advanced enough to provide the skills necessary for employment. As a result, it's extremely important that robust opportunities are created for people to access cutting-edge workforce educational and formal training programs. Allowing people to be better prepared for emergent career fields that will allow existing Bloomington employers to stay and expand, and to attract new employers to Bloomington.

Elementary and Secondary Education

The Monroe County Community School Corporation (MCCSC) is the public K-12 educational provider for Bloomington area and serves nearly 11,000 students. According to federal data, the overall high school graduation rate in the US has reached 80% for the first time. Bloomington high schools exceed a 90% graduation rate. It is obvious that the community must be strong partners with the public school system that is the bedrock of Bloomington educational success outside of IU. Bloomington has a number of private schools as well such as the Harmony School, the Project School, etc.

Teaching students that have language barriers and integrating them into the educational system is another very important issue facing public schools. MCCSC had classified 340 students with having limited English Proficiency. Finally, five MCSSC schools received the prestigious 4-star designation from the Indiana Department of Education in 2014.

Early childhood education is another critical area for support. The City supports not for profit organizations who provide the backbone of services to early education opportunities. This is especially true for children from low to moderate income families. These early education support programs are very important to preparing young children for regular school programs.

Equity

The City of Bloomington works closely with the Monroe County Health Department and other not for profit social service organizations to provide all persons access to affordable health care services. These services may include but not be limited to substance abuse counseling, mental health evaluations, and general health care services. Bloomington is a regional healthcare center for much of South Central Indiana. As such, IU Health will be building a new hospital by 2019 to be located near East 10th Street and the SR45/46 Bypass. Both IU Health Bloomington Hospital and Monroe Hospital are regional hospitals. Bloomington Meadow Hospital provides mental and behavioral health care services. Volunteers in Medicine of Monroe County provide free and preventive care to medically underserved for chronic and acute illnesses. It is operated by volunteers and receives support from the community and IU Health Bloomington Hospital. Finally, the Bloomington community works to make sure all have access to healthy food for emergency food relief and supplemental assistance. Across a number of entities, food is being provided to those in need. They included 11,000 recipients from Monroe County Supplemental Nutrition Assistance Program (SNAP) in 2014. The City works with Monroe County and not for profit agencies to ensure that those residents who need food have access to it.

Chapter 2 | Culture & Identity

Goals, Policies, and Programs

Goal 2.1 Support cultural spaces in all regions of Bloomington, especially urban centers, and neighborhood villages, where they are accessible to a broad range of people and can help activate the public realm.

Policy 2.1.1: Place an emphasis on public space design within the private development realm including but not limited to the pedestrian and active transportation environments surrounding the sites, any opportunities for public art or engagement within the development, and how the development aesthetically blends in with its surroundings through UDO amendments and incentives.

Policy 2.1.2: Ensure culturally significant places and spaces are preserved and celebrated.

- Program: Maintain a cultural asset map as an inventory to be utilized in development and redevelopment decision making.

Policy 2.1.3: Encourage the designation of existing clusters of cultural spaces as cultural districts.

Policy 2.1.4: Encourage partnerships with the public, private and nonprofit sectors to engage in creative placemaking projects.

Policy 2.1.5: Encourage the use of public art to create a neighborhood identity.

Policy 2.1.6: Support the temporary re-use of vacant and/or underutilized spaces or building facades for art production, exhibitions and murals.

Policy 2.1.7: Create infrastructure and signage for better transportation connections to and among cultural venues.

Goal 2.2 Preserve assets of historical, architectural, archaeological or social significance.

Policy 2.2.1: Continue to work with the department of Housing and Neighborhood Development (HAND) and the Historic Preservation Commission (HPC) to aid in the advocacy and monitoring of historic structures and places.

Policy 2.2.2: Continue to explore opportunities to enhance and expand the Bloomington/Monroe County Convention Center to create additional venue and activity space.

- Program: Explore the possibility of a joint partnership/endeavor with the Monroe County CVB by analyzing the 2011 market and feasibility study for convention center expansion.

Goal 2.3 Ensure public spaces are of high-quality, engaging and active.

Policy 2.3.1: Incorporate a visual arts component into the planning, construction, or renovation of all city facilities as deemed feasible.

Policy 2.3.2: Consider the use of natural art and beauty through the preservation of trees, waterways, and other environmental features.

Chapter 2 | Culture & Identity

Outcomes & Indicators

2.1 Historical and culturally significant places are preserved and celebrated.

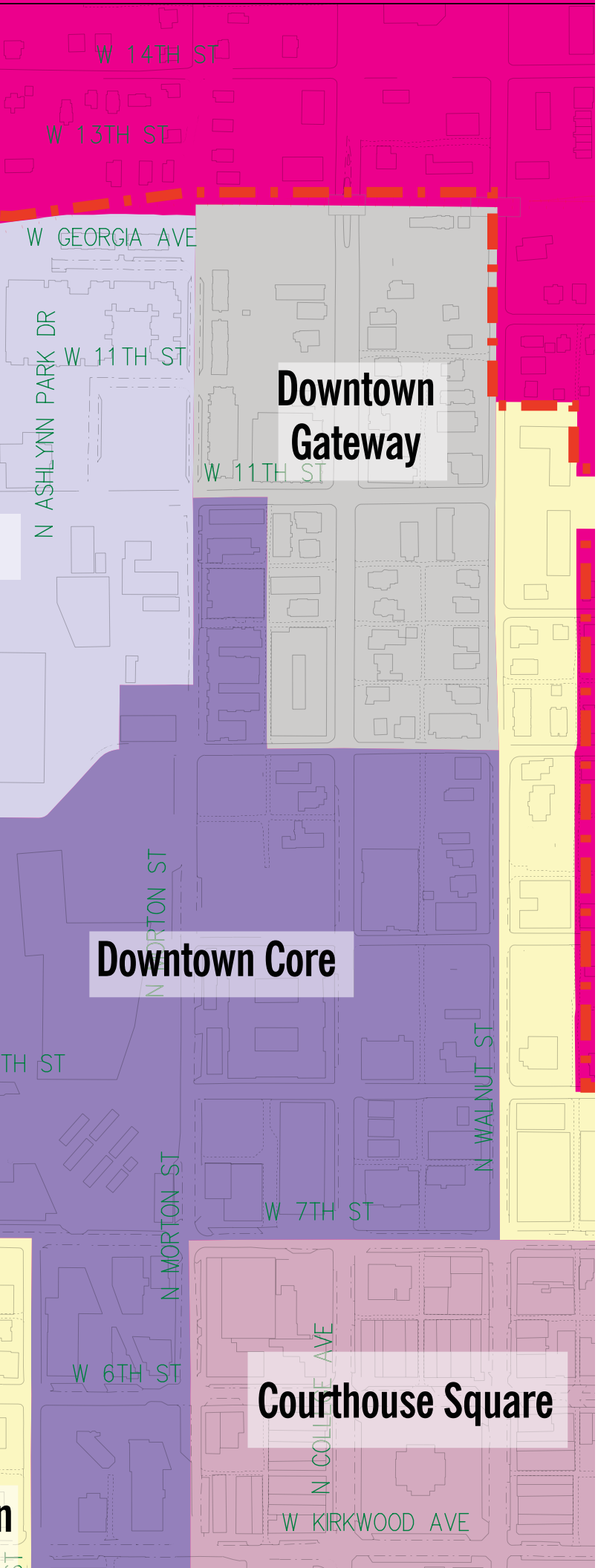
- A number of historical / cultural preservation projects completed and program operated annually
- A number of public art and cultural interpretive installations annually

2.2 Participation in cultural events is high.

- Percent of residents and number of non-residents participating annually in cultural events within the City
- A number of public spaces available for cultural events

2.3 Public spaces are high-quality, engaging and active.

- A number of activities programmed annually for public spaces, including streets downtown and in neighborhoods and parks
- A number of people using public places daily, at peak and off-peak periods



Profile

Economic Benefits of the Arts

Arts and culture impact the community directly and indirectly with a multitude of benefits including the following:

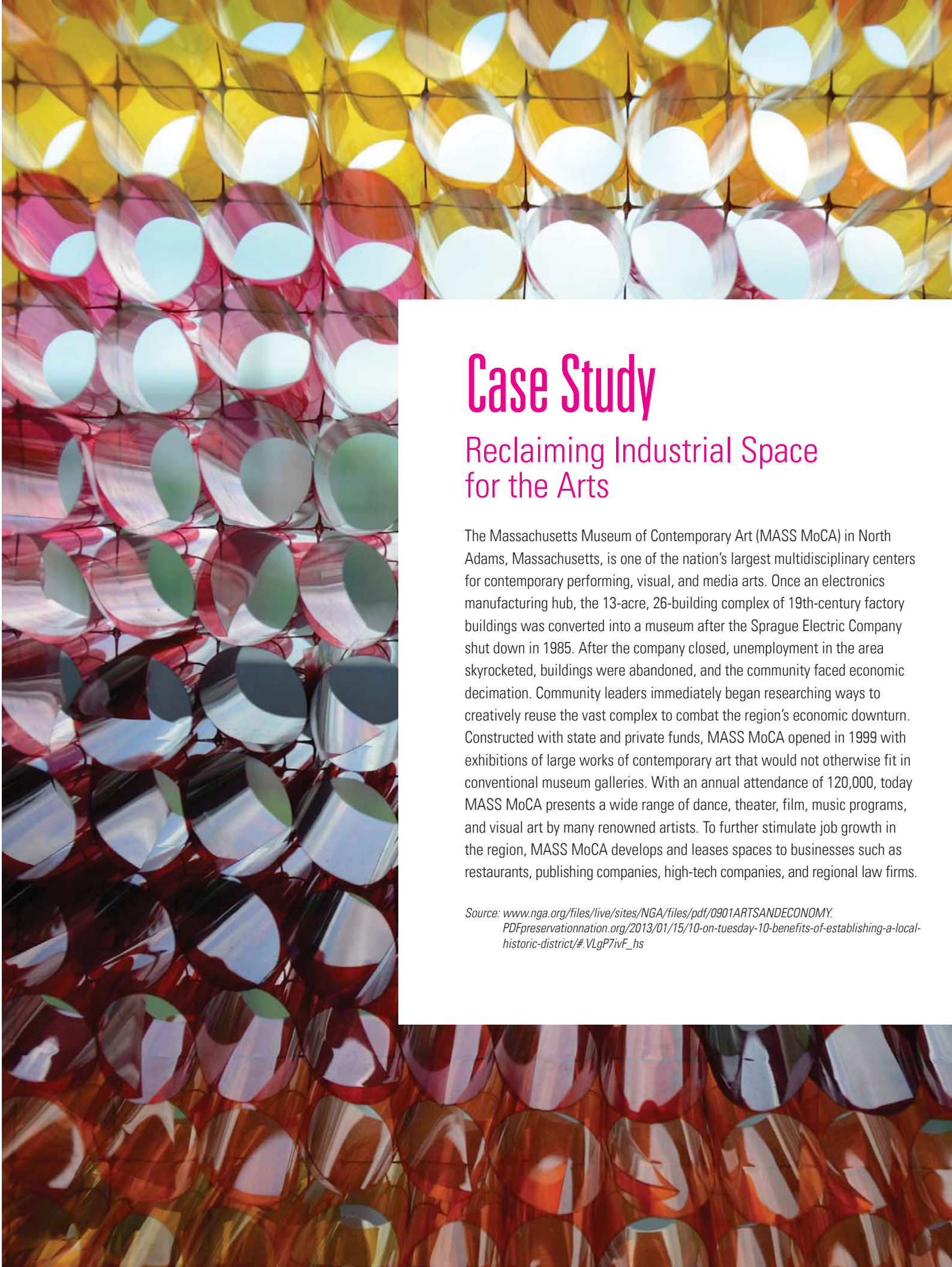
- **Bolstering Areas Needing Investment**: Creative industries are by nature decentralized and can have a broad impact on the economy and culture of a community. Creative individuals live, work and play within their community, are well connected, and invest in local goods and services.

- **Recruiting and Developing a Skilled Workforce**: Creative jobs and the arts provide a high quality of life, access to local amenities and play a significant role in attracting young professionals to an area.

- **Attracting Tourism Dollars**: People are drawn to arts, and cultural events, venues, and businesses. These may help attract visitors that contribute to the local economy by attending these events, dining in restaurants, staying in hotels, and shopping.

- **Leverage the Arts for a Competitive Edge in Business**: American companies are increasingly competing with the international marketplace. The quality of life, place and the arts and culture have a direct impact on where companies locate. Many companies are looking to attract a workforce to a particular geographic area and are finding a competitive advantage in arts and design.

Source: www.nga.org/files/live/sites/NGA/files/pdf/0901ARTSANDECONOMY.PDFpreservationnation.org/2013/01/15/10-on-tuesday-10-benefits-of-establishing-a-local-historic-district/#.VLgP7ivF_hs



Case Study

Reclaiming Industrial Space for the Arts

The Massachusetts Museum of Contemporary Art (MASS MoCA) in North Adams, Massachusetts, is one of the nation's largest multidisciplinary centers for contemporary performing, visual, and media arts. Once an electronics manufacturing hub, the 13-acre, 26-building complex of 19th-century factory buildings was converted into a museum after the Sprague Electric Company shut down in 1985. After the company closed, unemployment in the area skyrocketed, buildings were abandoned, and the community faced economic decimation. Community leaders immediately began researching ways to creatively reuse the vast complex to combat the region's economic downturn. Constructed with state and private funds, MASS MoCA opened in 1999 with exhibitions of large works of contemporary art that would not otherwise fit in conventional museum galleries. With an annual attendance of 120,000, today MASS MoCA presents a wide range of dance, theater, film, music programs, and visual art by many renowned artists. To further stimulate job growth in the region, MASS MoCA develops and leases spaces to businesses such as restaurants, publishing companies, high-tech companies, and regional law firms.

Source: www.nga.org/files/live/sites/NGA/files/pdf/0901ARTSANDECONOMY.PDFpreservationnation.org/2013/01/15/10-on-tuesday-10-benefits-of-establishing-a-local-historic-district/#.VLgP7ivF_hs

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environment

Chapter Overview

The City of Bloomington has a long-held commitment to environmental protection. The City has often been a leading voice within small cities nationally to implement measures that improve the quality of life through a healthier environment. This chapter contains goals, policies, and programs that are informed by the Vision and Goal Statement. This chapter introduces subsections that express Bloomington's long-term commitment to the environment. The Environment Chapter highlights; "Think Globally, Act Locally", Solid Waste, Water, Air and Emissions, Energy and Natural Resources, subsections, which are introduced below:

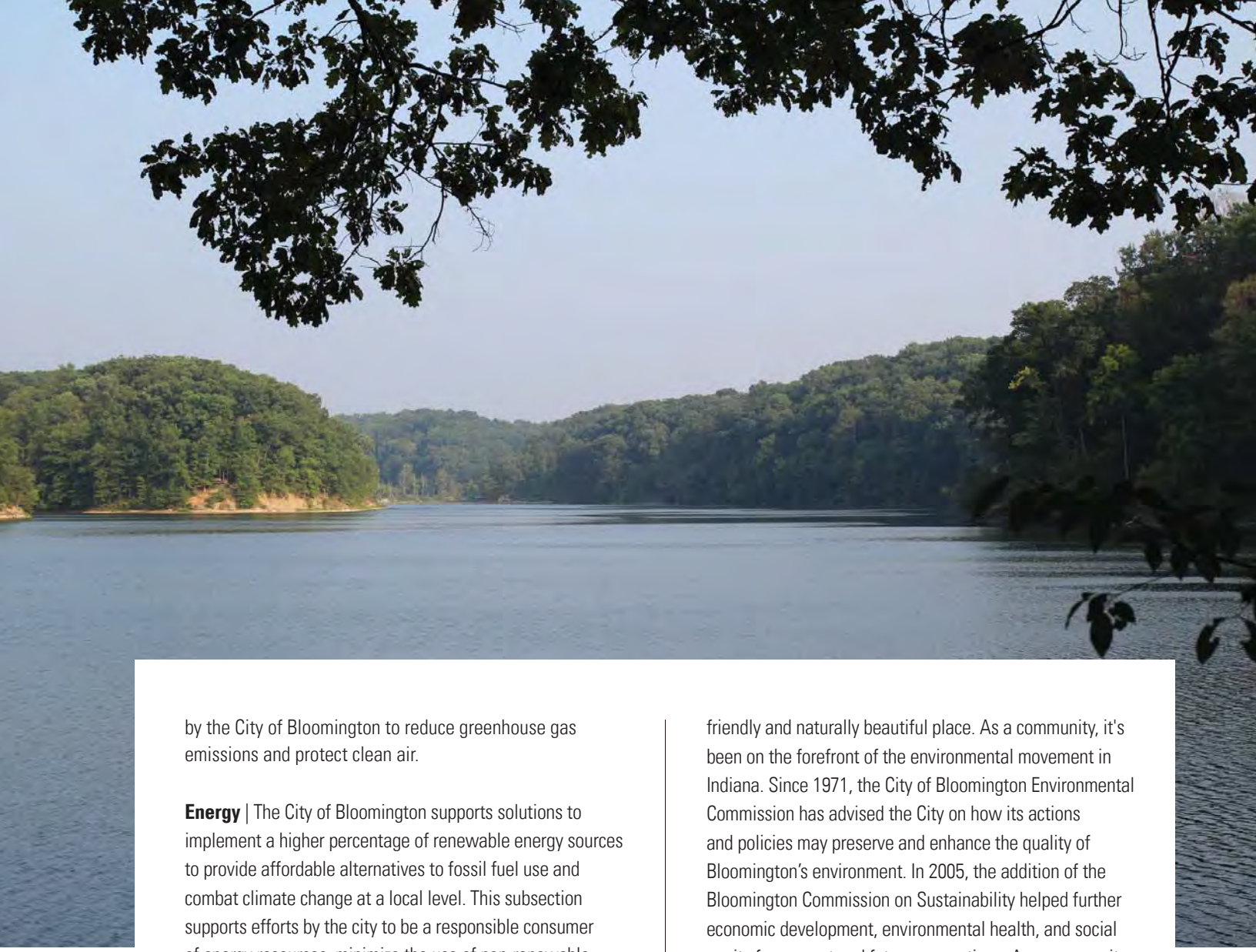
Think Globally, Act Locally | The City of Bloomington has been at the forefront the environmental movement locally, and its status as a cultural and education center means that focus has global implications. This subsection defines the holistic approach towards thinking globally and acting locally that the City of Bloomington leadership embraces with every land use and development decision.

Solid Waste | Bloomington has invested heavily in recycling and solid waste recovery programs to minimize solid waste entering landfills. This subsection defines current efforts and places emphasis on the importance of continued investment in systems to reduce reliance on landfills.

Water | Bloomington is known as the gateway to "Scenic Southern Indiana" and as such, protecting downstream habitats are of principal importance to the community. This subsection illustrates storm water and agricultural runoff implications to reservoirs, natural areas, and Karst topography.

Green Building | Bloomington has over 80,000 residents and has a strong and diverse construction market focused on the development of new sites and redevelopment of previously developed sites. This subsection summarizes efforts to reduce waste and improve the efficiency of the built environment.

Air and Emissions | Clean air is a natural resource we tend to take for granted. Many air pollutants are not visible, have no odor, or immediately detectable impacts. Signifi cant impacts by greenhouse gas emissions from burning fossil fuels result in trapping heat and making the planet warmer. Electricity, transportation, and land uses are leading economic sectors that are primary sources of greenhouse emissions. This subsection supports efforts



by the City of Bloomington to reduce greenhouse gas emissions and protect clean air.

Energy | The City of Bloomington supports solutions to implement a higher percentage of renewable energy sources to provide affordable alternatives to fossil fuel use and combat climate change at a local level. This subsection supports efforts by the city to be a responsible consumer of energy resources, minimize the use of non-renewable energy, and become a leader in continuing to support innovation to mitigate the severity of climate change.

Natural Resources | Bloomington is situated on some of the most diverse geography in the Midwest and has sustained industry as a limestone producer because of that geography. This subsection is focused on protection of natural areas and wildlife corridors, promote a renewed connection to natural systems through food systems and recreation.

This chapter also includes Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness and Goals, Policies and Programs with measurable results.

Think Globally, Act Locally

Bloomington has a reputation for being an environmentally-friendly and naturally beautiful place. As a community, it's been on the forefront of the environmental movement in Indiana. Since 1971, the City of Bloomington Environmental Commission has advised the City on how its actions and policies may preserve and enhance the quality of Bloomington's environment. In 2005, the addition of the Bloomington Commission on Sustainability helped further economic development, environmental health, and social equity for present and future generations. As a community, Bloomington protects environmentally sensitive areas from development activities and strive to preserve economically sensitive areas in perpetuity. In 2009, the City acquired 58 acres, known as the "Switchyard" with the intent of restoring natural systems and creating a large community park. As a city, Bloomington supports infill redevelopment to minimize sprawl while promoting walkable neighborhoods. These are just a few of Bloomington's initiatives to protect the environment holistically. Natural resources, urbanization, food water and energy are topic areas that offer plenty of opportunities to improve upon locally by minimizing our impacts.

Solid Waste

A byproduct of modern life is the large amount of waste generated in the form of solid, liquid, or gas. The EPA annually reported in 2012 that the average amount of trash each person generates per day was 4.38 pounds,

which was up from 2.68 in 1960, however, recycling is also respectively up from 6.4% to 34.5% over the same time period. While recycling diverts some items from the waste stream, recycling is an energy-intensive process and only addresses part of the problem. Furthermore, the vast majority of apartment residents, businesses, and industries do not prioritize recycling or have recycling services readily available. Efforts by the Monroe County Solid Waste District continue to manage local solid waste and advocate for a local waste stream materials recovery systems or MRF. By taking this route, an MRF would capture recyclables without requiring sorting. Some communities have used MRF's to additionally utilize waste for energy production and composting, like Recology in San Francisco. The San Francisco Bay Area set a goal of zero waste by 2020 and Recology is fundamental in reaching that goal. The old adage "reduce, reuse, recycle" still offers plenty of viable ways to lessen our impacts through best solid waste management.

Water

Water sustains our existence, but it often is unseen and unnoticed. Flowing underground or in streams, it can be easy to forget the interconnectedness of the water system as it moves from culverts back underground again – especially with Bloomington's significant geologically sensitive Karst geology; limestone bedrock. As one of our most precious natural resources, we need to be more cognizant of how water flows through and fits into our urban ecosystem. The City will continue to look more aggressively at opportunities to reduce, reuse, and recycle water. The City of Bloomington Utilities (CBU) is responsible for managing storm water runoff within Bloomington. Both urban and agricultural runoff have a significant impact on water quality. These range from flooding to non-point waste generators that lead to increases in soil loss or stream turbidity, thermal heat gain in lakes and streams, and leaches in runoff that can post serious concerns for managing storm water. The CBU will expand its efforts to implement best management practices regarding stormwater such as; restoring wetlands, utilizing rain gardens and using green infrastructure to minimize water quality impacts.

Air & Emissions

Clean air is another natural resource we tend to take for granted. Many air pollutants are not visible, have no odor, or immediately detectable impacts. Fortunately, indoor air quality has improved tremendously with actions such as bans on smoking. The overall success of the Clean Air Act also may be to blame for our complacency regarding clean air. Since the Act's adoption, the national emission of ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide, and lead have dropped an average of 72% while gross domestic product grew by 219 %. The EPA continue to revise emission standards aimed to protect health, but pollution levels in many locations exceed at least one air quality standard for these six pollutants. Bloomington has one air monitoring site for particulate matter managed by the Indiana Department of Natural Resources. For particulate matter, Bloomington seems to be in the permissible range, but for the other five emission categories, there are no monitoring stations or information.

Green Building

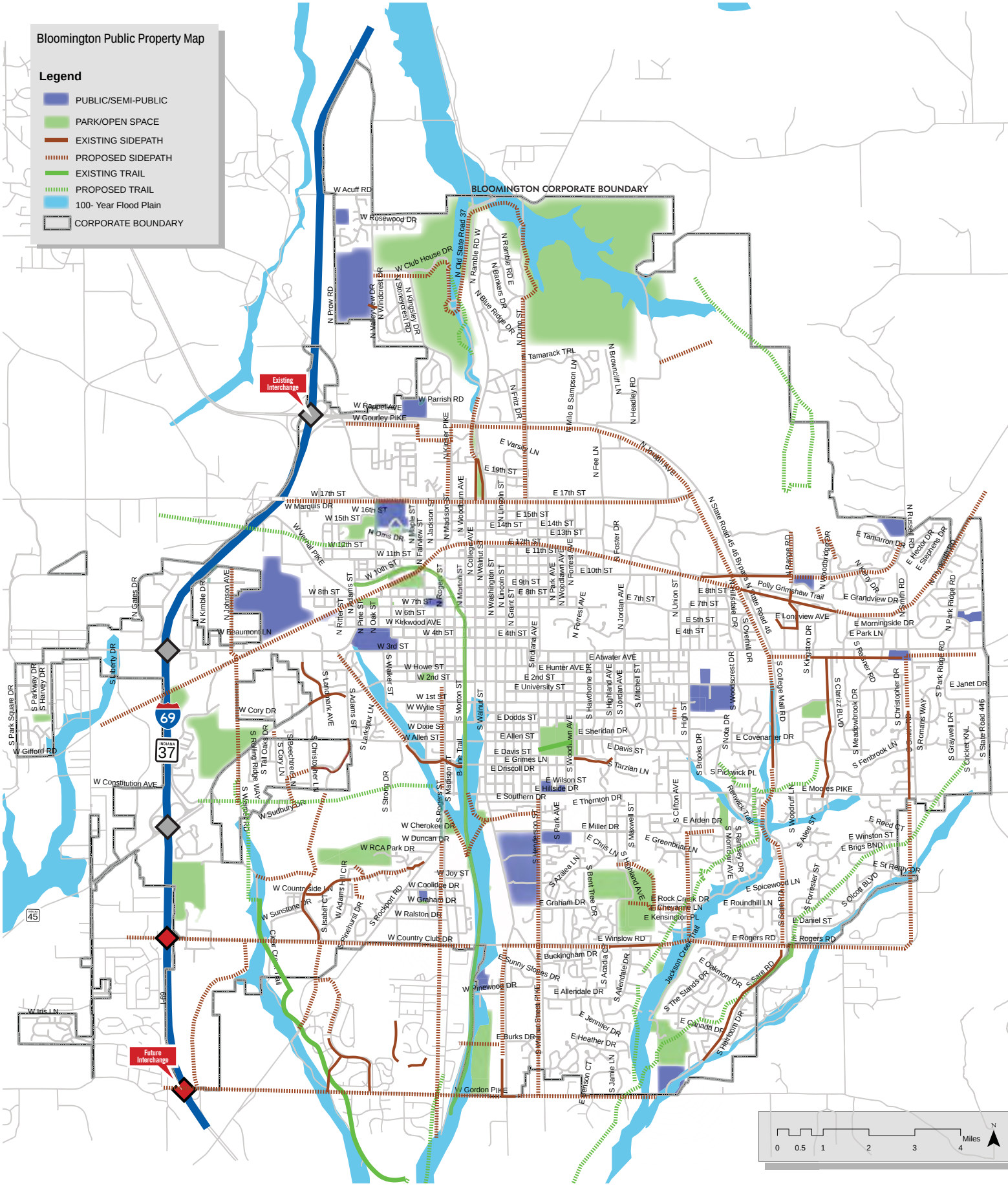
The location, manner, and materials that are used to construct the built environment present existing opportunities to reduce Bloomington's waste stream footprint. Nationally, Leadership in Energy Efficiency and Design (LEED) building standards have changed the way building systems function by measuring performance on multiple facets – including waste. Today, some innovative projects working under a "Living Building" framework are using decentralized water systems that capture rainwater and reuse both gray and black water for many purposes. Current standards, codes, and regulations favor the status quo. Bloomington needs to be proactive regarding asking more of building architects and landscape architects especially regarding reducing water runoff and requiring at minimum reuse of gray water on landscape features.

Energy

Bloomington's on-going commitment to mitigate the impacts of climate change is clear. It is also clear that the community desires a multifaceted approach in order to find implementable solutions. Bloomington relies heavily on non-renewable energy sources; coal, natural gas, and other non-renewable sources. Although energy use data is currently limited on the municipal level, what is available reveals that Bloomington relies almost exclusively on energy generated from coal and natural gas according to the 2009

Bloomington Public Property Map

This map illustrates the real estate under ownership of the City along with existing and proposed trails and sidepaths for pedestrian and bicycle use.



Sustainability and Trends Assessment Report (STAR – new report with new data) by the Commission on Sustainability. According to the US Energy Information Administration's 2013 energy estimates, Indiana was ranked eighth nationally using coal-fired electric power plants that provided 84% of the state's net electricity. Southern Indiana Renewable Energy Network (SIREN), sees the potential for solar energy and promotes renewable energy in Southern Indiana.

Local examples of solar power are becoming more prevalent and are an optimistic trend. However, the wind, geothermal and other alternative energy sources are mostly small, low impact experiments. For example, Fairview Elementary School has a successful geothermal system in place. Additionally, policy concepts for district energy are outlined for the Downtown Certified Technology Park Master Plan. The foundation for a larger, commercial alternative energy project is taking shape where examples can be drawn from Indiana and around the nation to help lead the way. This plan aims to provide guidance and accelerate local efforts.

Natural Resources

According to the US Department of Agriculture, riparian corridors are used by over 70 percent of all terrestrial wildlife species during some part of their life cycle, including many threatened and endangered species. Corridors provide food and nesting, brooding, loafing, and protective cover for wildlife. They also afford wildlife relatively safe access to adjacent natural resources and serve as travel ways for species dispersal and migration. This is ever important as the natural landscape is increasingly fragmented with our man-made urban landscapes that are less suitable for all wildlife.

The challenge both locally and nationally is to minimize the fragmentation of what is left of natural habitats; additionally, we can look for opportunities to create more connected habitats with green spaces, greenways, and riparian buffers. Habitat fragmentation refers to human activities and development that make it impossible for animals to travel freely within or beyond protected areas. Habitat fragmentation threatens the existence of many species and accelerates the loss of genetic diversity. Separate, fragmented, islands of conserved land are often not as suitable for many species because of relatively small interior habitat areas. Protecting existing and establishing new wildlife conservation corridors is a priority. This will help replenish our natural assets from our ecological systems and will someday re-balance our built environment.

As we reconnect to the natural systems that sustain us, interest in local food and urban agriculture has increased. We are what we eat, and the production of the plants and animals we eat has a large impact on the environment. Pesticides, soil nutrients, pollution, and the use of energy, water, and other resources for food production and distribution have major environmental implications. The sustainable and local food movements strive to address these challenges. Bloomington resident desire to know how their food was made and where it comes from so they can consider the impacts to our environment and their own well-being when selecting what they eat. The Bloomington Community Farmer's Market, Bloomington Winters Farmer's Market, Local Grower's Guild, Bloomington Community Orchard, Mother Hubbard's Cupboard, and Bloomington Food Policy Council are just a few of the many organizations that support local food access and availability in our community. One indicator of our green thumb ambitions is the number of people and merchants attending the Farmer's Market on any given Saturday, which in 2013, boasted 6,904 visitors and 97 merchants. The City of Bloomington would like to ensure that community members have opportunities to produce, process, sell, purchase, and consume local foods of their choosing.

Residents continue to challenge Bloomington to become "greener," focusing on innovative strategies to become more environmentally sustainable. In ImagineBloomington surveys and at workshops throughout the community, residents shared their hopes for tomorrow: that we reduce our reliance on coal, and that we reduce waste, to increase recycling and composting. How we use, reduce, reuse, and recycle our natural resources is fundamental to sustainable Bloomington and its natural resources.

Chapter 3 | Environment

Goals, Policies, and Programs

Goal 3.1 Preserve our open space, natural and urban habitats, and protect the ecosystems and natural resources that are the foundations of our environment.

Policy 3.1.1: Support regional efforts to acquire, develop, operate, and maintain an open space system including land linkages and trail connections.

- Program: Seek additional sources of funding, including State and Federal programs, to finance open space acquisition, maintenance, and conservation.
- Program: Work with Indiana University and Monroe County to create multi-use trail connections between urban areas and open space including creeks and rights of way.

Policy 3.1.2: Carefully manage access and use in environmentally sensitive areas to ensure that the habitat and sensitive wildlife is protected.

- Program: Develop an environmental management and sustainability plan that inventories assets and formally recommends changes to the UDO to create consistency.

Policy 3.1.3: Protect sensitive plant and animal resources from the impacts of development.

Policy 3.1.4: Pursue opportunities to enhance and expand habitat for endangered and rare species.

Policy 3.1.5: Support native plant restoration and conservation efforts in and around parks and open spaces to encourage healthy, diverse ecosystems.

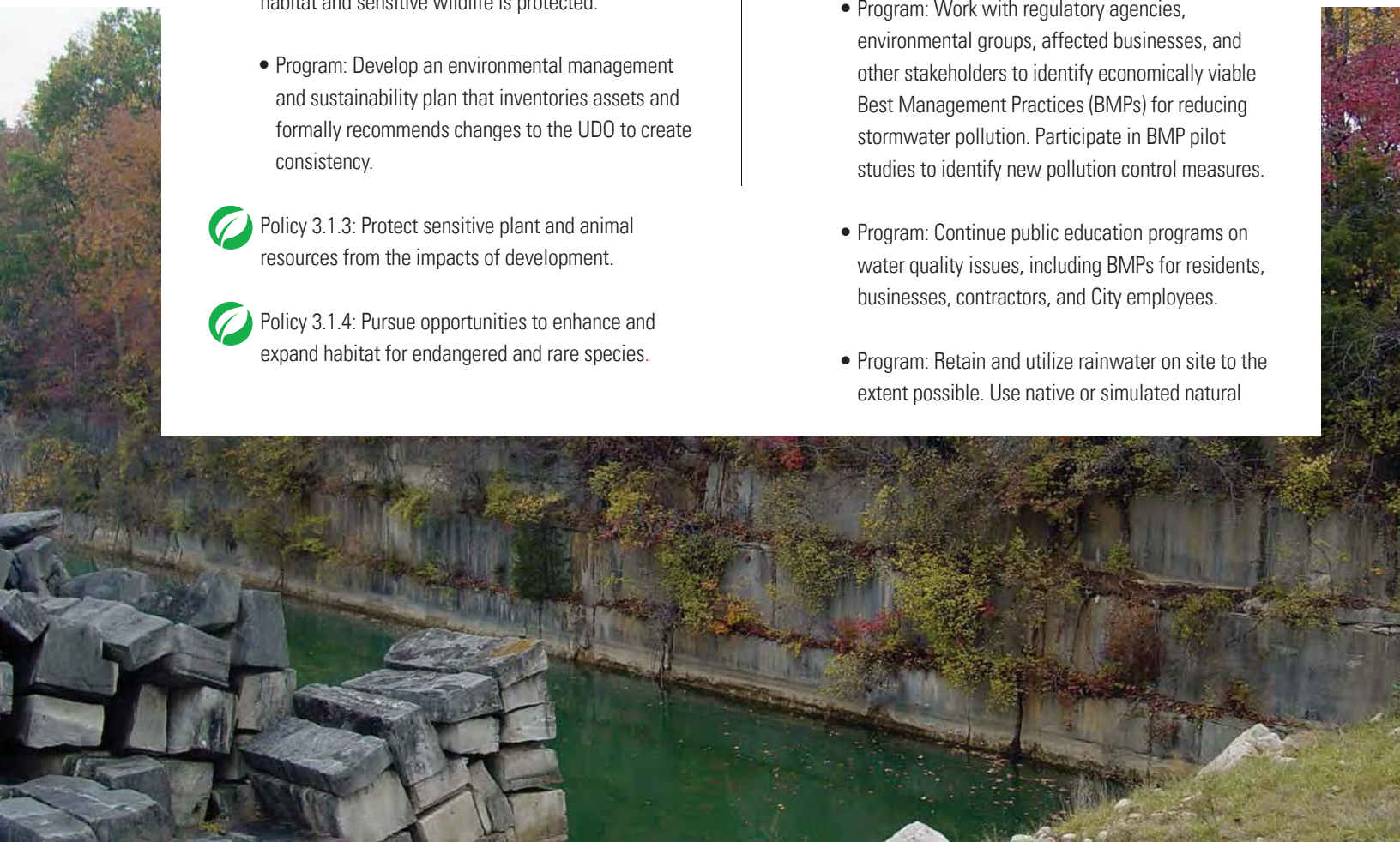
- Program: Work cooperatively with community partners to control invasive plants, install native plants and provide other native habitat features.

Policy 3.1.6: Provide ongoing education for City staff, homeowners, contractors and developers regarding landscaping, tree maintenance practices and irrigation practices that protect the urban forest.

Goal 3.2 Conserve water resources and protect water quality to support our natural environment, public health and safety, plant and animal life, and the vitality of our diverse urban activities with special attention to protecting the Lake Monroe watershed.

Policy 3.2.1: Reduce pollution in urban runoff from residential, commercial, industrial, municipal, and transportation land uses.

- Program: Work with regulatory agencies, environmental groups, affected businesses, and other stakeholders to identify economically viable Best Management Practices (BMPs) for reducing stormwater pollution. Participate in BMP pilot studies to identify new pollution control measures.
- Program: Continue public education programs on water quality issues, including BMPs for residents, businesses, contractors, and City employees.
- Program: Retain and utilize rainwater on site to the extent possible. Use native or simulated natural



drainage systems for buffers and filtration to the extent possible.

- Program: Prevent sanitary sewer overflows to ensure compliance with applicable state and federal requirements and to avoid pollution of surface or ground water.

Policy 3.2.2: Continue to limit the amount of impervious surface in new development or public improvement projects to reduce urban runoff into storm drains, creeks, and other watersheds.

- Program: Promote the use and maintenance of permeable paving materials that allow for natural percolation and site drainage through a Stormwater Rebate Program or other incentives.

Policy 3.2.3: Improve storm drainage performance by constructing new system improvements where necessary and replacing undersized or otherwise inadequate lines with large lines or parallel lines.

Policy 3.2.4: Promote the inclusion of Low Impact Development (LID) measures such as rainwater harvesting and storm runoff infiltration in private developments and public improvement projects, when feasible, as required by the City's storm water discharge permit.

Policy 3.2.5: Explore the development of a City Sustainability Plan through Economic and Sustainability Department to address concerns on waste management, air quality, energy consumption, etc.

Goal 3.3 Protect life, ecosystems and property from natural and man-made hazards.

Policy 3.3.1: Expand citizen awareness of Karst and geologic hazards through public education and preparedness.

Policy 3.3.2: Minimize exposure to geologic hazards including slope instability, subsidence, and expansive soils.

- Program: Review and update as appropriate City code requirements for excavation, grading, and filling to ensure that they conform to currently accepted standards.

Chapter 3 | Environment

Outcomes & Indicators

3.1 Quality and function of habitat are enhanced

- Area of functional habitat
- Percent of nonfunctional habitat restored annually

3.2 Tree cover is enhanced

- Area of tree canopy expanded in City
- Number of native and non-native trees planted annually

3.3 Rainwater is sustainably managed

- Percent of rain events retained, infiltrated, and reused in the City
- Ratio of pervious to impervious surface in City
- Private development projects with sustainable stormwater reuse and infiltration designs

3.4 Water Quality is enhanced

- Annual water quality index scores for surface water and ground water
- Annual water quality index score for storm water runoff at point of reaching Waters of the United States

3.5 Potable water is used efficiently

- Gallons of water used daily per capita residential customers annually
- Gallons of water used daily per non-residential customers annually

3.6 Waste is diverted from landfills

- Percent of nonhazardous waste diverted from landfills annually
- Per capita overall waste generation rates

3.7 The residual value of organic wastes are captured

- Percent of organic waste diverted for energy recovery or composting

Profile

The Benefits of an Urban Forest

Trees can be very beneficial to a community, but their species, design, location, and maintenance must be carefully considered to ensure their health and vitality. For example, using continuous planting beds can be beneficial for the health of trees, and close attention should be paid to tree species and planting locations. Such benefits fall under several categories and are listed below.

Scale and Safety: Trees can bring the scale of an urban environment from an auto-oriented to a pedestrian-oriented scale. This can induce traffic calming, and make an environment more safe and attractive to pedestrians. Trees can also act as a buffer between vehicles and pedestrians to further insure pedestrian safety.

Reduced Temperatures: Trees in an urban environment can combat the effects of urban heat islands. An urban heat island is the result of solar radiation reflecting from the built environment and causing increased temperatures. Trees and other plants absorb these rays, rather than reflecting them, resulting in lower temperatures, as well as the added benefits of providing shade. Water evaporation occurring from trees and other plants can also cause lower temperatures.

Character and Beauty: Trees can be used to define a space physically, to create an identity and enhance the character of an area, to create buffers for sound, odor, and pollution, to create screens from undesirable views, and to add beauty through the addition of natural elements. Trees and other plants can also add color to an environment, soften harsh building lines, and some flowering trees can produce pleasant fragrances into an area.

Storm Water and Pollution: Trees in an urban setting can reduce stormwater collected by storm sewers. A tree's roots provide extra channels into the ground so stormwater can be more easily absorbed into the ground water supply. Trees can also reduce air pollution through their natural processes, such as absorbing polluted air and through lowering air temperatures which can lower the harmful effects of some pollutants. This air pollution can be a result of businesses, automobiles, factories, and other sources.

Environment and Habitat: Trees located in an urban environment can reduce energy consumption by providing shade during the summer and blocking winds during the winter (and therefore creating less of a need for artificial heating and cooling). This also causes a reduction in the use of natural resources, such as fossil fuels, needed to produce electricity used for climate control, as well as the pollution created from converting fossil fuels into electricity. Plant and trees also provide habitats for urban wildlife, such as birds, squirrels, and other small animals.

Economy: Trees can have economic benefits as well. Trees are psychologically more attractive than a sterile built environment, and people are more likely to linger on a street with trees, and therefore a street that is more physically comfortable through shading, as well as psychologically attractive, than on a street without. This allows more opportunity for retail business sales, and a healthier economic environment. Trees can also increase the value of commercial (or residential) property, and can extend the life of paved surfaces. Direct sunlight and hot temperatures on paved surfaces can cause reactions of the oils used in road materials, causing road damage and requiring more frequent paving. The shade that trees provide can lower temperatures and reduce the frequency of repaving.

Case Study

Innovative Rain Water Management System

While Georgia Street demonstrates how a street can be designed to be easily transformed into a major event venue, the other exceptional design of Georgia Street is the rain water management system that is mostly unseen below ground. How does this innovative system work?

Step 1 Rain water enters the system through the boardwalk in the center of the street. The boardwalk allows rain water through while preventing large debris from entering the system.

Step 2 Once filtered through the boardwalk, rain water enters settlement settling fore bays that channel the water to irrigation water storage tanks. Once the irrigation tanks are full, the remaining rain water overflows into infiltration chambers residing directly below the boardwalk.

Step 3 The infiltration chambers have open bottoms that open directly into the City's highly pervious alluvial outwash bank run gravel subsoils. The alluvial subsoils accommodate a high rate of percolation and provide a final polishing of the rain water prior to arriving at the White River aquifer. A 12" deep replaceable sand filter resides on top of the native subsoils allowing for long term protection of the permeability of the native subsoils.

This innovative storm water design allows the City of Indianapolis to meet and exceed its Municipal Storm Water Permit requirements by capturing all storm water within the footprint of the street infrastructure system.

04

downtown

Chapter Overview

Downtown Bloomington is a vibrant historic, and flourishing center of the community. The downtown offers many things for Bloomington's residents, employees, and visitors alike. Traditionally, downtowns have served as central hubs of activity. Across the United States, downtowns continue to grow, adapt, and evolve in a variety of ways that make them unique, vibrant, diverse, and safe places. Due to varying strategies toward growth and planning, some cities have achieved greater levels of success than others. Currently, many in the community believe that downtown Bloomington is doing quite well and consider it the heart of the community; however, this was not always the case. Not long ago, the prospects for Downtown Bloomington indicated a place that was in decline and losing its significant as the center and heart of the community.

This chapter is about nurturing the heart of our community and keeping it strong and inclusive. By developing policies, that ensure the long-term success of downtown that will enrich the entire Bloomington as a whole. Nationally, Main Street trends show a surge in small business startups, a wide-range of social media applications used to engage and build loyal customer bases, and the prominent role food is now taking within the downtown marketplace. Trends ranging from offering high-quality snacks in hotel lobbies to the locally-sourced "farm to fork restaurant offerings are all making significant contributions to the life and vitality of downtowns. Placemaking continues to shape the physical characteristics of downtown with more focus on human-scaled design and streets that are walkable, bike-able, and safe for users of all ages. This not only supports the commercial and retail aspects of downtowns but also improves livability as people continue to seek living options in downtown. Downtown Bloomington has recently undergone significant student housing growth while local and national trends indicate Millennial's and Baby Boomers also find the downtown a great place to live, work, and play.

This chapter contains goals, policies, and programs that are informed by the Vision and Goal Statement. This chapter introduces subsections express Bloomington's long-term commitment to the continued success of its downtown. The Downtown Chapter highlights the Sense of Place, Main Street, Design, BEAD (Bloomington Entertainment and Arts District), Trades District and Conference Center, subsections, which are introduced below:

The sense of Place | Density is of principal importance to Downtown Bloomington's sense of place. As density continues to increase, however, a balance needs to be struck between student-centric development and mixed-use downtown amenities that support the entire community. This subsection focuses on providing an introduction to Downtown as a place and how it is influenced by its continued growth and redevelopment.

Main Street | Downtown is a highly walkable district that is enhanced by a mix of commercial, entertainment, residential and cultural amenities with robust multi-modal access. This subsection looks at Main Street as a front door to Bloomington's downtown and how it continues to evolve and redevelop as a district.

Design | Downtown Bloomington has a certain aesthetic that continues to define its character. This subsection support quality design initiatives that strengthen the quality of the Downtown "Brand".

BEAD | The BEAD district is a district within downtown that encompasses entertainment and arts amenities that positively influence the quality of life and place for the entire community. This subsection supports mixed-use cultural opportunities that bring life and vibrancy to Bloomington's downtown.

Trades District | The Trades District is within Bloomington's Certified Tech Park. This site located just northwest of City Hall is a prime redevelopment site and a rare opportunity to revitalize a key component of the City's core. This subsection supports the redevelopment of this site to create a landmark development that supports the continued renaissance of downtown.

Conference Center Area | Bloomington's conference center is a strong downtown asset and a community and regional asset. This subsection supports continued growth and development of the Conference Center and surrounding areas.

This chapter also includes Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness and Goals, Policies and Programs with measurable results.

Sense of Place

In the year 2000, there were just over 1,800 residential units located in downtown; compare that to today, where roughly 1,900 units have been added since then. The number of units essentially doubled (3,700 units) as more people are choosing to live in downtown Bloomington. Allowing relatively higher housing densities through zoning, plus a very strong

multifamily rental market (featuring occupancy rates over 90 percent), has significantly driven the downtown housing market. However, almost all of this residential growth has been targeted to IU off-campus student housing demand, which has created concerns over downtown having a mostly homogenous socioeconomic makeup. This high rate of student demand has driven up rental prices per square foot, and it appears to have priced many non-student households out of the downtown market. Moving ahead, senior resident, workforce, and affordable housing options must be part of the housing solutions for downtown Bloomington. The inadvertent centralization of student housing around downtown could weaken the community's strong and inclusive atmosphere to all age groups. The Housing and Neighborhoods Chapter covers applicable housing issues that should also not be overlooked for downtown Bloomington. It is important that Bloomington continues to support a diverse and robust downtown that is not purely student-centric businesses nor predominately multi-family student housing. Bloomington's downtown has a rich sense of place that is key to the continued success of the City and Indiana University alike.

Main Street

Along with changes in downtown housing, changes in hospitality, entertainment, transportation, and commercial establishments continue to enhance the downtown. Three grocery stores and a mini-market provide everyday items. Almost 700 hotel rooms welcome overnight visitors to stay, shop, and enjoy a very walkable downtown. Just over 900 businesses featuring retail, restaurants, and professional services – each topping over 100 establishments – all offer a wide variety of choices for customers and also signify a healthy local economy. Through a joint-venture between Bloomington Transit and Central Emergency Dispatch Center, a new central transit station and emergency dispatch all-in-one facility was built along South Walnut Street & 3rd St. This included extensive streetscape improvements along South Walnut Street. This has transformed South Walnut into a more pedestrian friendly and lively area. Parking meters returned and cannot go without mention, as vehicular parking demands have increased on to limited public parking supply. By some metrics, a parking problem is a good indicator of a vibrant downtown.

Several galleries and venues such as the Bloomington Playwrights project, the Buskirk-Chumley Theater, The Bluebird, The Player's Pub, and the Bishop offer many arts and entertainment options. Ivy Tech Community College purchased the John Waldron Arts Center, which added another important player to the downtown arts community. The Bloomington Monroe County Convention Center regularly books events from conventions, trade shows, professional training seminars, special events, and even religious services, which, combined, have brought over 1.2 million people into downtown since it first opened in 1991. The Farmer's Market, Fourth Street Festival of the Arts, Lotus World Music & Arts Festival, Taste of Bloomington and the Fourth of July parade are all long-standing events in downtown. Clearing the way for anticipated technology-based employment in the Certified Technology Park and incorporated "Trades District" the recent clearance of vacant warehouses, north of City Hall, is also a positive sign for further business and residential growth in downtown. These are just a few of the highlights that demonstrate change, vitality, and positive opportunities for increased business investment and residential livability of downtown Bloomington.

Design

Architecture, parking, historic preservation, student housing, the homeless population, employment, hotels, convention center expansion, retail mix, and other hot topic issues have played out since the adoption of the last comprehensive plan known as the 2002 Growth Policy Plan (GPP). These issues are good proxies for our downtown's vibrancy and significance at the heart of Bloomington. It demonstrates that residents, businesses, and visitors care about what happens downtown. Imagine little public dialog on several hot topics and one could easily envision the early signs of a lifeless or dying downtown. Dialog, information, public discourse, and positive economic change are good means to help channel this energy into ways that will continue to sustain downtown's prominence as the inclusive heart of Bloomington.

Attitudes of complacency, and standardization, certainly can begin to erode the downtown's success and should be avoided. The 2005 Downtown Vision and Infill Strategy Plan established character areas and helped to better guide specific building design and architecture features. The character areas described in that plan became an overlay district in the Unified Development Ordinance (UDO), which created height, design, and bulk regulations for each character area. These regulations have helped to shape many of the

newer developments in downtown. However, details on building height, mass, design, and uses are becoming more scrutinized as the downtown continues to grow and evolve. Avoiding standardized templates or boilerplate proposals for new building projects recognizes that need for alternative compliance with the UDO and much clearer policy guidance for each character area. Fine tuning design guidelines, building height, massing, and other site details, such as the ability for student-oriented housing to be adaptively reused for other market segments, is in order as Bloomington moves forward. The community also cannot lose sight on better defining our expectations for the Downtown public realm. After all, an active and lively public realm is what makes downtowns so unique. Guiding new developments in these areas will help the Downtown maintain and strengthen its economic vitality and visual attractiveness as a great place to be.

Bloomington Entertainment and Arts District (BEAD)

While Indiana University houses many wonderful performing and visual arts venues, downtown Bloomington is also an arts center for the entire Bloomington community. The Bloomington Entertainment and Arts District (BEAD) was conceived as an economic development project, and it has been designated as an official Cultural District by the Indiana Arts Commission. It acts as the promotion hub for a very robust festival and events scene that draws thousands of people often becoming both a local and a regional draw. BEAD seeks to bring the business and creative sectors together to advance commerce and culture, build community, and spur economic development. BEAD is a geographically defined, mixed-use, cultural district in downtown Bloomington. BEAD emphasizes the high concentration of creative assets and related activities to strengthen and enhance the overall economic development of the community. It links a variety of incentive programs and grants to benefit the community and visitors as well as small businesses, creative cultural, and entertainment sectors.

With so many artists, artisans, and talented craftspeople calling Bloomington home, the community has become a very strong arts hub. According to the 2012 American for the Arts study, Bloomington's nonprofit arts sector contributes $72.3 million to the local economy annually through direct spending by arts organizations and their audiences. In addition, this sector supports 3,430 full-time equivalent jobs and generates nearly $6.3 million in local and state government revenues. The City of Bloomington has been actively working to leverage these economic benefits through promotion and assistance programs.

Trades District

The Certified Technology Park a.k.a. the "Trades District" is located in a northwest portion of downtown Bloomington. The Trades District offers an excellent opportunity to attract new private investment and jobs to the core of the community. This has the potential to begin diversifying the predominately service-oriented employment base of downtown with more technical and entrepreneurial business start-up jobs. This has led the City of Bloomington and its Redevelopment Commission to begin the planning efforts to create a new business incubator in the Dimension Mill building located between 10th and 11th Streets between Morton and Rogers Streets. This project should catalyze private investment and job creation in the Trades District. One of the main goals of the Trades District is to create jobs in the higher technology sector; it will also provide a location to blend more affordable housing into the downtown. The Trades District is planned to develop organically over time with new businesses and residences. Finally, the Trades District will be environmentally sensitive with stormwater and green building designs that will highlight how future developments in and outside of the Trades District can be developed that are energy efficient, environmentally low-impact, and provide positive economic impacts for private job growth and investment.

Conference Center Area

The Bloomington / Monroe County Conference Center and surrounding properties present another wonderful opportunity for growth of tourism, hospitality jobs and investment in Downtown Bloomington. A feasibility study completed in 2012 conducted a trade show schedule survey that illustrated that Bloomington was the second highest conference selection location in Indiana only behind Downtown Indianapolis - Indiana Convention Center. The study also suggested that the conference center could more than double the number of attendees from 63,000 to roughly 130,000 if the conference center had adequate space to hold the meeting demand. To that end, the study identified that an additional 130,000 square feet of conference space could be supported with an adjoining 200 room hotel. The total capital investment for the conference center expansion was estimated to be $38.3 million, and the new hotel would be a $30 million private investment. The annual economic impact was suggested to be about $18.3 million annually while creating 260 full-time hospitality related jobs. The streetscape improvements to South Walnut Street have prepared the south side of downtown to be the next big area of downtown redevelopment. This would be strongly supported if the Bloomington / Monroe County Conference Center and new hotel project were completed.

Chapter 4 | Downtown

Goals, Policies, and Programs

Goal 4.1 Ensure the redevelopment of downtown enhances its historic character and small-town feel.

Policy 4.1.1: Balance public investments in infrastructure and technology to support a robust economy and to enhance Downtown Bloomington's status as a regional economic and tourist center.

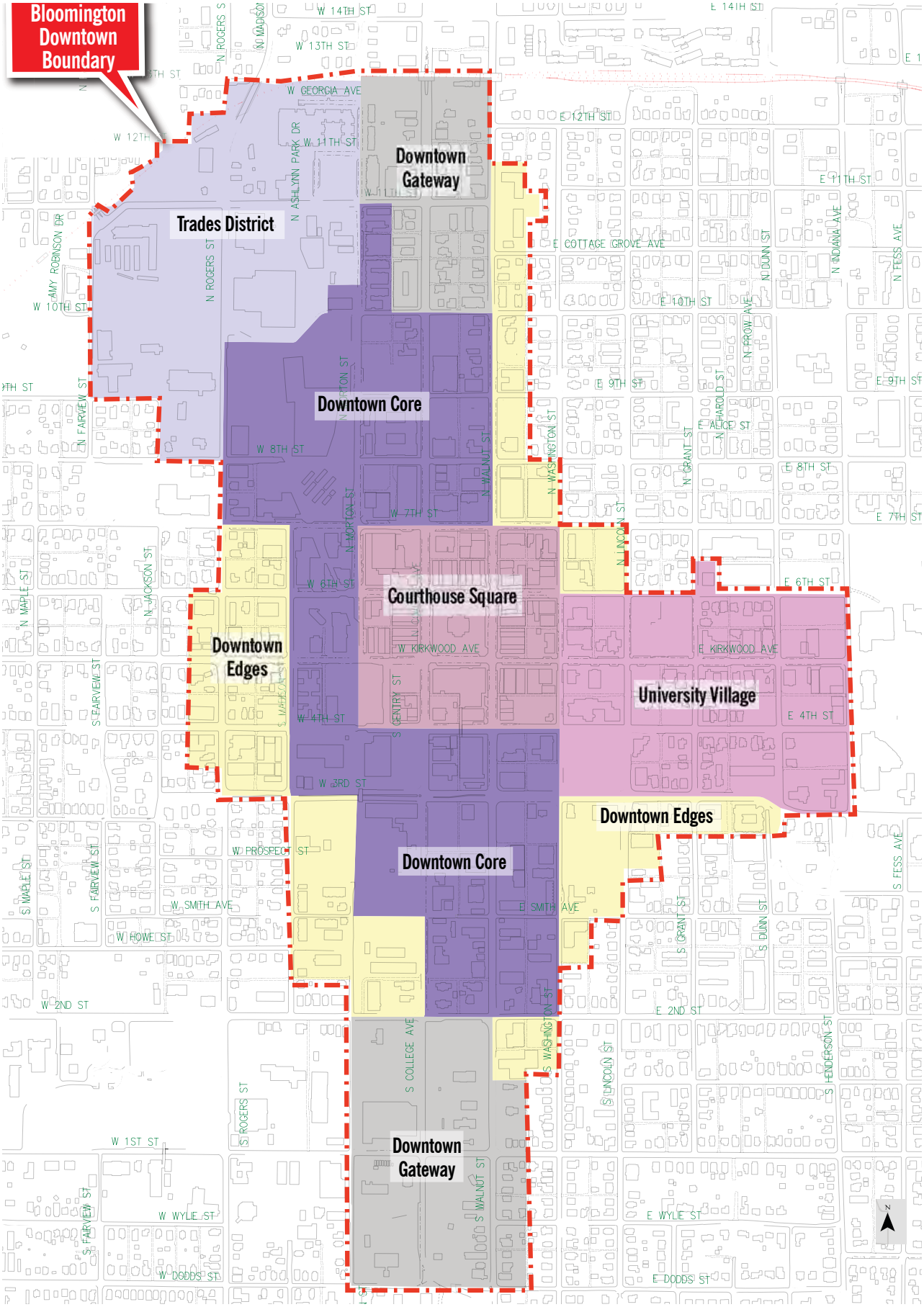
Policy 4.1.2: Promote the preservation of significant historic buildings to reinforce the scale and character of the Courthouse Square, Kirkwood Avenue, and 'Restaurant Row'.

Policy 4.1.3: Recognize the significance of innovative, high-quality architecture in supporting community character and urban design.

- Program: Update and revise the downtown overlay districts with "form-based code" building forms and massing that relate to the street and the pedestrian, whether through traditional architectural forms or innovative new designs.
- Program: Create an architectural inventory of celebrated structures currently in the downtown area to integrate into design requirements.
- Program: Investigate the option of a design or architectural review committee to downtown approvals.

Bloomington Downtown Map

This map indicates the sub-districts within the Downtown Bloomington.



Goal 4.2 Encourage attractive, convenient public and private motor vehicle and bicycle parking facilities.

Policy 4.2.1: Provide sufficient parking in the immediate downtown area to support vibrant economic activity.

- Program: Develop a Parking Management Plan/ Program for the downtown area that supports alternative transportation modes.
- Program: Promote programs to encourage ride and car sharing among employees or residents within specific districts.

Policy 4.2.2: Encourage and develop incentive-based approaches to beautify existing parking structures.

Policy 4.2.3: Update the UDO to require the installation of electric vehicle charging stations in new developments.

Policy 4.2.4: Design vehicle parking areas to reduce stormwater runoff, increase compatibility with street trees, and add visual interest to streets and other public locations. Encourage covered parking in parking lots or structures through the use of tree canopies or photo-voltaic panel canopies.

Goal 4.3 Integrate housing, employment, shopping and entertainment in a compact way that promotes walking, biking, transit, and commerce

Policy 4.3.1: Create opportunities for an enhanced retail and restaurant presence within the downtown that caters to multiple demographic levels.

- Program: Conduct a retail market assessment to identify what is currently missing, based on market demand, in the downtown landscape to help encourage more retail diversity, promote business development, and share with local businesses to assist with securing additional financial capital.
- Program: Continue to improve multi-modal connectivity with the downtown
- Program: Analyze gateways into the downtown area and prioritize opportunities for improvement for streetscape design.

Policy 4.3.2: Collaborate with Indiana University and Downtown Bloomington, Inc. to integrate planning efforts.

Chapter 4 | Downtown

Outcomes & Indicators

4. 1 Downtown Events

- Number of downtown public events
- Number of downtown event residential and non-residential attendees

4.2 Downtown Business Vibrancy

- Retail Revenue annually
- Restaurant Revenue annually
- Employment levels and salary and wage levels per year

4.3 Downtown buildings and sites that are blighted and in disrepair

- Number of properties with code violations
- Percent of properties in downtown with code violation

Profile

Shop Local

In many cities, successful downtowns are integrally linked to the economic health of local businesses which are the foundation of the local economy and serve the needs of residents and visitors alike. Because local owners live in the community they do business in, they are free to make decisions based on local needs rather than corporate policies handed down from decision-makers far removed. Additionally, studies have shown that independent, local owners spend more money at other local businesses creating a "multiplier effect"- money recirculates within the community rather than "leaking out" to remote corporate headquarters or a centralized purchasing department. Listed below are reasons why locally-owned businesses are good for a city's long term viability.

- **Buy Local - Support Yourself**: Several studies have shown that when you buy from an independent, locally owned business, rather than a nationally owned businesses, significantly more of your money is used to make purchases from other local businesses and service providers, and farms. "For every $100 spent in locally owned independent stores, $68 returns to the community through taxes, payroll, and other expenditures. If you spend that in a national chain, only $43 stays here. Spend it online and nothing comes home."

- **Support Community Groups**: Non-profit organizations receive an average 250% more support from smaller locally-owned businesses than they do from national businesses.

- **Keep The Community Unique**: Where you shop, where you eat and have fun - all of it makes your community home. The one-of-a-kind businesses are an integral part of the distinctive character of Burlington. Tourism also increases as visitors seek out destinations that offer them the sense of being someplace, not just anyplace.

- **Reduce Environmental Impact**: Locally-owned businesses can make more local purchases requiring less transportation and contributing less to sprawl, congestion, habitat loss and pollution.

- **Create More Good Jobs**: Small locally-owned businesses are the largest employers nationally offering jobs to residents.

- **Get Better Service**: Locally-owned businesses often hire people with a better understanding of the products they are selling and take more time to get to know customers.

- **Invest In Community**: Locally-owned businesses have owners and employees who live in the community, are less likely to leave, and are vested in the community's future.

- **Put Your Taxes To Good Use**: Local businesses in town centers require comparatively little infrastructure investment and make more efficient use of public services as compared to nationally owned stores entering the community.

- **Buy What You Want, Not What Someone Wants You To Buy**: A multitude of small businesses, each selecting products based not on a national sales plan but on their own interests and the needs of their local customers, guarantees a much broader range of product choices.

- **Encourage Local Prosperity**: A growing body of economic research shows that in an increasingly homogenized world, entrepreneurs and skilled workers are more likely to invest and settle in communities that preserve their one-of-a-kind businesses and distinctive character.

Source: http://www.sbnportland.org/
Source: http://www.the350project.net/home.html

Case Study

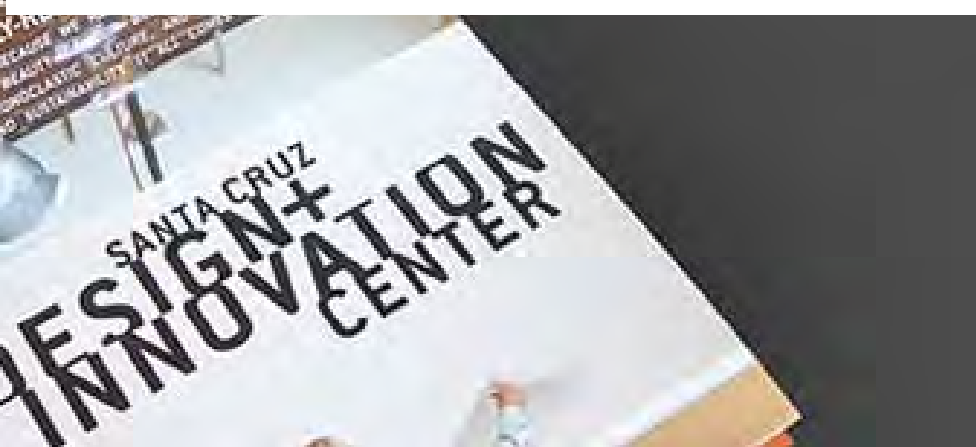
Santa Cruz Design + Innovation Center

This Case Study demonstrates how Bloomington's Trade District in Downtown could be activated as an innovation district that directly benefits small businesses and entrepreneurial investment and job growth.

The University of California Santa Cruz partnered with local industry and the city of Santa Cruz to establish the Santa Cruz Design + Innovation Center.

The center's goal is to leverage local design talent to grow design-based business and attract new businesses to the area. The center recognizes that local design talent is housed not only in the larger design-related companies but also in a host of smaller independent architects, engineers, graphic designers, product designers, Web designers, and landscape designers; thus, it seeks to create opportunities for networking and interdisciplinary collaboration as well as a space for teams to tackle cutting-edge design challenges.

Source: www.nga.org/files/live/sites/NGA/files/pdf/0901ARTSANDECONOMY.PDFpreservationnation.org/2013/01/15/10-on-tuesday-10-benefits-of-establishing-a-local-historic-district/#.VLgP7ivF_hs



05

housing & neighborhoods

Chapter Overview

Bloomington has strong neighborhoods and a strong housing market. This chapter contains goals, policies, and programs that are informed by the Vision and Goal Statement. This chapter introduces subsections expressed in Bloomington's long-term commitment to revitalizing its housing stock and neighborhoods as well as providing smart growth supply strategies for future development and redevelopment. The Housing and Neighborhoods Chapter highlights the Todays Context, Housing Trends and Issues and Neighborhoods subsections, which are introduced below:

Today's Context | Within Bloomington's neighborhoods supply and affordability of quality single family and multi-family housing continue to be a concern. This subsection identifies the impact of an expensive, high demand housing market within multiple cohort groups.

Housing Trends and Issues | Bloomington's neighborhoods are diverse and mostly stable but are trending towards a lower percentage of new homes and a higher proportion of apartments. With greater density comes the opportunity to strengthen neighborhoods as active community centers. This subsection examines housing trends and offers supply side solutions to further enhance the availability of quality housing in Bloomington.

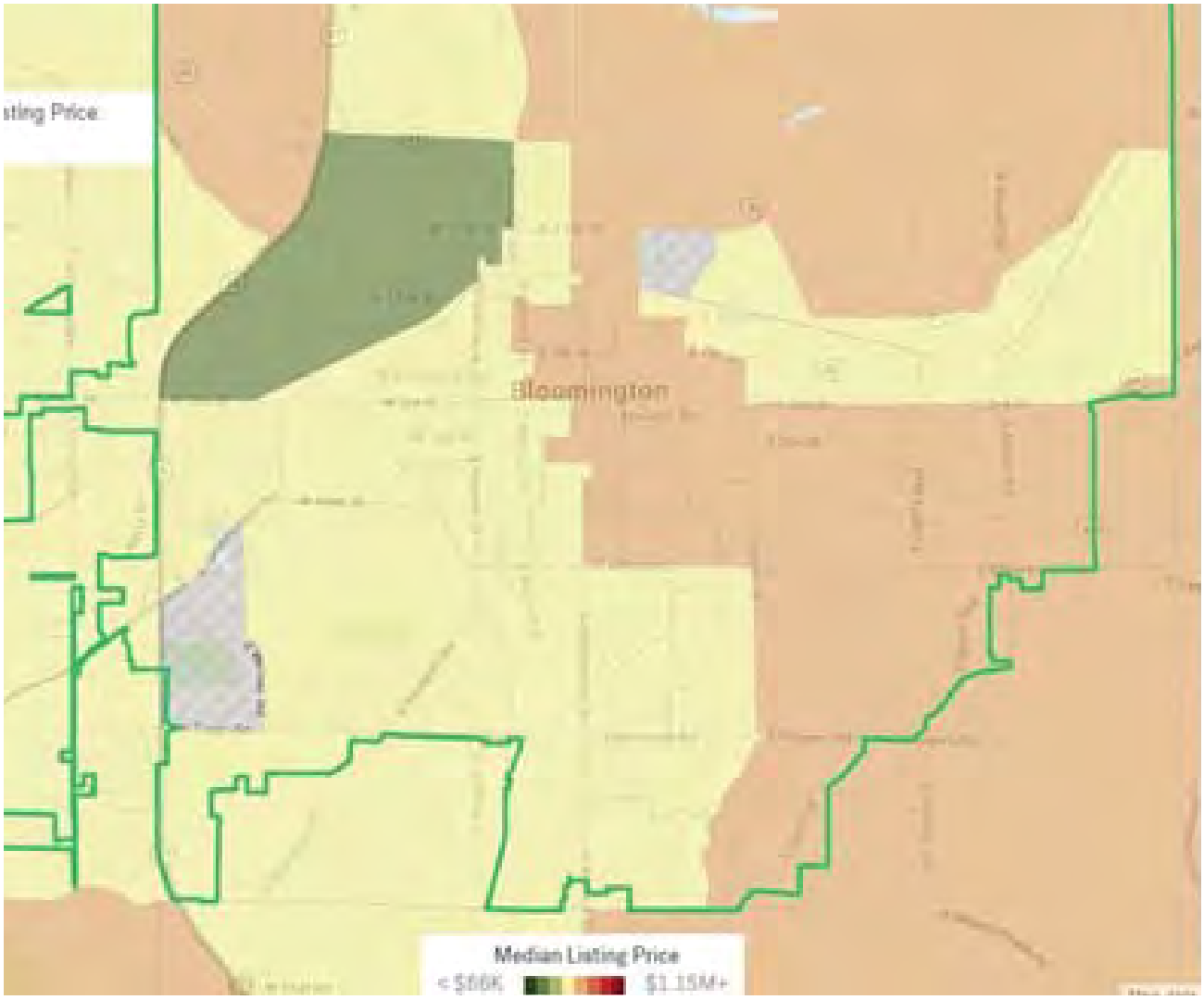
Neighborhoods | Bloomington has over 50 neighborhoods. This subsection identifies existing neighborhoods, and it discusses previous neighborhood planning efforts while demonstrating the importance of preservation and the revitalization of urban neighborhoods.

This chapter also includes Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness of the Goals, Policies and Programs with measurable results.

Today's Context

According to the 2010 Census, there were 33,239 total housing units located within the Bloomington community. 31,425 housing units or 95% of this housing stock was occupied, while only 5% was considered to be vacant. This is a sign of a healthy housing market that has a normal vacancy rate around 5%. Considering the 2010 Census was taken near the bottom of the recent Great Recession, this is indeed indicative of a very healthy housing market because

Bloomington Median Listing Price Map



most metro areas were suffering much higher vacancy rates around 2010.

Because about 50% of Bloomington's population is comprised of Indiana University students, the percentage of rental housing units is higher than other college towns where the percentage of the student population is less, the rental housing unit percentage is less as well. Currently, Census estimates are that Bloomington's rental percentage is about 66% of the housing units in the city. With more students arriving from out of state and from international locations, many of these students come with increased purchasing power in comparison to previous generations of IU students who were more traditionally from Indiana. Even compared to peer "college towns" across the United States, Bloomington has a higher percentage of rental housing units than other "college towns" such as Ann Arbor, Michigan; Berkeley, California; Iowa City, Iowa; or Boulder, Colorado. This increased rental demand has pushed apartment rents higher to where a two-bedroom unit is about $1,400 a month. If the two-bedroom unit were 1,000 square feet, then the rent would be $1.40 per SF. This is about 40% higher than average market rates across the rest of Indiana's metropolitan areas. Currently, 82% of households in Bloomington spend more than 45% of their annual income on housing and transportation costs. Therefore, there is a real concern that many residents looking for quality rental or owner occupied housing within the City are being priced out of the market. The community

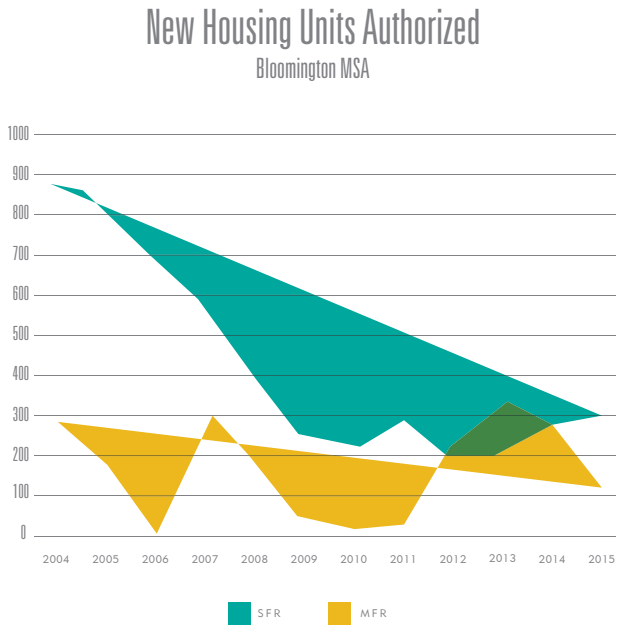
must offer living options for people of all walks of life, in a wide range of life circumstances, incomes, and capacities.

Many communities have a "missing middle" for housing where most housing options are large multifamily units or detached single family units. Bloomington is not different. Looking back at past housing varieties that used to be common in American cities, such as townhomes, duplexes, bungalow courts, etc., offer opportunities to further explore affordable housing options for Bloomington.

Housing Trends and Issues

The two most dominant trends that have occurred in Bloomington are the decrease in construction for new single family detached dwellings as well as the increase in a multi-family housing development in downtown, see Table 6-1. On the multi-family side, construction of new units has been strong for many decades. However, policies in 2002 Growth Policy Plan did steer the location of new MFR units away from established core neighborhoods and larger tracts of land in suburban locations. Rather, new MFR construction was clearly encouraged and guided towards downtown and near-campus areas. In response, approximately 2500 new bedrooms have been added in these areas. The consensus in the community is that downtown market rate housing projects catering largely to IU students house better distributed to still include the downtown, but also underdeveloped commercial corridors, and existing high-density multifamily areas near the IU campus. In particular, larger single-demographic complexes specifically catering to students should be approached cautiously regarding location.

In addition to these local trends, national trends in the housing market are rapidly changing. The surge of the baby-boom generation into retirement and downsizing their residential footprint coupled with increasing energy and transportation costs are already shifting markets toward the need for less detached housing on large lots; the desire and preference for smaller, more sustainably designed units, interest in attached housing and co-housing arrangements, and the need for both physical accessibility of housing units as well as the proximity of such units to basic day to day service hubs is increasingly important. Therefore, walkability or liability preference has increased significantly as a housing choice for residential neighborhoods.



Neighborhoods

Bloomington is home to neighborhoods that contain a strong and diverse resource that contribute to the unique character of the community. There are over fifty registered neighborhood associations with the City Housing & Neighborhood Development Department. Additionally, the Council of Neighborhood Associations (CONA) acts as an umbrella organization that represents neighborhood associations regarding public policy development and government relations. The 2002 Growth Policies Plan (Comprehensive Plan) recognized the importance of preserving and enhancing neighborhoods as important assets, as well as improves the quality of life for both current and future residents. Through the City's Neighborhood Planning Initiative, neighborhoods participated in a comprehensive planning process to construct clear visions of overall needs and priorities, as well as a step-by-step outline of the methods needed to achieve their goals.

The Planning and Transportation Department collaborated with the following neighborhoods to draft plans through the Neighborhood Planning Initiative: McDoel (2002), Broadview (2003), Prospect Hill (2005) and Green Acres (2006). As previously mentioned, Bloomington has a very large rental market due to the presence of IU students. This situation has been a major issue for many neighborhoods, especially those near the urban core or in close proximity to the campus. Often times the balance of rental vs. owner occupied housing

units in these neighborhoods has been highly skewed towards rental units. For example, when the Green Acres neighborhood just east of campus had their plan completed in 2006, more than 60% of the housing units were rental.

Now that roughly 1,900 new housing units have been constructed downtown in the past ten years, almost all of them apartments, the dynamic is shifting for these neighborhoods. Opportunities are now in place to begin to shift this balance towards more owner-occupied housing units. This can allow more people to have a chance to live in urban neighborhoods, which can often be closer to employment, shopping and other amenities. This can also have the added benefit of reducing automobile traffic and the negative environmental impacts of traffic congestion.

Many core neighborhoods in Bloomington were developed during a span from the late 1800's through the 1950s. As a result, much of the housing stock in these locations are comprised of older structures. These homes are generally well built and have very distinctive architectural features. However, often times they have smaller footprints compared to more modern homes. As seen in communities across the nation, this had led to the phenomenon of people purchasing these homes purely for their desirable urban locations. The existing structure is then torn down to make way for a brand-new home, which often times features excessively large footprints and extremely modern architectural styles. These "McMansion" style homes as they are often referred to, do not fit into the historical context of their surroundings and can negatively impact the fabric of the entire neighborhood. Without any change, this type of development can lead to the large scale loss of a community's historic integrity.

One powerful method that municipal governments have at their disposal to address this issue is historic preservation legislation. This allows areas that are protected by historic district designations to receive a higher level of protection through architectural plan review, historical compatibility assessment and compliance with adopted neighborhood design guidelines. If the historic guidelines are enforced over time, the values of homes within these historic neighborhoods will increase in value faster than those homes outside of the historic neighborhood. Therefore,

historic preservation can be both a way to preserve the physical heritage of the community while enhancing the community's overall property values.

The City of Bloomington has worked with many interested neighborhoods to create several historic districts that are administered through the Historic Preservation Commission. These require a Certificate of Appropriateness (COA) to proceed with any external change or modification of the structure. Bloomington also has one Conservation District, which only requires a COA from the Historic Preservation Commission for new construction, complete demolition, or the moving of a structure.

Chapter 5: | Housing & Neighborhoods

Goals, Policies, and Programs

Goal 5.1 Guide growth, change, and preservation of residential and business areas through planning policies that create and sustain neighborhood character and improve housing affordability.

Policy 5.1.1: Preserve or create authentic characteristics of neighborhoods by encouraging new or remodeled structures to be compatible with and/or complementary to the neighborhood and adjacent structures.

Policy 5.1.2: Continue to reinforce an open network of streets, sidewalks, and paths connecting each neighborhood to adjacent uses and the city as a whole.

Policy 5.1.3: Design and arrange new multifamily buildings, including entries and outdoor spaces, so that each unit has a clear relationship to the public street.

Policy 5.1.4: Encourage alternative types of housing to provide more diverse housing opportunities including expanded development of below market units.

- Program: Experiment with compact urban housing solutions such as tiny houses and 'granny flats' to allow further infill of the urbanized landscape.
- Program: Expand opportunities for affordable housing partnerships with non-profits and the development community.

Policy 5.1.5: Enhance the appearance, safety, and walkability of sidewalks and streets in all neighborhoods through proactive repair and cleaning programs and policies. Employ a variety of landscaping to improve both appearance and safety.

- Program: Identify priority street and sidewalk improvements that would make a substantial contribution to the quality of neighborhoods.

Goal 5.2 Help all people have fair and equal access to housing in Bloomington, today and for the long-term

Policy 5.2.1: Promote a diverse and inclusive city through housing programs that serve lower- and middle-income households.

- Program: Consider implementing programs that require or support affordable housing with new development, rezones, or changes to development standards that increase development capacity.

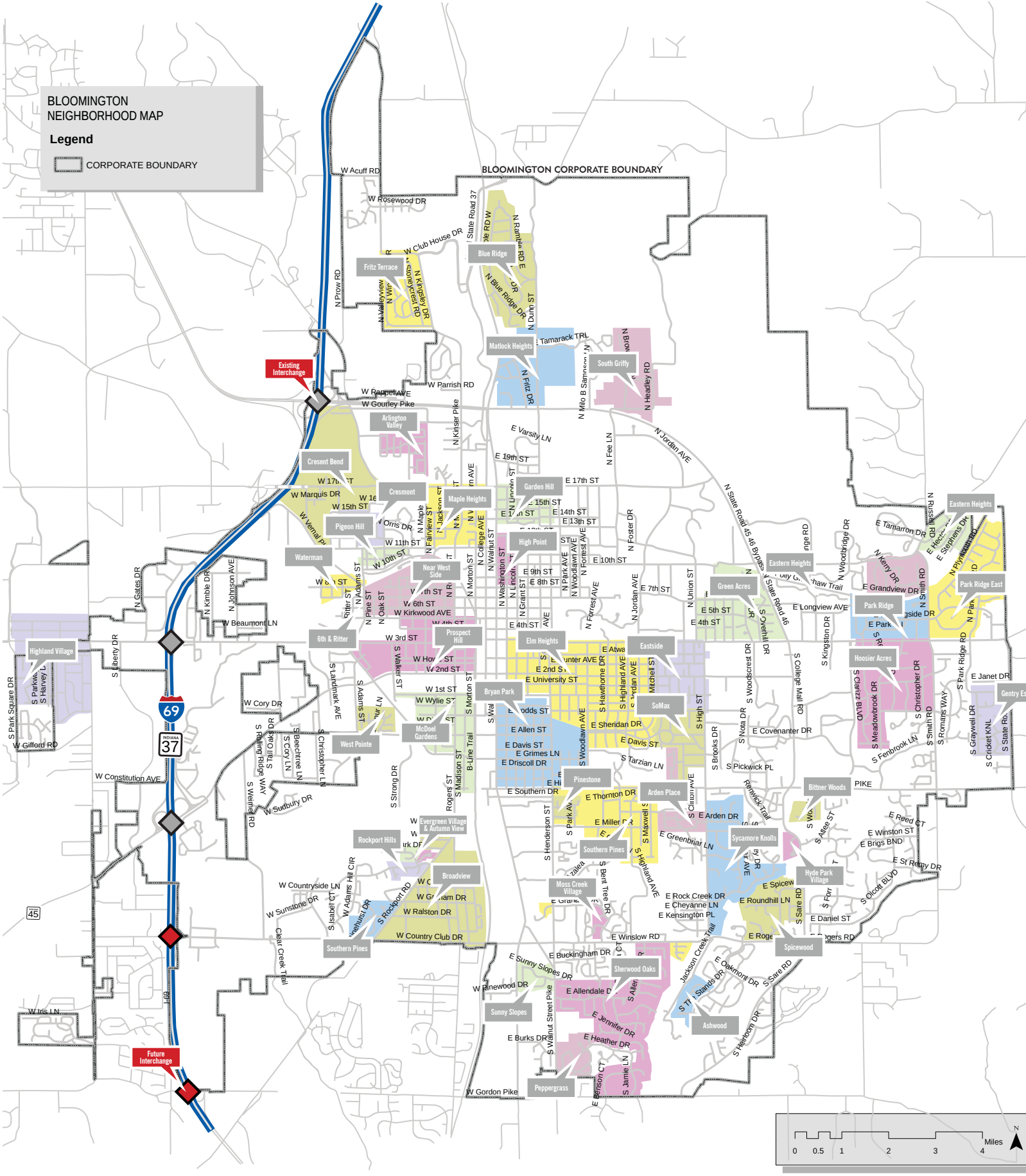
Policy 5.2.2: Expand programs that preserve or produce long-term affordable housing for middle income and workforce households, and continue to prioritize efforts that address the needs of Bloomington's extremely low-income households.

Policy 5.2.3: Promote housing affordable to lower-income households in locations that help increase access to education, employment, and social opportunities while supporting a more inclusive city and reducing displacement from Bloomington neighborhoods or from the city as a whole.

Policy 5.2.4: Identify publicly owned sites suitable for housing and prioritize use of sites, where

Bloomington Neighborhood Map

This map identifies existing organized neighborhoods within the City of Bloomington.



appropriate, for rent/income restricted housing for lower-income households.

Goal 5.3 Help meet current and projected regional housing needs of all economic and demographic groups by increasing Bloomington's housing supply.

Policy 5.3.1: Encourage opportunities for infill development in or immediately adjacent to the city to bridge the gap for lack of moderate income or 'workforce' affordability.

- Program: Conduct a residential market analysis and housing inventory to help guide zoning changes to support current and future market demand

Policy 5.3.2: Allow and promote innovative and nontraditional housing design and construction types to accommodate residential growth, such as Auxiliary Domestic Units (ADU) or "backyard cottages".

- Program: Consider zoning regulations that allow for flexible reuse of existing structures in order to maintain or increase housing supply while maintaining life-safety standards.

Policy 5.3.3: Allow and encourage housing for older adults and people with disabilities, including designs that allow for independent living, various degrees of assisted living, and/or skilled nursing care, in or near urban centers and urban villages where there is access to health care and other services and amenities.

Policy 5.3.4: Consider the cumulative impact of regulation on the ability of housing developers to meet current and future housing demand.

Goal 5.4 Stabilize neighborhoods by promoting a variety of homeownership and rental housing options, security of housing tenure, and opportunities for community interaction

Policy 5.4.1: Promote and maintain homeownership options within neighborhoods.

Policy 5.4.2: Promote housing opportunities and design that build a sense of community, civic involvement, and neighborhood pride.

Policy 5.4.3: Promote good neighbor relationships between housing developers and their neighbors.

Policy 5.4.4: Enable people who are elderly to remain in their own neighborhoods as their needs change by supporting shared housing, accessory dwellings, smaller homes, adult foster homes, and other assisted residential living arrangements.

Chapter 5 | Housing & Neighborhoods

Outcomes & Indicators

5.1 Housing is affordable and well-maintained

- Percent of dwelling units priced at affordable levels
- Percent of dwelling units occupied
- Percent of dwelling units in poor condition
- Housing and Transportation (H +T) Affordability Index Score as percent of Median Household Income

5.2 Access to recreation facilities is improved

- Percent of population within 0.25-mile walk of public indoor or outdoor recreation space

5.3 Affordable, high-quality health care is accessible

- Percent of population with health insurance coverage
- Walk and Transit Scores of health care facility locations (immediate care clinic / non-emergency)

5.4 Healthy and affordable fresh foods are accessible

- Percent of dwelling units within a 0.5-mile walk of fresh food outlet

Profile

Aging in Place

Five Key Components for Aging in Place

"Aging in Place" is simply a matter of preserving the ability for people to remain in their home or neighborhood as long as possible as they age.

1. Choice:
Providing both healthcare and housing options that meet the diverse needs of individuals as they move through the later third of their lives. Options should be affordable along the income spectrum so all citizens and/or caregivers are able to choose from a range of alternatives.

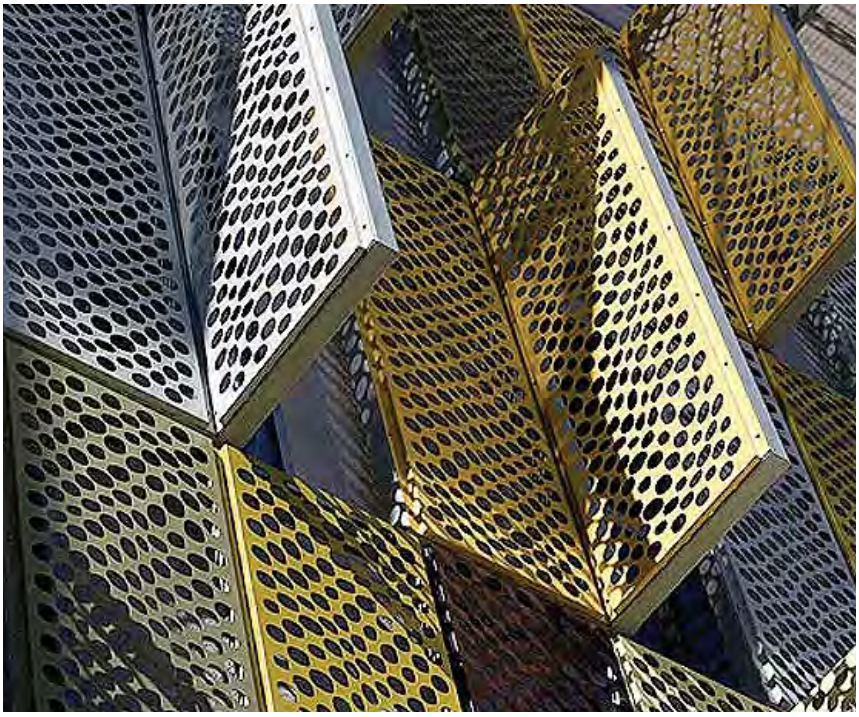
2. Flexibility
Offering a range of services that can be applied in a variety of contexts. Flexibility requires that levels of health and housing supports be adjustable whether an individual lives in a single family home, rents a privately or publicly managed apartment or resides in an assisted living facility. Because each individual will have his or her own concerns and needs, flexible services will allow individuals to tailor different health and housing services to their own situations.

3. Entrepreneurship:
Capitalizing on the collective purchasing power of an organized community of older adults. Growing older adult population presents not only challenges but opportunities. New economies of scale exist as the percentage of older adults in a community grows, presenting new opportunities for Mixed Generations:

Maintaining mixed-generation communities in order to maximize older adults' capacity for self-help and community contribution. There are valuable links to be made between the needs and skills of different age groups. Young mothers often need child care while older adults need transportation to the doctor or store. Teenagers need after-school employment while older adults need help with small chores around the house.

5. Smart Growth:
Designing communities that are more accessible and livable. While smart growth benefits all residents, for many older adults good community design is a fundamental necessity, not just an amenity. Aging in Place supports older adults in their homes and makes it possible for them to get out and into the community.

Source: Aging in Place: A Toolkit for Local Governments, AARP Publication, 2014.



Case Study

Excellence in the Affordability of Design

Step Up on 5th, Santa Monica, California. Step Up on 5th (Step Up) is a bright new spot in downtown Santa Monica. The new building provides a home, support services, and rehabilitation for the homeless and mentally disabled population, with its 46 studio apartments of permanent affordable housing and ground level commercial/retail space and subterranean parking. Step Up incorporates energy efficient measures that exceed standard practice, optimize building performance, and reduce energy use during construction and occupancy phases. Planning and design of Step Up employed passive design strategies that make the building 50 percent more efficient than a conventionally designed structure.

In addition, the building is loaded with energy saving and environmentally benign devices. Materials conservation and recycling employed during construction, requiring that waste be hauled to a transfer station for recycling, achieved a 71 percent recycling rate. Carpet, insulation, and concrete with a recycled content and the use of all natural linoleum flooring added to resource conservation. Compact fluorescent lighting and double pane windows with low-E coating were used throughout the building. Each apartment is equipped with water-saving low flow toilets and a high-efficiency hydronic system for heat. While California has the most stringent energy efficiency requirements in the United States, Step Up incorporates numerous sustainable features that exceed state-mandated Title 24 energy measures by 26 percent. The project has followed the Leadership in Energy and Environmental Design (LEED) certification process making it equivalent to LEED Gold.

Custom water jet anodized aluminum panels on the main façade create a dramatic screen that sparkles in the sun and glows at night, while providing sun protection and privacy. The material reappears as a strategic arrangement of screens on east and south facing walls, contributing a subtle pattern to the exterior walkways and stairs. South facing walls filter direct sunlight with symmetrical horizontal openings that create a sense

Source: https://www.huduser.gov/portal/about/housingCommDesign_2015_1.html

06

land use & design

Chapter Overview

The built environment varies across Bloomington and is ever-evolving. Many factors influence the form and function of our built environment, including the natural environment, socioeconomic conditions, and transportation. Integrating land uses with these factors is the key to fulfilling our vision for land use and design within Bloomington.

At one time, the conventional practice took a more segregated land use approach – separating transportation, environmental, and land use planning – without much regard for the interconnectedness of these factors in land development. Today, we understand this practice has come with various costs, fair housing impacts, loss of sensitive natural habitats, and over-dependence on the automobile. Managing our future population growth towards a compact, well-connected, integrated, and sustainable urban community relies on sound land use planning and design practices.

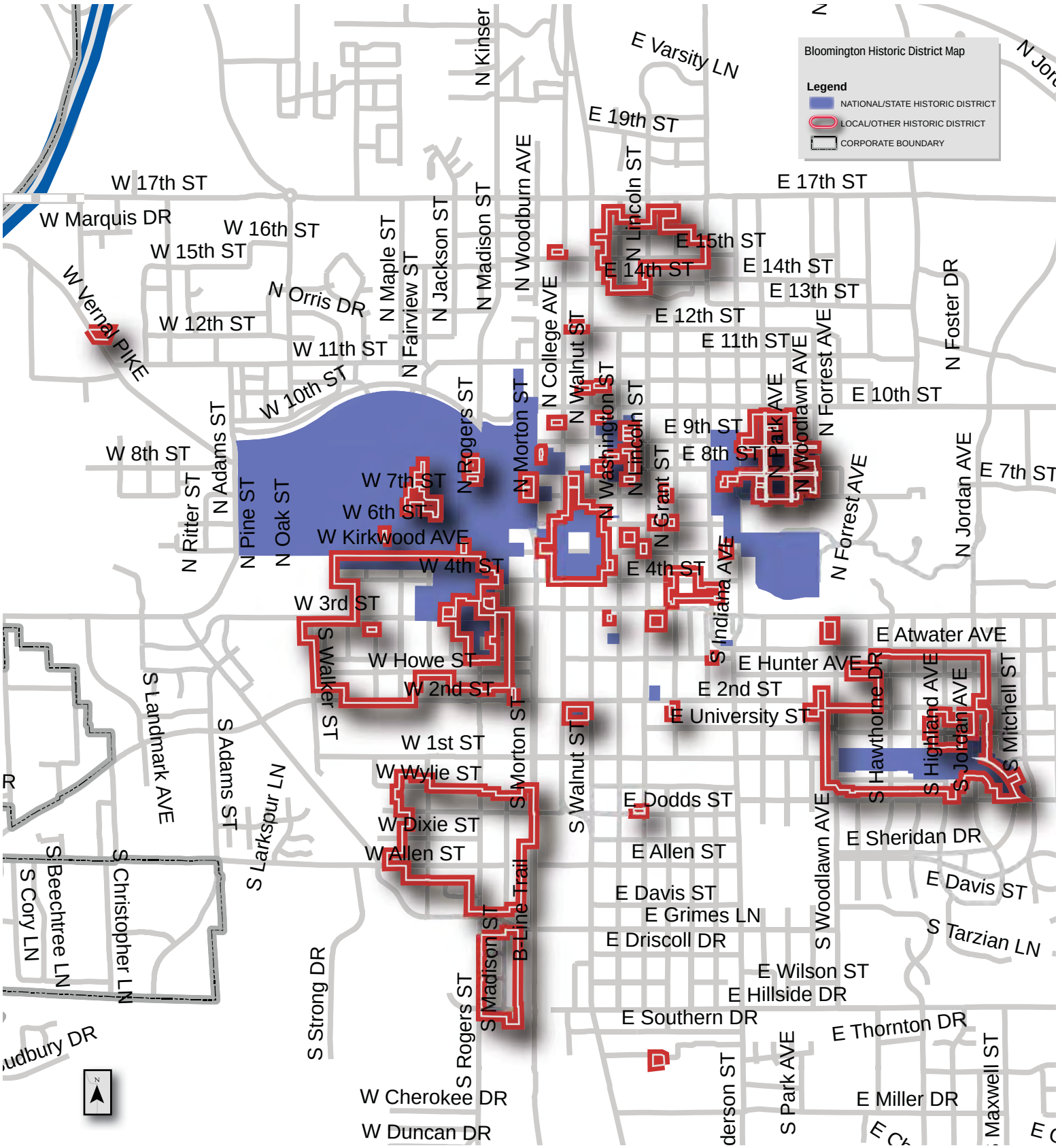
This chapter examines how land use and design measures complement historic preservation; integrate zoning with context, form, design; and better prepare for growth while minimizing negative impacts. Additionally, opportunities to capitalize on the triple bottom line benefits – environmental, social, and economic – are closely tied to how we manage our built environment through land use and design.

Subtopics include utilizing green building principles that embrace both a preservationist viewpoint in restoring historic structures and building new using state of the art materials and eco-friendly designs. Green building principles also include designing with the natural environment and focusing on social equity by creating open and accessible buildings and site designs. Energy efficiency must also be considered, embodying everything from building materials to energy sources. Leadership in Energy and Environmental Design (LEED) Certification is a program that accounts for best practices in green building. Locally, more and more buildings, both new and old, are constructed or renovated to meet LEED Certification standards. City Hall and the Downtown Transit and Dispatch Center are both LEED Certified.

By requiring context-specific designs, we aim to create a lasting and positive impact on our community. Mixed uses, proximity to other uses, and context-appropriate design help to better integrate transportation into land use and design

Bloomington Historic District Map

This map indicates where special historic preservation protection may be required for existing building improvements and new infill building projects.



principles. These fields are inseparable and have significant implications for the environment. Bringing neighborhood-serving and pedestrian-friendly businesses into existing neighborhoods – such as the Hillside and Henderson Neighborhoods. It capitalizes on the proximity of surrounding residential uses and the convenience of short trips, possibly by climate-friendly modes, for daily essentials. The scale of this grocery tends to favor a mix of locally produced goods and creates a gathering place for both neighbors and visitors.

Other examples, which include Hillside and Henderson and Village Center at Renwick, help demonstrate the importance of integrating many factors to ensure that land development contributes positively to neighborhood livability. These two examples illustrate successful neighborhood-scale business clusters that work in our community, and their success implies that more neighborhood business clusters opportunities may exist.

This chapter contains goals, policies, and programs that are informed by the Vision and Goal Statement. This chapter introduces subsections expressed in Bloomington's long-term commitment to sound Land Use. The Land Use Chapter highlights; "Think Globally, Act Locally", Solid Waste, Water, Air and Emissions, Energy and Natural Resources, subsections, which are introduced below:

Preservation | Bloomington places great value on maintaining the authentic fabric of the community. This subsection includes a statement on into for preservation as a key influencer of land use.

Sustainability | Bloomington prides itself on being a community which uses sustainability as a factor in the promotion of sound growth and development decisions. This subsection describes linkages between mixed-use development, preservation, eco-boomers, and form-based code to regulate the development and redevelopment of neighborhoods which are social, economically and ecologically sustainable.

Future Land Use Map and Designations | Bloomington has a strong focus on land use that is not focused on separating uses, but instead on complementing uses. This subsection describes the Future Land Use Map and corresponding land use designations that will help guide future development and zoning in Bloomington. Future Land Use descriptions include Park and Open Space, Downtown, Regional Activity Center, Mixed-Urban Residential, Urban Residential, Institutional/Civic and Employment Centers.

Focus Areas | This chapter has identified two categories of priority development areas. The priority development areas are called Focus Areas and Urban Village Districts. This subsection focuses on describing these districts, the quality of desired redevelopment and a focus on holistic sustainability.

This chapter also includes Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness and Goals, Policies and Programs with measurable results.

Historic Preservation

Historic preservation is much more than saving old buildings; it champions and protects spaces that tell the stories of the community's past.

Preservation enhances our sense of community and brings us closer together. Its saves the places where we take our children to school, buy our groceries, and stop for coffee. It preserves the stories of older cultures found in the landmarks and landscapes we visit. And it protects the memories of people, places, and events honored in our national monuments.

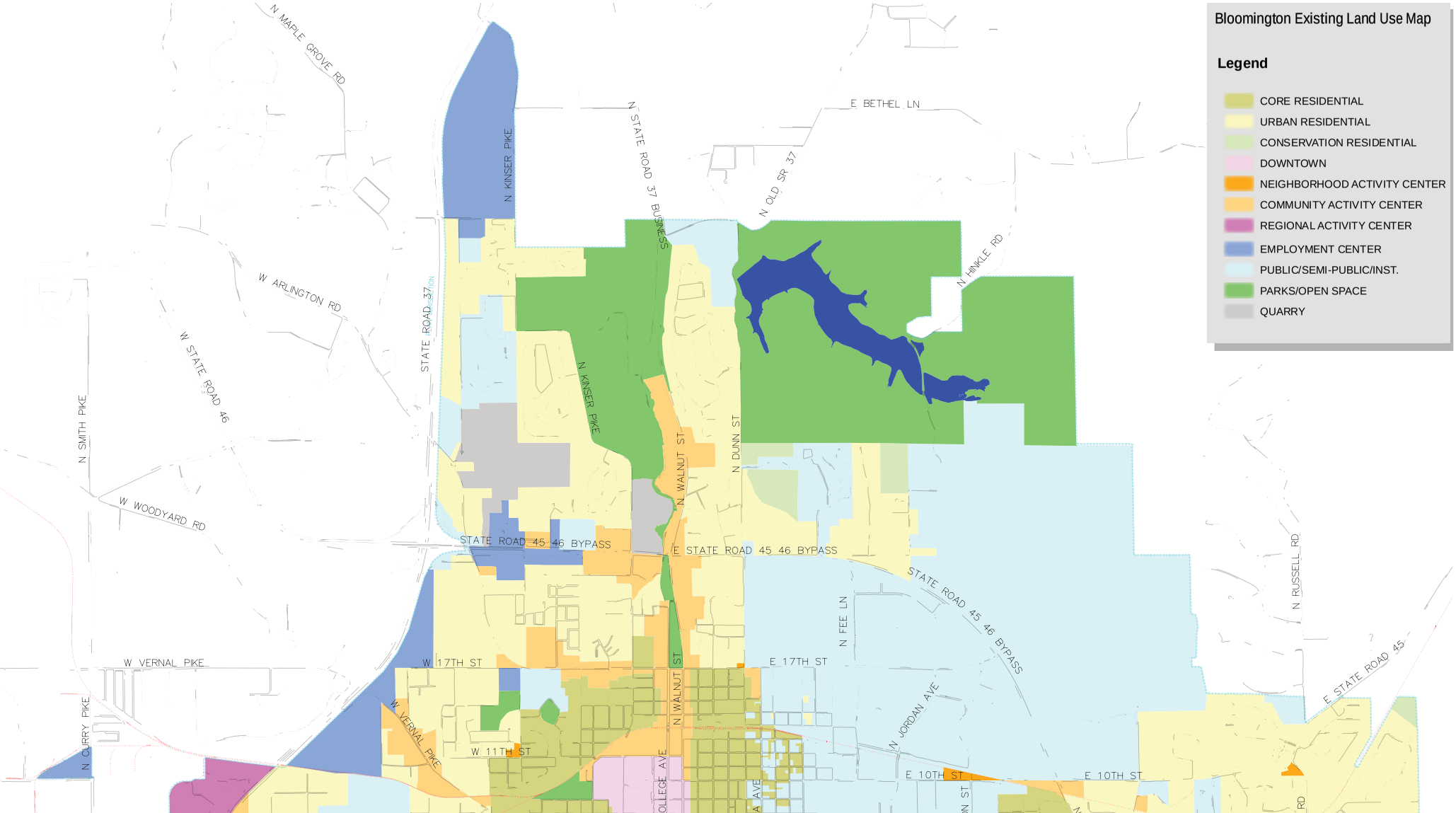
Sustainability

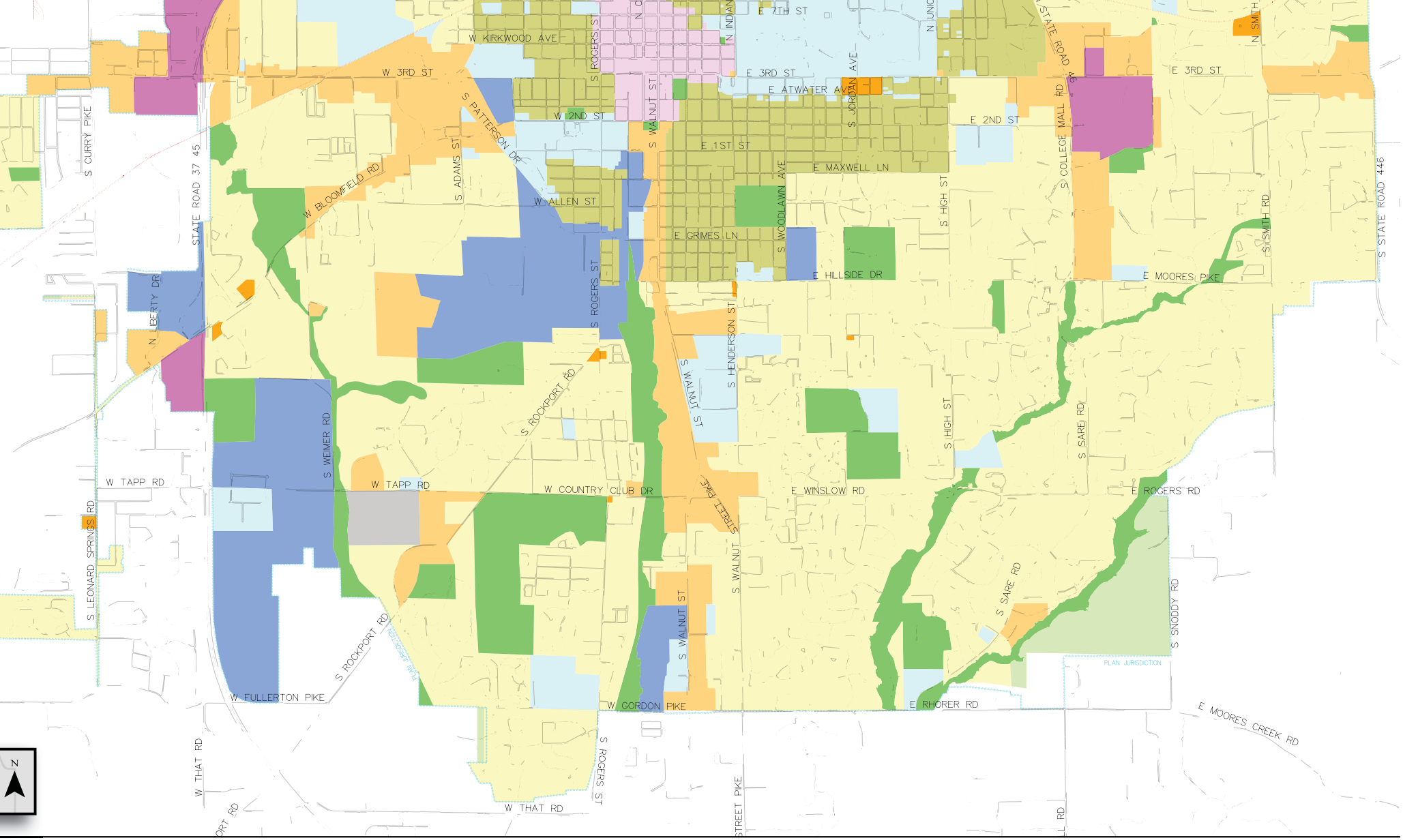
Nationally, the same trends in land use and design continue to push the envelope on gains within the triple bottom line. Revitalization of downtown and Main Street areas continue. Mixed-uses and historic preservation are more the rule rather than the exception.

Drivers behind the trend toward more urban development are the "Eco-boomers," younger professionals who crave interconnectedness and mobility, operate from almost anywhere, downplay physical space and privacy, and prefer green amenities. The sheer size of this demographic group is reshaping the market to their interests, which include compact urban form, mixed-use development, living in retrofitted historic structures, and green building principles.

Bloomington Existing Land Use Map

The Bloomington Existing Land Use Map indicates the land uses of the existing Comprehensive Plan approved in 2002.

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E GRIMES LN
E HILLSIDE DR
E MOORES PIKE
W BLOOMFIELD RD
S CURRY PIKE
STATE ROAD 37 45
N LIBERTY DR
S ADAMS ST
S PATTERSON DR
S ROGERS ST
N CONGRESS
N INDIANA
S WALNUT ST
S JORDAN AVE
N UNIVERSITY
STATE ROAD 46
S COLLEGE MALL RD
N SMITH
S SMITH RD
S STATE ROAD 446
S WOODLAWN AVE
S HIGH ST
S HENDERSON ST
S ROCKPORT RD
S WEIMER RD
W TAPP RD
W COUNTRY CLUB DR
E WINSLOW RD
E ROGERS RD
S LEONARD SPRINGS RD
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Compact urban form and compact living emphasize smaller living spaces and more active use of public space; for example, instead of having a large living room, friends and family can meet at a park or a restaurant within easy walking distance of their residences. Constructing and retrofitting buildings to accommodate these market preferences can result in reduced rents and operating expenses.

Extended multi-generation families is another national trend where grandparents, parents, and young adult offspring live together and pool resources. Infill locations continue to be hot commodities – especially in walkable and transit-friendly areas. At the national level, groups are also redeveloping typical suburban areas with less separation of land uses from each other (housing, retail shops, office campuses and regional malls) into more urban concepts.

Traditionally, density has been used as a broad measure to help regulate land use and growth. However, density regulations often lead to unintended consequences. This is because density is limited in the face of issues such as traffic and parking concerns, character compatibility, and even nuisance complaints. However, density is not a direct cause of any effect communities hope to manage. Higher density development can be better addressed through the use of form-based codes.

Form-based codes began to emerge in the 1990s to better respond to:

- Relationship of buildings to the street
- Architectural massing and shape
- Façade materials and details
- Placement and shape of windows and doors
- Step-back of upper floors and step-downs of building heights to transition from lower-scale development
- Location of on-site parking

The form-based codes approach brings more predictability than the flexibility that Planned Unit Development processes offer for residents, property owners, local businesses, and private developers. The zoning overlay districts created for downtown Bloomington include elements of a form-based code. National trends and lessons learned have played a positive role locally with redevelopment activity, especially in the downtown area. However, challenges remain to better account for sustainability, demographics, affordability, and historic preservation in local land use and design regulations. More importantly, these challenges present opportunities to explore areas outside of land use zoning and controls.

Indiana Code IC-36-7-4-502, in regards to comprehensive plan land use guidance, states the plan must contain "a statement of objectives for the future development of the jurisdiction." Several subsections of this chapter will provide this required policy guidance: Land Use Map, Critical Subarea Map, and Annexation Map. Maps in these subsections are an important component of the strategies outlined in this chapter as they will further guide future development of the jurisdiction.

Land Use Map

In the state of Indiana, the Future Land Use plan is one of three required components of a comprehensive plan. Thoughtful land use planning is of principal importance to communities like Bloomington as they seek to protect the investment by existing residents and businesses and maximize resources. A Future Land Use Plan guides future growth and development and reflects the relationship between transportation, public services, and economic development. In jurisdictions exhibiting little or slow growth, it may help "right-size" the community. This plan recommends potential growth areas within the existing community's built environment for more dense development, focusing primarily on redevelopment.

The Future Land Use map illustrates existing land uses as a foundation and guide to compatibility for newly proposed or future revised designations. The Plan provides land use designation descriptions and images that reflect the character and intensity of future development and redevelopment. Land Use designations are "broad-brush" depictions of land activities, not zoning. While the actual pattern of land development may vary somewhat, the principles should be maintained and used as a decision-making guide by City staff, the Plan Commission, and the City Council. Input by citizens, property owners, and city leaders, led to a focus on development and redevelopment within city boundaries and managing the costs of providing services.

Policy/applications: The Land Use Map should be used for policy guidance in the following instances:

1. Development petitions for site plans, variances, Planned Unit Developments, and rezone requests for establishing the appropriate land use development intensity, neighborhood transitions, and other levels of land use and design change (maintain, enhance, or transform).
2. Amendments to the official Zoning Map or for regulations on building, height, bulk, architecture, and site design.
3. Investment, siting of public facilities or providing economic development incentives.
4. Location for future small area plans that should be considered for future detailed planning and redevelopment studies.

Land Use Classifications

Future Land Use Designations

The Future Land Use Plan designations below include a brief description of the types of uses or development character that might occur for each land use.

Park / Open Space

This designation includes neighborhood and community parks, greenways, trails, golf courses, and other recreational amenities. Adequate parks and open space should be well connected to schools, shopping areas and neighborhoods. Even the adjacent Griffey Lake Preserve and potentially other state forests in Monroe County and around Lake Monroe can be actively used for recreation but this land use is typically characterized by steep hills, bluffs, and cliffs and is not considered developable. While this land constitutes open space, it is not active, so it is called out separately from Park/ Open Space.

Downtown

This designation refers to the downtown core which encompasses much of the area south of 11th Street to Grimes Lane, west to Rogers, and east several blocks beyond Walnut Street. The Courthouse Square anchors the center of downtown. Downtown has a mixed-use designation, and vacant lots should be redeveloped with compatible infill that reflects the desired character of that portion of downtown.

Regional Activity Center

A Regional Activity Center includes higher intensity uses including national retailers, offices, food services, lodging, and entertainment, which draw customers from the City and adjacent communities. The designation may also contain medium- to high-density multifamily residential. Ideally, these commercial developments are located on major thoroughfares and at prominent intersections, as these users require high visibility (enough daily traffic to support significant sales) and convenient access to larger parcels with dedicated parking. While most community commercial uses are predominately one-story, uses may be mixed both vertically (in the same structure with retail below and residential or office above), or horizontally. New commercial centers should have cohesive architectural styles using high-quality materials and provide landscaping, lighting, pedestrian accommodations, and even open space if over a certain size. Controlled access (limiting curb cuts) and cross-access easements between businesses (connecting parking lots) should be considered to mitigate traffic congestion.

Mixed Urban Residential

Mixed Urban Residential refers to traditional neighborhoods with a historical development pattern such as those in the most central neighborhoods of Bloomington that include both single-family residences and larger 2-4 story apartment buildings. It is primarily a mix of single- and two-family homes and small multifamily buildings with a minimal setback from the street. This land use also includes some mixed-use commercial/residential properties on arterial street corridors. Some are located on alleys with rear-loaded garages and in some cases, have only on-street parking, but typically these homes do not have front-loading garages unless at the rear of the lot.

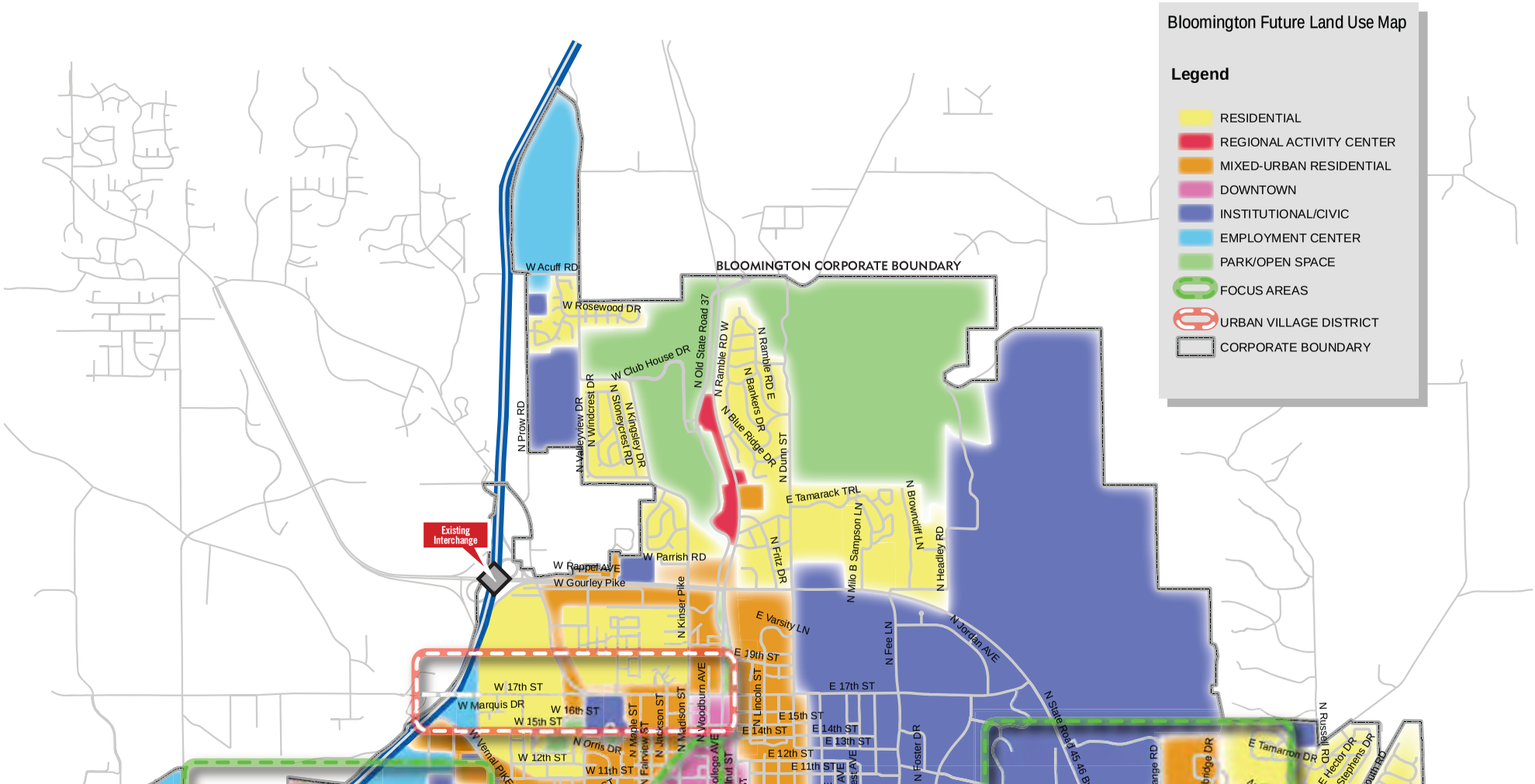
This designation surrounds the core around Downtown and much lies within the outlining Historic District neighborhoods. A continuous network of blocks connected by streets and sidewalks leads to parks, schools, and neighborhood businesses. Vacant lots should be redeveloped with compatible infill that reflects the desired character of the neighborhood. This designation can also serve as a transition between lower density residential and commercial or business activities. Development should be connected to city utilities and public services.

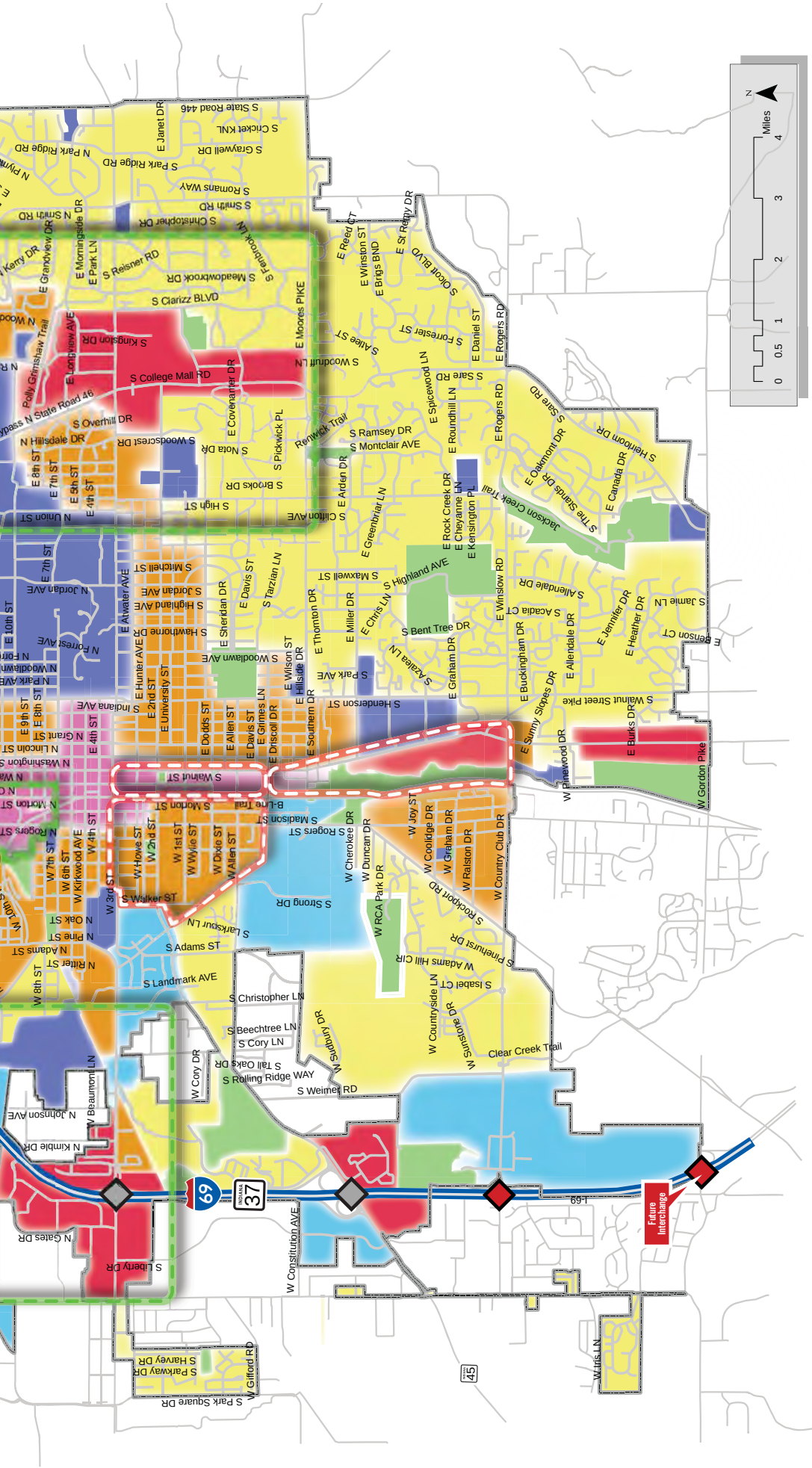
Residential

Residential refers to neighborhoods of single-family housing in low to moderate densities, as well as attached, manufactured, and multifamily developments. This category

Bloomington Future Land Use Map

The Future Land Use Map highlights the types of future uses anticipated for different areas within the City. The Land Uses reflect the type and intensity of the uses, as well as the potential density of the built environment to accommodate those uses.

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S Smith RD
N Smith RD
S Christopher DR
E Janet DR
E Morningside DR
E Park LN
S Reisner RD
E Grandview DR
S Meadowbrook DR
S Clarizz BLVD
S Kingston DR
E Longview AVE
Polly Grimshaw Trail
S College Mall RD
E Covenanter DR
S Overhill DR
Bypass N State Road 46
N Hillsdale DR
S Woodcrest DR
S Nota DR
S Pickwick PL
Renwick Trail
S Ramsey DR
S Montclair AVE
S Brooks DR
S High ST
N Union ST
E 8th ST
E 7th ST
E 6th ST
E 4th ST
E Moores PIKE
S Alice ST
S Woodruff LN
E Reed CT
E Winston ST
E Briggs BND
E St Remy DR
S Victor BLVD
S Forrester ST
E Daniel ST
E Rogers RD
S Sare RD
E Spicewood LN
E Roundhill LN
E Rock Creek DR
E Cheyanne LN
E Kensington PL
Jackson Creek Trail
S The Sands DR
E Oakmont DR
E Canada DR
S Hearthom DR
S Arden DR
S Clifton AVE
E Greenbriar LN
S Highland AVE
S Maxwell ST
E Winslow RD
S Allendale DR
S Acadia CT
E Jennifer DR
E Heather DR
S Jamie LN
E Benson CT
E Davis ST
S Tarzian LN
E Sheridan DR
E Thornton DR
E Miller DR
E Chris LN
S Bent Tree DR
E Graham DR
E Buckingham DR
E Allendale DR
E Sunny Slopes DR
S Walnut Street Pike
E Burks DR
W Pinewood DR
W Gordon Pike
E 10th ST
N Jordan AVE
E Atwater AVE
S Jordan AVE
S Highland AVE
S Mitchell ST
N Forest AVE
S Hawthorne DR
E Hunter AVE
E 2nd ST
E University ST
S Woodlawn AVE
E Wilson ST
E Hillside DR
S Azalea LN
S Park AVE
S Henderson ST
E Southern DR
E Dodds ST
E Allen ST
E Davis ST
E Grimes LN
E Driscoll DR
S Indiana AVE
E 9th ST
E 8th ST
E 4th ST
N Grant ST
N Lincoln ST
N Washington ST
S Walnut ST
S Morton ST
B-Line Trail
S Madison ST
S Rogers ST
W Joy ST
W Coolidge DR
W Graham DR
W Ralston DR
W Country Club DR
W Cherokee DR
W Duncan DR
W RCA Park DR
S Rockport RD
S Pinehurst DR
W Adams Hill CIR
S Isabel CT
W Countryside LN
W Sunstone DR
Clear Creek Trail
W Hoosier DR
S Strong DR
S Walker ST
W 1st ST
W Dixie ST
W Allen ST
W Hoyne ST
W 2nd ST
W Wylie ST
W 3rd ST
W 4th ST
W 6th ST
W 7th ST
W Kirkwood AVE
N Oak ST
N Pine ST
N Adams ST
N Rifler ST
W 8th ST
S Larkspur LN
S Adams ST
S Landmark AVE
S Christopher LN
S Beechtree LN
S Cory LN
S Tall Oaks DR
S Rolling Ridge WAY
S Weimer RD
W Cory DR
W Beaumont LN
N Johnson AVE
N Kimble DR
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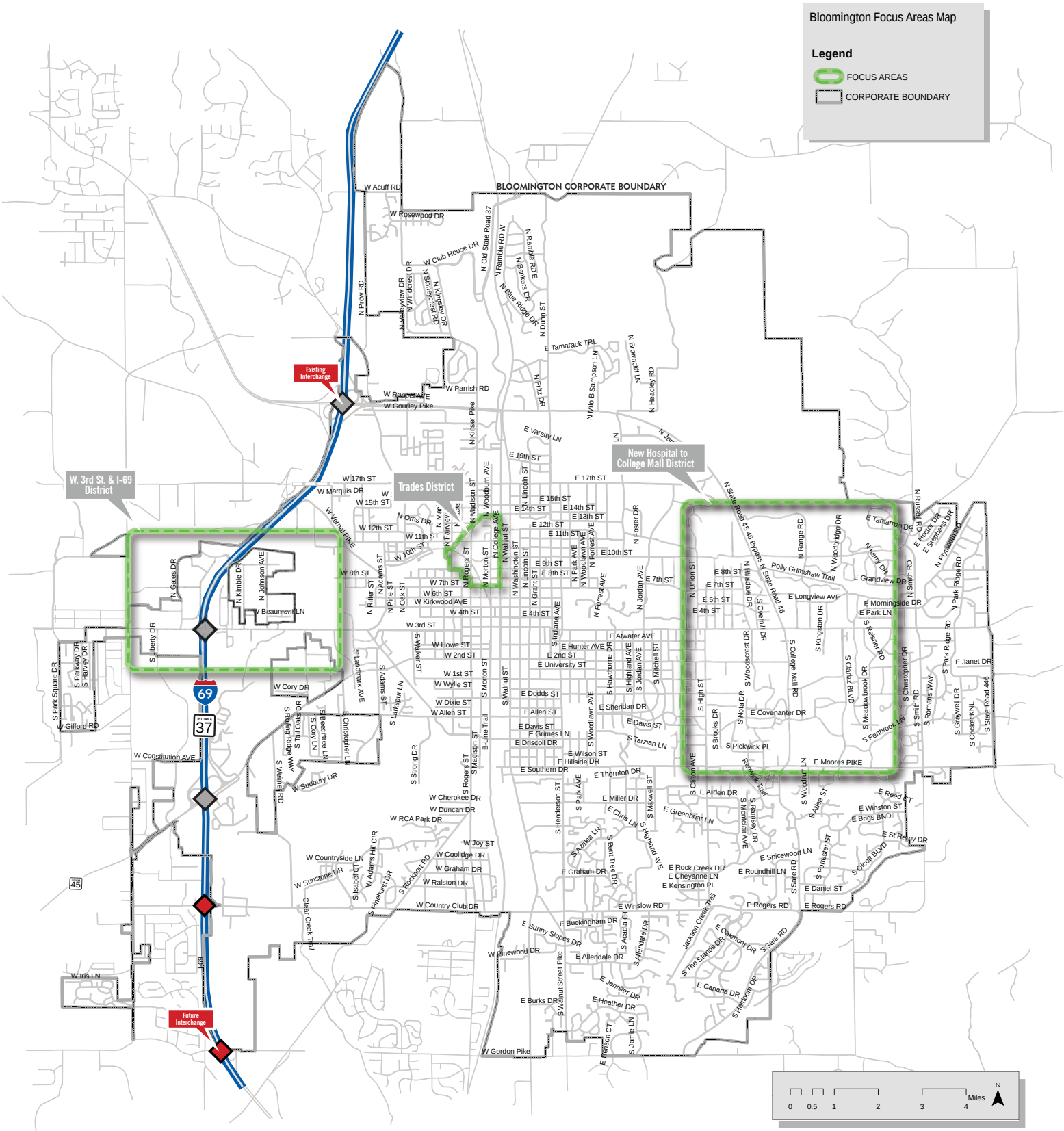
Future Interchange
N Gates DR
S Liberty DR
W Constitution AVE
S Parkway DR
S Harvey DR
W Gifford RD
S Park Square DR
45
W Tuis LN

Bloomington Focus Area Map

The Bloomington Focus Areas map indicate areas of the City that are conducive for allowing denser redevelopment to occur that would support a more walkable and pedestrian friendly environment. The denser development may include a blend of residential, commercial, and institutional uses or a "mixed-use" development pattern.



is characterized by larger lots and housing typically built after World War II. Residential areas may also contain institutional uses such as civic, religious, and educational facilities. New development should always be required to connect to existing infrastructure and utility services. Residential neighborhoods should be connected by streets and sidewalks or multi-use paths to schools and other compatible non-residential areas. cul-de-sac streets, which do not encourage connectivity, should be minimized.

Institutional / Civic
The Institutional/Civic designation includes uses such as libraries, schools, municipal buildings, fire stations, and utility stations as well as hospitals and similar land uses essential to the city's efficient operation and overall well-being. Institutional uses often fall within other uses close to the populations they serve. Careful site planning, quality architectural design, and considered landscape design for these facilities sets the tone for the image and identity of the community. All new development should be required to connect to municipal utilities and services.

Employment Center
This designation includes professional and business offices, light assembly plants, flex-tenant type facilities, and research and development centers. These businesses should have good access and connectivity to highways and main thoroughfares, as well as good internal circulation. Site layout and the creation of a well-designed business or industrial park is good planning practice. Similar to commercial, this type of development should not be planned as a strip lining both sides of streets and highways. This use may be a buffer between commercial uses.

The tendency for these developments to serve as major regional employment centers warrants an understanding of impacts to nearby neighborhoods (potential resident workforce) and the relationship for public transit. Attention should be paid to architecture, building orientation, landscaping, and signage to ensure a cohesive design that will protect existing property investments and attract future investors.

This designation may also encompass more intensive land uses such as rail facilities, manufacturing, logistics facilities, warehousing (not self-storage), power generation, wastewater treatment, processing plants, and similar businesses. This use typically produces the greatest amount of large truck traffic with a strong dependence on the roadway network and has the potential to generate noise, vibration, dust, and odor. Industrial facilities should be located on large lots that can accommodate future expansion needs with separation from nearby residences and commercial uses. To minimize the impact on surrounding land uses, perimeter fencing, berms, and vegetative screening are also encouraged.

Urban Village Districts (Prioritized Redevelopment Areas)
As has been mentioned in the Downtown chapter, there is increasing housing pressure in the immediate downtown area. Much of this pressure has been caused by significant student housing growth over the past 10-15 years, guided and encouraged by local land use and development policies. The downtown is the social and economic heart of Bloomington. While there remains some space for enlightened redevelopment in the Trades District and near the Convention Center, if Bloomington is to continue effectively accommodating anticipated demographic and business growth, the community must add more concentrated, higher density development that lies outside downtown.

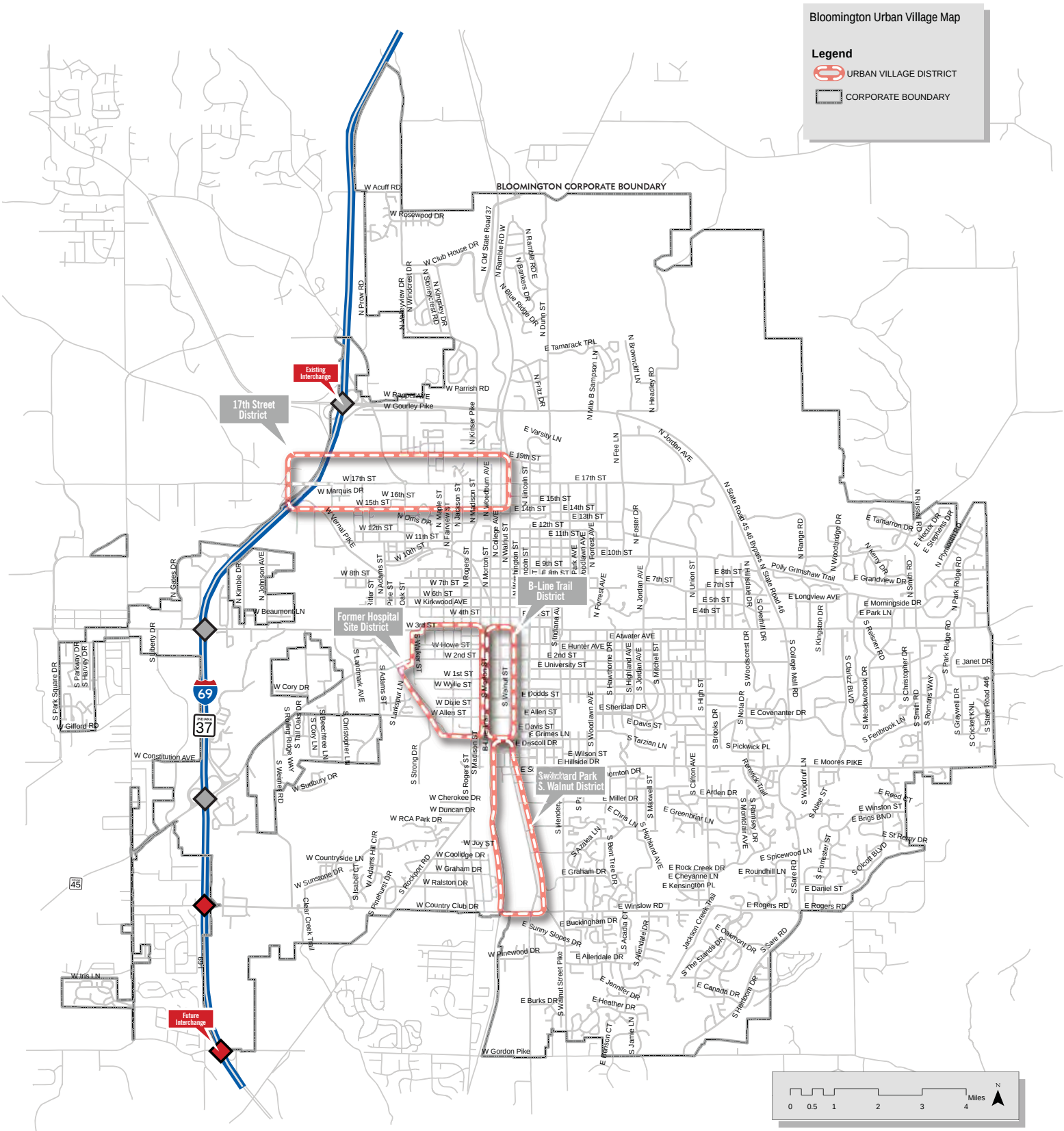
Focus Areas

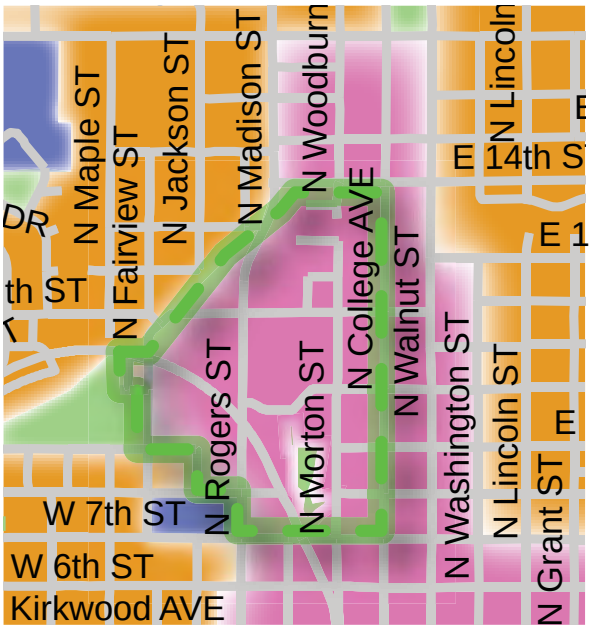
New Hospital to College Mall (SR 46 Bypass from E. 10th St to E. 3rd St.) | While this area is large, and currently home to a major regional activity center in College Mall, with the new IU Health hospital coming by 2019, this area on the far east side of IU's campus could become an excellent mixed-use Focus Area. Dense residential development would support both student housing needs and increased retail demand within this large commercial area.

Trades District
The Trades District represents a new live work district in Downtown Bloomington. As a state certified technology park, the Trades District will have priority status for state economic development incentives. The City of Bloomington is planning to develop a business incubator within the center of the district. The future businesses and residents of the Trades District will become an economic engine to other downtown businesses and the information technology firms throughout Bloomington.

Bloomington Urban Village Map

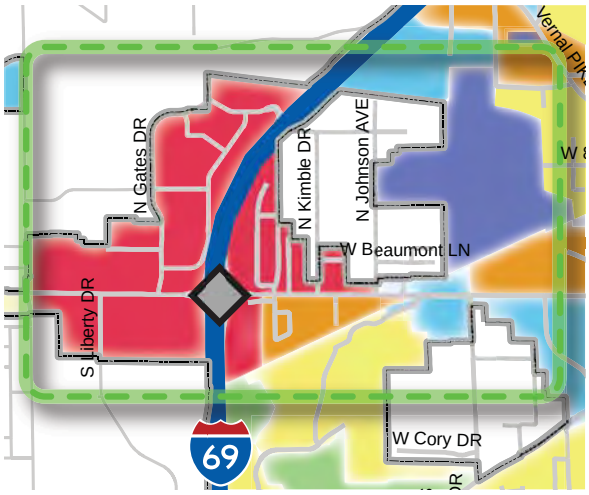
The Bloomington Urban Village Map indicates areas of the City that are conducive for allowing denser redevelopment to occur, but may need to be incentivized to be support a denser development pattern. The denser development pattern would support accessibility to essential goods and services on foot through a more walkable neighborhood environment. The denser development may include a blend of residential, commercial, and institutional uses or a "mixed-use" development pattern.





Trades District Land Use

West 3rd Street & I-69 | While the interchanges along I-69 represent several major employment centers and potential growth areas, West 3rd Street sits about halfway along the north-south I-69 research and business corridor. This interchange has significant commercial and retail businesses along with many multifamily apartment developments. West 3rd Street is a Regional Activity Center with its major box retail stores and related retail businesses. It is the west side's parallel to East 3rd Street and the College Mall area. The entire area around the West 3rd Street interchange could be re-imagined for a more dense development pattern that could accommodate existing vehicular traffic while becoming much more welcoming and practical to navigate on foot or bike. The Karst Farm Trail runs north – south along the west side of this proposed Focus Area.



W. 3rd St. & I-69 District Land Use

Urban Village Districts

Throughout this planning document much has been mentioned of the triple bottom line for environmental, social, and economic progress. It has been offered in previous chapters that a denser and more livable and walkable neighborhood presents opportunities to shrink carbon footprint, improve social justice and interaction, and promote a greater quality of life that attracts interests for redevelopment and employment. With this in mind, the concept of guiding further development interests to appropriate development corridors that would embrace and support denser development is important for the future long-term social equity, environmental resiliency, and economic sustainability of Bloomington. Therefore, several areas are recommended for further study as "Urban Village Districts."

The ultimate goal of an Urban Village District is to support the environmental stewardship, social justice, and economic sustainability. For each of these themes, the following thinking is provided to stimulate further dialog about how best to redevelop denser forms of investment and to incentivize redevelopment in these Districts.

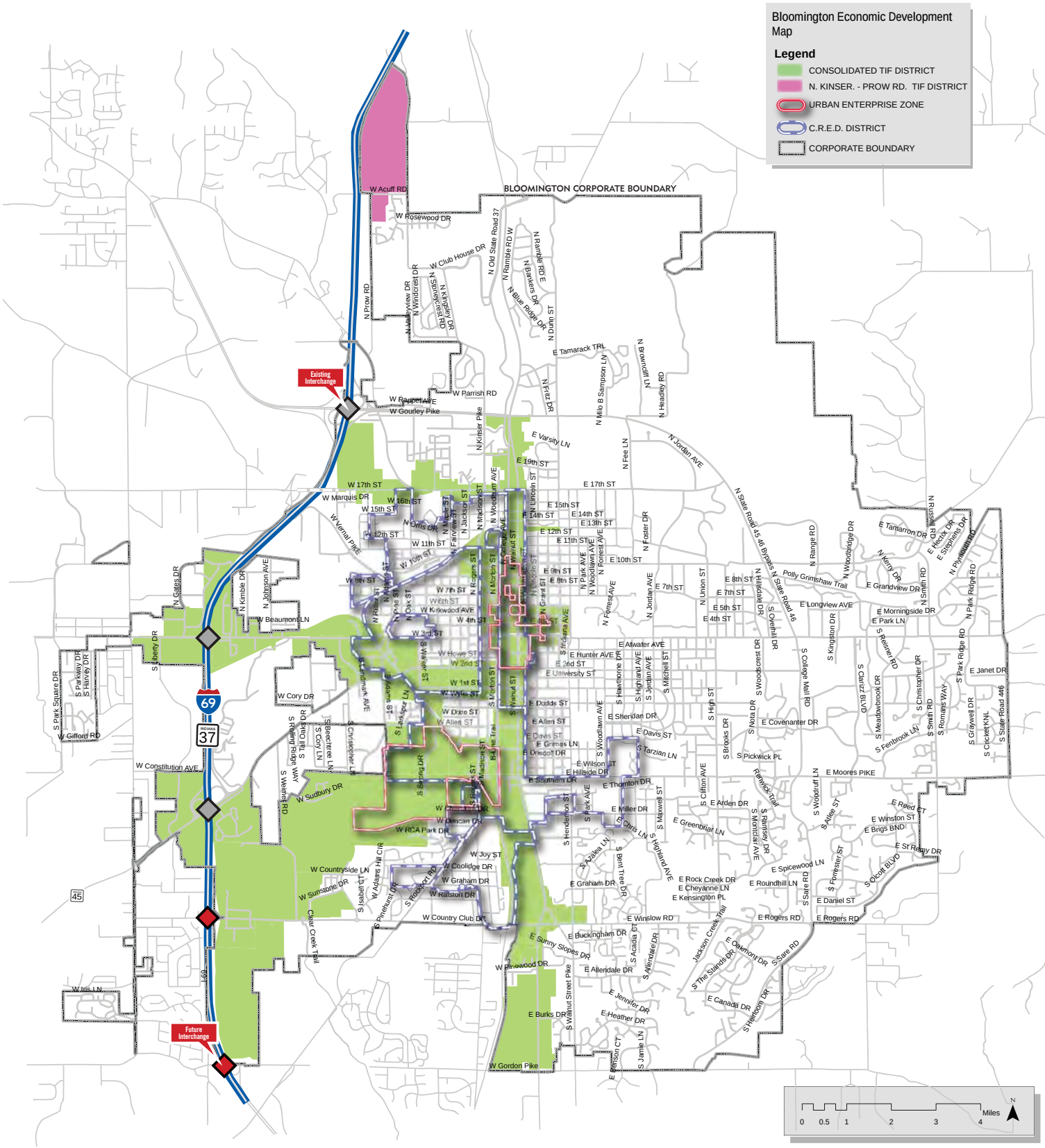
Environment | Increase the connectivity and walkability of retail in the districts adjoining neighborhoods outside downtown. Emphasize smart growth practices by reducing carbon footprint and incentivizing increased energy efficiency and alternative use of renewable energy sources, such as wind and geothermal energy. Incentivize sustainable stormwater management, such as rain gardens that can be used as public realm amenities. Incentivize LEED-designed developments only within these Urban Village Redevelopment Districts.

Social Justice | Create desirable dense developments within these districts that will attract people of different incomes and interests. Be purposeful with incentives to require affordable housing set-asides that will draw residents of all income levels.

Economic Sustainability | Like in any commercial hub, work to include all essential service businesses such as pharmacies, groceries, educational, and health services. Guide future urban development to these Districts to increase residential density and housing capacities that will support the expansion of multifamily residential developments.

Bloomington Economic Development Map

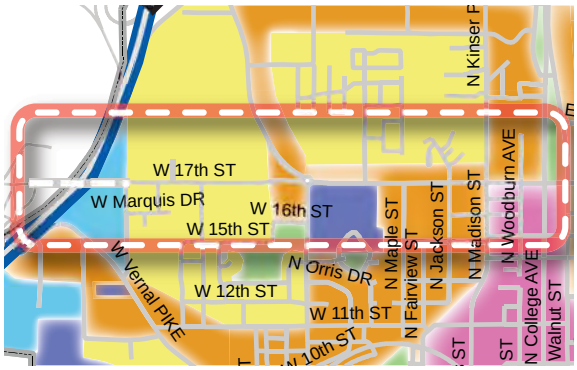
This map illustrates a number of key specific economic incentive areas that the City has designated to spur private investment and job creation.



Each of the four areas described below is recommended for consideration as future Urban Village Redevelopment Districts because of the following attributes that support environmental stewardship, social justice, and economic sustainability:

- Access to public transit on an existing commercial area that is divided by a complete street or a potential complete street that serves all modes of transportation (pedestrians, cyclists, and vehicles).
- Walkability or the ability to make the area walkable with connectivity to adjoining greenway trails, neighborhood parks and/or schools.
- Proximity to surrounding residential neighborhoods whose residents could walk or bike to the District for convenience trips to retail and services.
- Finally, each area represents a diversity of household incomes and interests.

17th Street | From North Walnut Street west to the roundabout with North Monroe Street, this corridor presents an excellent opportunity to extend current redevelopment near College and Walnut west along 17th Street in a denser infill development pattern where many properties are underused and/or vacant.

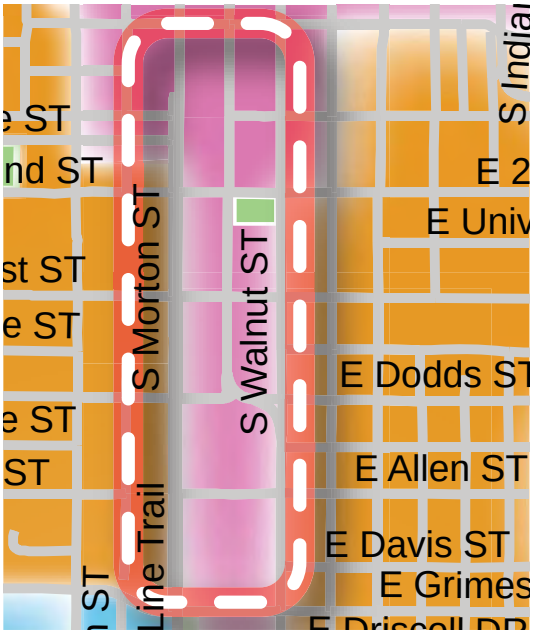


17th Street District Land Use

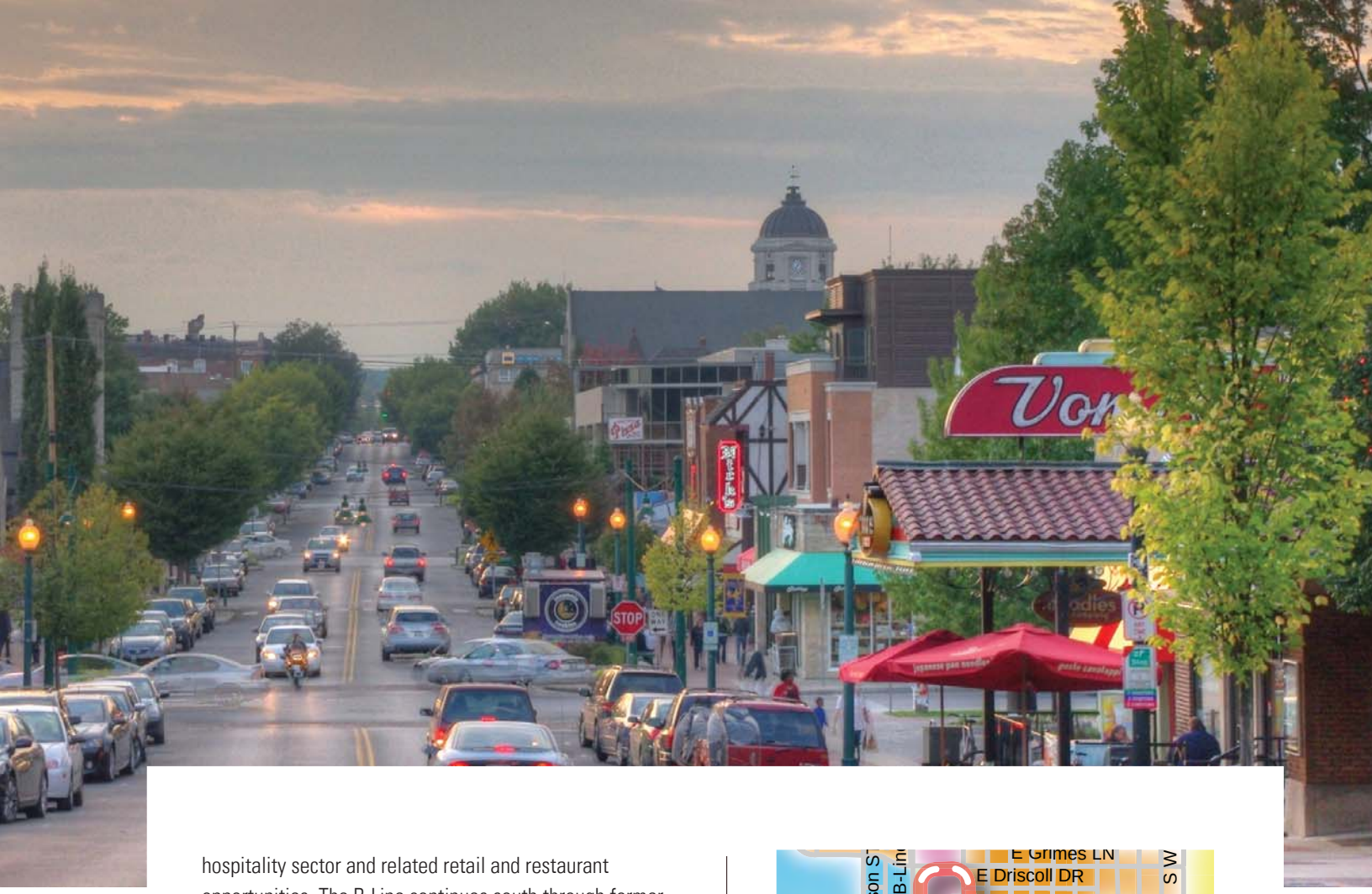
Former Hospital Site | With the move of the IU Health hospital to the east side of Bloomington, this area presents a redevelopment challenge and opportunity. The hospital site encompasses nearly an entire city block, while adjacent properties provide supportive professional offices and parking.

Former Hospital District Land Use

B-Line Trail | The B-Line Trail connects a number of redevelopment opportunities throughout the community, drawing private investment and acting as a "string of future redevelopment pearls". Beginning with the new residential and employment development of the Trades District, the trail moves south along the west edge of downtown to the Convention Center area, where additional redevelopment opportunities can be supported to strengthen Bloomington's



B-Line Trail District Land Use



hospitality sector and related retail and restaurant opportunities. The B-Line continues south through former industrial areas, where recent private investment has introduced both businesses and residential development. The trail then continues south where it intersects with the Switchyard Park, introducing more opportunities for potential redevelopment around the park from South Walnut Street west to South Rogers St. The area around the trail from the Convention Center south to the Switchyard Park area is proposed to be an Urban Village District for prioritized and incentivized redevelopment and reuse of real estate.

Switchyard Park & South Walnut Street | With the pending development of Switchyard Park, the adjacent corridors nearby should attract redevelopment interest for reuse of underperforming real estate. This area extends roughly from Grimes Lane on the north side along mostly the west side of South Walnut Street to the major neighborhood commercial hub at the intersection of South Walnut and Winslow Road. The B-Line Trail transects the entire length of Switchyard Park and provides an organizing element for walkability and connectivity of South Walnut and the Switchyard Park to Downtown and the Former Hospital Site.

Switchyard Park & South Walnut Street Land Use

Chapter 6: | Land Use

Goals, Policies, and Programs

Goal 6.1 Urban space is a limited and valuable resource; therefore, development needs to be compact and the best use made of land to balance natural resources and community needs.

Policy 6.1.1: Require new development to demonstrate that adequate public services and facilities are planned and will be constructed to accommodate development within the corporate limits.

Policy 6.1.2: Manage redevelopment of vacant and underused properties to promote infill development.

Create a list of vacant and underused properties and identify potential barriers to infill development on those sites to work with property owners to overcome such barriers.

Goal 6.2 Plan for public spaces to enrich Bloomington's sense of place and community.

Policy 6.2.1: Invest in the improvement of the City's urban streetscape to support business prosperity, pedestrian usage and the aesthetic quality of its civic spaces.

Policy 6.2.2: Continue to develop Area Plans to emphasize pedestrian-oriented development that creates a strong connectivity between new development and existing neighborhoods.

Policy 6.2.3: Enhance the character and scale of streets, new public plazas, or gardens to create connectivity between new development and its surroundings. Do not allow new developments to interrupt the City's network of streets, sidewalks, bike routes, and paths.

- Program: In areas of the City having a historic design character, design new development to reflect the existing character.
- Program: Maintain and periodically review site development regulations to discourage single uses that are inappropriate in size and scale to the surrounding uses.
- Program: Use the Zoning Ordinance, design review process, design guidelines, and area plans to ensure high quality residential and commercial design.

Policy 6.2.4: Promote design and site planning of on-site open space in a new development that incorporates green building principles and invites inhabitants of surrounding development to use it.

Policy 6.2.5: Encourage developments to use an efficient parking design and allow the implementation of creative parking solutions including shared parking with adjacent uses to minimize the amount of land devoted to parking, provided that the City's traffic safety, parking, and economic goals are met.

Policy 6.2.6: Recognize the significance of innovative, high-quality architecture in supporting community character and urban design.

Policy 6.2.7: Strengthen the identity of important natural and urban landmarks, such as public art, that serve as gateways to the city and elsewhere in Bloomington. Ensure that such landmarks and art installations are compatible with the character and identity of the surrounding neighborhoods.

- Program: Develop a strategy to acknowledge important city entry sites with special landscaping, art, public spaces, and/or public buildings.

Policy 6.2.8: Design public infrastructure, including paving, signs, and utility structures, to meet high quality urban design standards.

Policy 6.2.9: Preserve and enhance public gathering spaces within walking distance of residential neighborhoods. Ensure that each residential neighborhood has such spaces.

Policy 6.2.10: Encourage small-scale local-serving retail services, such as small cafes, delicatessens, and coffee carts in residential areas and centers of neighborhood activity.

Policy 6.2.11: Encourage new residential, commercial, and mixed-use development around Urban Village Redevelopment Districts that include bicycle and pedestrian connectivity, neighborhood-serving retail,

and city services to allow residents and employees to meet daily needs without the use of the private automobile. Encourage such development to maximize allowed densities.

- Program: Further investigate the viability of such centers through small area plans around the planned Switchyard Park, the B-Line Trail, and the current IU Health site. These plans should review and improve design criteria in the areas for all mixed use designations and for concepts including orienting new and renovated buildings to take advantage of nearby services, encouraging rear or underground parking, and providing street or trail-facing windows and entries

- Program: Focus on and form partnerships with shared interest groups in additional areas of the city that might pose unique opportunities in the upcoming years. These include but are not limited to the circulation patterns of the College Mall area and how it can be made more accessible through multi-modal transportation; the Trades District as an extension of downtown and future employment and activity hub.

Goal 6.3 Encourage development in Bloomington to provide public benefits and employment to neighboring cities and counties, while improving land uses, streets, infrastructure and the character of the city.

Policy 6.3.1: Evaluate changes in land use in the context of regional needs, overall city welfare and objectives, as well as the desires of adjacent neighborhoods.

Policy 6.3.2: Participate in regional strategies to address the interaction of jobs, housing balance, and transportation issues.

- Program: Continue to work with Monroe County and INDOT to further analyze and plan for the opportunities along the future I-69 corridor.

Policy 6.3.3: Encourage quality employment opportunities for citizens.

- Program: Determine, identify and maintain an adequate supply of appropriately zoned land necessary to accommodate long-term employment needs.

- Program: Assure that adequate infrastructure is installed in conjunction with employment center development.

- Program: Revise the UDO to provide a greater flexibility of land uses within the realm of employer development projects.

Chapter 6: | Land Use

Outcomes & Indicators

6.1 Public spaces are accessible

- Percent of dwelling units and businesses within a 0.25-mile walk of public space other than street

6.2 Housing is available to meet a diversity of dwelling needs

- Simpson diversity index scores of City dwellings
- Percent of dwelling meeting a "visit-ability" and universal design standard

6.3 Housing is close to complete set of daily needs

- Percent of daily essentials (shopping, civic education, recreation) within a 0.5-mile walk of dwellings

6.4 Natural processes are integrated into the built environment

- Percent of bio-philic buildings and infrastructure projects

Profile

Infill Development

Effectively utilizing existing resources rather than expanding outward into "undeveloped" areas is commonly referred to as "redevelopment" or "infill development." This is an effective tool as it utilizes existing infrastructure and revitalizes vacant or underutilized lots and structures within an urban/developed area. In Bloomington, this strategy would best be applied to the existing neighborhood centers with multi-modal transportation access to create vibrant districts with a mix of commercial, institutional and residential uses and a goal to preserve or at least respect the compact, pedestrian-friendly historic development pattern. Redevelopment would only occur on properties primarily adjacent to main thoroughfares and where owners want to participate. Proposed development should be subject to review to ensure that it fits in with the existing residential and commercial properties.

** Infill differs in its scale and size and is a flexible way of dealing with the problem of vacant lots, or blocks in an urban community.*

Boston neighborhood revitalization - encouraging new business owners

Garfield Neighborhood Center

Neighborhood revitalization efforts in Kansas City

Case Study

Neighborhoods in Transition

Challenged neighborhoods across the nation have found success with their revitalization efforts by implementing planning strategies that are: market appropriate, community based and sensitive to affordable housing choices. With an emphasis on livability, these communities focus on creating opportunities for residents to have a high quality environment with supportive services such as access to transportation, convenience shopping, educational institutions, childcare and medical care. HUD's Neighborhood Stabilization Program (NSP) was established for the purpose of stabilizing communities that have suffered from negative impacts of the economic downturn. This program is one of several Federally-funded projects that combats challenging housing markets.

In Pomona, California, the city purchased a foreclosed duplex in disrepair: severe damage to the roof, walls and floor, and dangerously out-of date plumbing and electrical systems. After a "green" overhaul, the building is now home to the Garfield Neighborhood Center. The center: provides recreational and learning opportunities for area families, serves as a neighborhood site for meetings such as Neighborhood Watch Partners with other community agencies to provide nutrition classes, mentoring programs, recreation, and literacy building activities

In Columbus, Ohio, the City created Design Guidelines that outlined their goals for livability, environmental stewardship and rehabilitation standards. These standards guide any development or redevelopment and require developers and contractors meet the standards.

Public private partnerships have demonstrated successes with both revitalization of existing properties - particularly those that are in foreclosure or abandoned - and construction of new projects on vacant sites in challenged neighborhoods. Infill development can create momentum for revitalization of existing housing units.

07

transportation

Chapter Overview

The ideal transportation network for Bloomington continues to be an important topic that generated significant comment during the ImagineBloomington outreach process. Transportation enables us to connect with people and places in our community. It's how we move from our homes to places of employment, education, shopping, and entertainment. Our transportation system operates within the largest publicly owned realm: our streets and paths. Public streets allow people to interact with each other, conduct business or simply just enjoy the day. The mobility demands on our streets are vast and range from the needs of an individual to 18-wheel semi-trucks for deliveries to the space that accommodates needed services like telecommunications, water, sanitary sewer, storm water, natural gas, and electricity. Clearly, transportation and its right-of-way dramatically impact individuals, businesses, neighborhoods, and even the global community, where it influences climate change, economic prosperity, and health.

This chapter introduces subsections expressed in Bloomington's long-term commitment to the providing an equitable multi-modal transportation system. The Transportation Chapter highlights the Transportation Portfolio, Health Friendly Network, Bicycle Friendly Network, Transit Friendly Network, Transportation Investments and Master Thoroughfare Plan, subsections, which are introduced below:

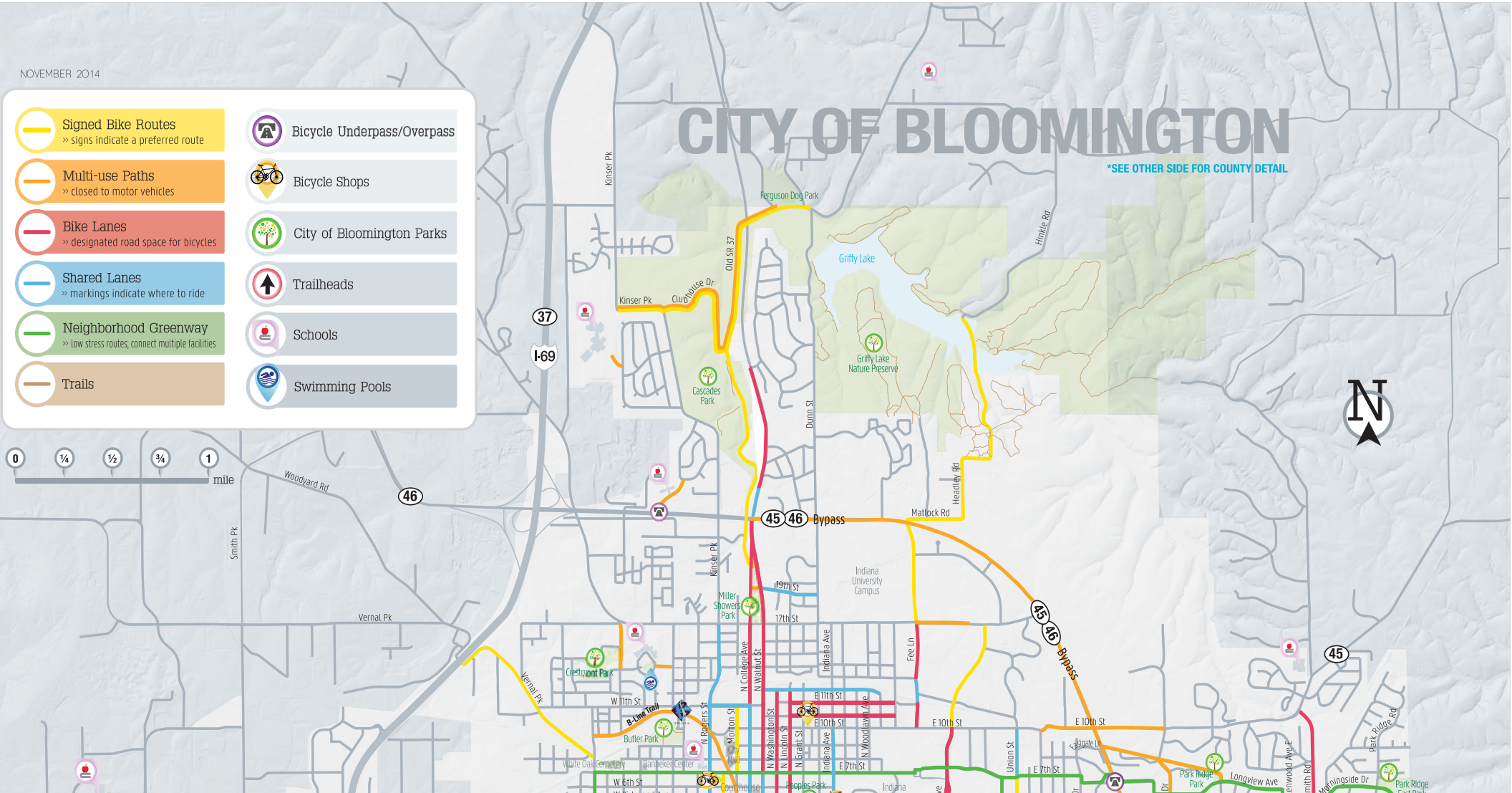
Transportation Portfolio | Bloomington has a diverse transportation portfolio made up of the bus, bicycle and pedestrian and vehicular modes. This subsection provides an introduction to Bloomington's multi-modal transportation portfolio.

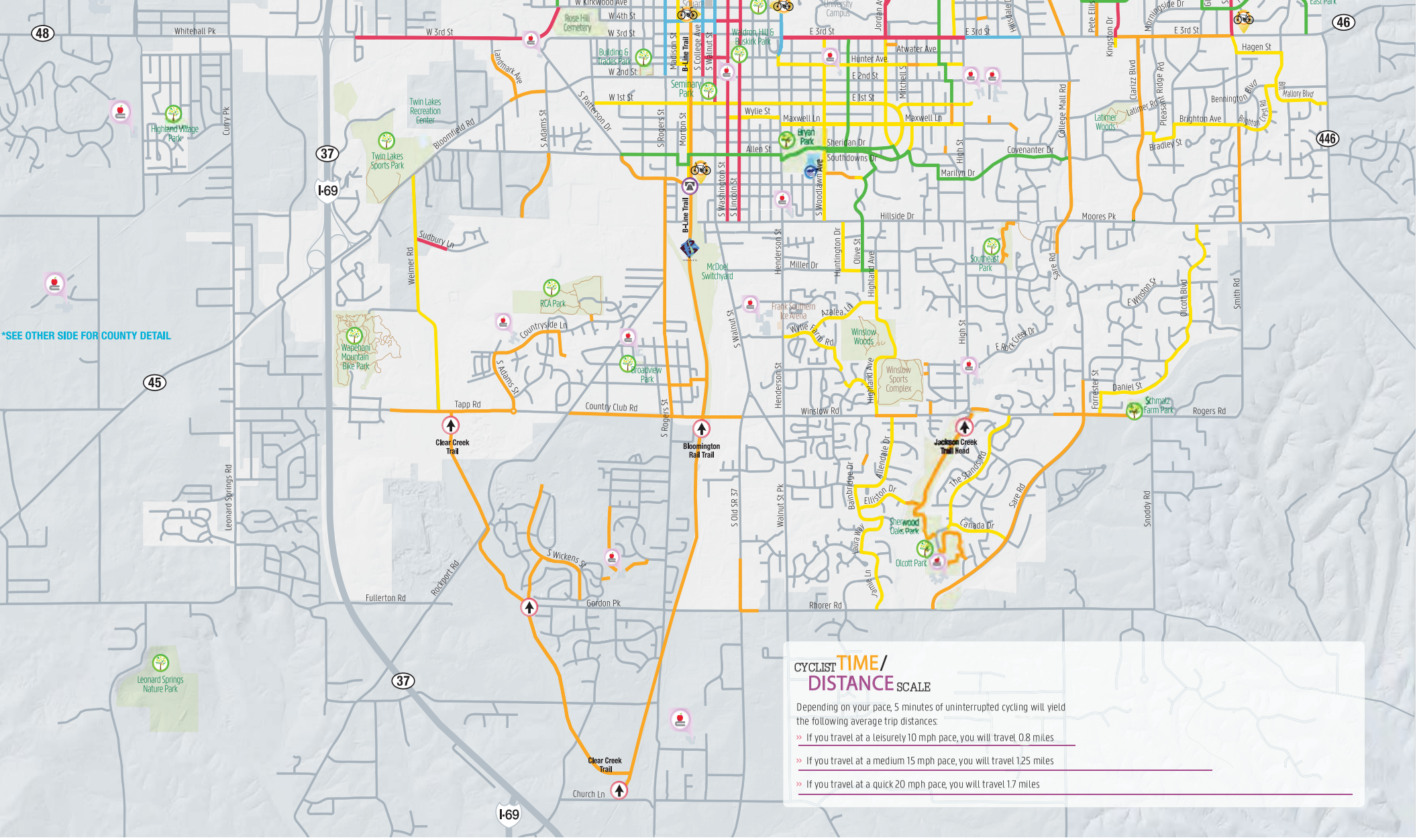
Health Friendly Network | Bloomington aspires to continue to place a high emphasis on becoming a healthier and more active city. Studies have shown that multi-modal transportation users are far more active than single transportation mode users. This subsection supports the health benefits of a balanced transport network.

Bicycle Friendly Network | Bloomington is nearly rated a Platinum Bicycle City by the League of American Bicyclists. This shows the community's dedication to cycling. This subsection further details initiatives, programs and bicycle amenities.

Bloomington Bike/Ped Map

This map illustrates the City of Bloomington's multiple recreation areas and trails.




*SEE OTHER SIDE FOR COUNTY DETAIL
CYCLIST TIME/ DISTANCE SCALE
Depending on your pace, 5 minutes of uninterrupted cycling will yield the following average trip distances:
» If you travel at a leisurely 10 mph pace, you will travel 0.8 miles
» If you travel at a medium 15 mph pace, you will travel 1.25 miles
» If you travel at a quick 20 mph pace, you will travel 1.7 miles
Clear Creek Trail
Bloomington Rail Trail
Jackson Creek Trail Head
B-Line Trail
I-69
48
37
45
46
446
Whitehall Pk
W 3rd St
E 3rd St
Hillside Dr
Moores Pk
Tapp Rd
Country Club Rd
Winslow Rd
Rogers Rd
Gordon Pk
Fullerton Rd
Church Ln
Rhorer Rd
Bloomfield Rd
Curry Pk
Leonard Springs Rd
Weimer Rd
Sudbury Ln
Countryside Ln
Twin Lakes Recreation Center
Twin Lakes Sports Park
Highland Village Park
Wapehani Mountain Bike Park
RCA Park
Broadview Park
Leonard Springs Nature Park
Bryan Park
Southeast Park
Schmatz Farm Park
Olcott Park
Sherwood Oaks Park
Winslow Woods
Winslow Sports Complex
McDoel Switchyard
Frank Southern Ice Arena
Rose Hill Cemetery
Building & Trades Park
Seminary Park
Waldron Hill & Buskirk Park
University Campus
East Park
Latimer Woods
Canada Dr
The Sands Rd
Allendale Dr
Ellston Dr
Bainbridge Dr
Covenanter Dr
Southdowns Dr
Marilyn Dr
Sherman Dr
Maxwell Ln
Wylie St
Allen St
Hunter Ave
Atwater Ave
Hagen St
Mallory Blvd
Bennington Blvd
Brighton Ave
Bradley St
Daniel St
Smith Rd
Snoddy Rd
Saire Rd
College Mall Rd
Kingston Dr
Clarizz Blvd
Pleasant Ridge Rd
Olcott Blvd
E Winston St
E Rock Creek Dr
Miller Dr
Azalea Ln
Wylie Farm Rd
Henderson St
Huntington Dr
Olive St
Highland Ave
High St
Walnut St Pk
S Old SR 37
S Walnut St
S Washington St
S Lincoln St
S Woodlawn Ave
S Rogers St
Morton St
Madison St
S College Ave
S Patterson Dr
S Adams St
Landmark Ave
Mitchell St
Jordan Ave
Hillsdale Dr
Pete Ellis Dr
Morningside Dr
S Wickens St
Rockport Rd

Transit-Friendly Network | As part of its multi-modal transportation portfolio Bloomington has an outstanding public transportation system. This subsection describes the importance of public transit in the community.

Vehicular Network | Bloomington maintains a Vehicular Network and keeps working to make it safer and cleaner. This subsection looks at safety and environmental impacts of vehicular transportation and how to make improvements.

Transportation Investments | Bloomington is working to make key investments to best enhance its multi-modal transportation system. This subsection defines projects initiatives and steps towards implementing those investments.

Master Thoroughfare Plan | Bloomington's Master Thoroughfare Plan satisfies State Statute and supports future transportation growth with a focus on multiple modes. This subsection includes a multi-modal thoroughfare map, transportation policies and a definition of functional classifications.

This chapter also includes Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness and Goals, Policies and Programs with measurable results.

Transportation Portfolio

While the automobile continues to be the dominant mode of transportation, diversifying our system towards greater shares for walking, cycling, and public transit will strengthen the network's performance and better prepare Bloomington for the future. In the past, auto-focused strategies were pursued in an attempt to resolve only auto-induced issues such as traffic congestion, inefficiencies, crashes, and greenhouse gas emissions. These strategies included road widening, improved safety standards, and increased fuel efficiency standards. However, for a number of decades it has been increasingly recognized that successful strategies must also include accommodating, encouraging, and servicing other modes of transportation that may act as a substitute to vehicular travel if they are accessible, safe and convenient to use. Designing for and including the range of transportation options is known as multi-modal transportation planning. Taking a multi-modal approach with transportation planning will achieve significant progress towards improving environmental, economic and health issues stemming from an over reliance on the vehicular mode of transportation.

Taking a different approach to meeting transportation needs will result in multiple options for getting around town for residents and visitors. Accessibility to the places that make Bloomington wonderful is a basic need. By having walkable shopping destinations, transit access to jobs and education, and endless bike-friendly destinations, our entire community will receive large returns on these transportation investments.

Health Friendly Network

It is important to consider the health implications of our transportation network and auto dependence. Obesity and physical inactivity are serious public health problems. According to the Center for Disease Control, only about 20 percent of adults regularly get the recommended amount of aerobic and muscle-strengthening activity per day. Almost 70 percent of adults are either overweight or obese, with childhood (ages 1-19) obesity also rising across the country. Shifting our focus to local trends and policies, we can see the progress that has been made in Bloomington. The policies and transportation network's foundations are sound, though there is still room for improvement.

Pedestrian Friendly Network

Bloomington has a history of working to become a more walkable and bike-able community. In 1992, the City Council established the Alternative Transportation Fund. The fund receives excess revenues (an average of $300,000 per year) from the Residential Neighborhood Parking Permit program and is dedicated to reducing the network's dependence on the automobile as the only mode of transportation. The City Council Sidewalk Committee has primarily used the fund to design and construct new sidewalks in the community.

Bicycle Friendly Network

Another celebrated aspect of Bloomington is its close association with bicycles, brought to national attention with the acclaimed 1979 movie Breaking Away. The film features the Little 500 bicycle race, an annual IU event since 1951. "Little 5" is one of the most well-known collegiate traditions. Additionally, the Hilly Hundred is a major non-collegiate bicycle touring event held in the area that attracts thousands of bicycling enthusiasts. Thanks in part to this cycling culture, the City of Bloomington was first recognized by the League of American Bicyclists as a Bicycle Friendly City in 2003, earning a bronze designation. In 2010, it won a silver designation and received a gold designation in 2014. Bloomington is on the path to a platinum designation, which is only held by a few municipalities nationwide. In 2013, the League of American Bicyclists unveiled a new top designation category called diamond. Open only to communities that have achieved a platinum designation; this level seeks to aggressively increase bicycle ridership, safety and bicyclists' perceptions. Among other metrics, it requires a minimum of a 15 percent bicycle travel mode share. Once Bloomington achieves platinum status, striving to next obtain diamond designation is a very foreseeable future goal as the City looks to extend greenway trails and upgrade major corridors to "complete street" status, accommodating all modes of transportation.

In 2010, the Platinum Biking Task Force was established to assess Bloomington's strengths and weaknesses in regard to bicycling and to create a plan for the City to achieve a platinum designation from the league of American Bicyclists by 2016. The resulting report, Breaking Away: Journey to Platinum, was adopted by the City Council in 2011. The results of this report and the subsequent Bikeways Implementation Plan are well underway, with a 94 percent increase in mileage of bikeways, trails, and paths since 2010. Bloomington now enjoys a bikeway network of more than 69 miles. The most recent data from the US Census ranks Bloomington 7th in the country for the percentage of people who walk or bike to work, among cities greater than 65,000 in population.

Bloomington's enormously popular rails-to-trails project, the B-Line Trail, was completed in 2011. The trail links many neighborhoods which did not previously have a separated biking and walking route to downtown. People use the trail for a wide variety of reasons, from transportation and fitness to festivals and people watching. The B-Line's strong north-south pedestrian and bicycle connection has led to greater demand from residents for east –west connections that better protect bicyclists and pedestrians from motorized vehicles; such a connection could link the B-Line to Monroe County's Karst Farm Park Trail under development on the City's far west side.

Transit-Friendly Network

Bloomington Transit has an impressive track record over the last decade. In recognition of its accomplishments, the agency was named the 2010 Outstanding Public Transportation System in North America. Ridership has increased 72 percent, from 2.06 million in 2004 to 3.54 million riders in 2014. Bloomington Transit now offers service to previously underserved areas, such as from the Arlington Park area to the Clear Creek Shopping Center. Service has been extended until 11:30 PM on some routes, includes Sunday service for a few others and even includes a "Night Owl" service that operates near the IU Campus until 3:30 AM on Friday and Saturday nights. The opening of a modern downtown Transit Center, investments in hybrid buses, and implementation of a live bus tracker system have also helped to bolster Bloomington Transit's ridership and success.

Vehicular Network

One cannot forget that the health impacts associated with car crashes are significant. Nationally, in 2013, unintentional accidents were the fourth leading cause of death (130,557); of these, 32, 719 were traffic crashes. Locally, from 2010-2012, there were 12,056 car crashes reported in Monroe County, with approximately 22 percent resulting in injuries, fatalities, or both (BMCMPO 201-2012 Crash Report).

Around the world, a few cities and towns are taking a bold new approach to reducing transportation crashes and their associated injuries and deaths. Vision Zero, an approach that Sweden successfully chartered in 1997, continues to pay dividends in that country today. More recently, the Netherlands, New York City, and San Francisco have also implemented similar efforts. Vision Zero takes the simple stance that traffic crashes are not "accidents," but rather preventable incidents that can by systematically addressed. Using a multifaceted approach to enforcement, education, better roadway engineering and design, and improved emergency response have transformed attitudes regarding traffic death and injury to a series of actions that can be changed or prevented.

Vision Zero challenges the notion that fatalities on city streets are inevitable, and the approach that ending traffic deaths and subsequently reducing the severity of injuries on our streets is achievable. Advocates of Vison Zero argue improved safety is possible without losing freedom and mobility efficiencies. The program aims to eliminate the technical system failures of wearing seat belts, speeding, and driving under the influence, to name a few. Sweden sees positive results from their long-term efforts. Bloomington should take note of what this concept has to offer and work to improve the safety of our road network.

Transportation Investments

Transportation investments are significant undertakings by the City. Costs are always a limiting factor, especially for transportation. Daily operations and maintenance are often under-accounted for aspects of the system that many take for granted. However, the costs necessary to maintain the transportation system are substantial. The total costs associated with new network improvements must account for engineering, design, land acquisition, construction, and inspection costs.

Simply updating the traffic signals for an intersection typically starts at more than $170,000. Adding a new transit route can easily start around $1 million. Making new investments in our network should be carefully evaluated, not only from fiscal, locational, and demand contexts, but also considering implications on climate change, economic prosperity, and community health. One implementation tool to help foster these types of evaluations for our transportation objectives is the Master Thoroughfare Plan.

Master Thoroughfare Plan

A requirement of Indiana code IC-36-7-4-502, the comprehensive plan must contain a "statement of policy for the development of public ways, public places, public lands, public structures, and public utilities." To fulfill this requirement, this section uses a Master Thoroughfare Plan as the general policy guidance required for public ways. Other chapters also fulfill policy guidance on the development of public places and lands, such as parks, public utilities, services, and structures. The Thoroughfare Plan requirement establishes a means to plan for various investments needed to address a wide range of community needs.

Policy guidance must be closely tied to land use since public ways ultimately provide the conduits that transport goods, services, and utilities across all land uses. Public ways and land use have the ability to influence one another. Without consistent public policies in both areas, unintended impacts from growth and development could occur. Providing even basic services, such as sanitary sewer, police services, fire protection, and walkable public schools, becomes more problematic if not coordinated with land use development and public ways policies.

In the past, the Master Thoroughfare Plan (MTP) served Bloomington well in this basic fashion. It established right-of-way needs for roadways and utility infrastructure for a growing community. The Plan shaped street design to handle traffic flows and addressed general safety concerns through typical cross sections. It also prioritized roadways to accommodate traffic flows and to establish automobile speeds. The MTP aided in annual maintenance schedules for paving, snow plowing, and emergency routes. All of this was achieved by using a standard functional classification system, commonly utilized throughout the US. However, this method is antiquated because it fails to respect context, land uses, and most of all people. The functional classification system favors automobile mobility over the mobility and safety of people.

National trends in context-sensitive solutions, and complete streets have begun to address these shortcomings. New approaches balance speed, traffic flow, and roadway design while enhancing historic neighborhoods and natural features in order to create streets that support vibrant work, live, and shopping areas. Streets are public spaces that must interact with and enhance surrounding land uses, both existing and planned. Therefore, Bloomington is adopting a new approach in planning and designing our public streets which will draw on the concepts of complete streets and focus on the mobility of people using inviting, context-sensitive design.

Purpose of the Master Thoroughfare Plan (MTP):

1. Preservation and establishment of rights-of-way

2. Complete Streets/continuity in the function of respective modal transportation networks (for truck, automobile, transit, bicycle, and pedestrian modes)

3. Sensitivity to the many different land uses and natural contexts within the community that the transportation system serves and/or transects

4. Coordination of the provision of upgrading or providing new transportation system investments

5. Applications for on-street parking

6. Applications for traffic calming

7. Operations and maintenance programs for the roadway network generally should be based upon preference towards higher classified roadways over lower classified roadways in terms of priorities and /or frequencies. Operations and maintenance programs include, but are not limited to the following:
   A. Establishment of emergency routes
   B. Establishment of truck routes and delivery zones
   C. Establishment of snow removal routes and priorities
   D. Establishment of paving and signal needs and priorities
   E. Establishment of road closures and respective detours

General Policies of the Master Thoroughfare Plan:

1. Provide a safe, efficient, accessible and connected system of transportation that emphasizes public transit, walking, and bicycling to enhance options that reduce our overall dependence on the automobile (ImagineBloomington Vision Statement)

2. To the greatest extent possible, minimize the loss of life from transportation-related crashes by using vehicle speed suitability linked to the context of adjacent land uses, modal safety priorities, and congestion and air quality outcomes.

3. Ensure that the safety and convenience of all users of the transportation system are accommodated in the daily operations and maintenance of the functioning transportation network and respectively designed for new transportation system investments.

4. Recognize our constrained ability to expand or widen most roadways within an urban and built context, such

that retrofitting and innovative design solutions for transit, pedestrian, and/or bicycle mobility prevail before roadway widening activities transpire.

5. Establish a land use and transportation context needed to guide the scope, scale, context, and priority for public, capital improvement projects (reconstruction, retrofitting, redesigning, resurfacing, rehabilitation).

6. Identify locations where new major transportation facilities are needed while establishing a land use and transportation context needed to guide the scope, scale, context, and priority for any (public/private) roadway capital improvement project.

Master Thoroughfare Transportation Plan Application:

A local classification System provides spatial guidance for the application of general policies and purposes of the Master Thoroughfare Plan. Major future public ways (example Adams St.) that will provide main connections are also identified and respectively classified, but minor future connections (example new connections off of Adams Street) are not identified but are expected to be provided consistent with the Master Thoroughfare Plan, most specifically General Policy 1 of this section.

Main Street | streets that serve the Downtown and Neighborhood Centers of Bloomington with an emphasis of on-street parking, very low vehicle speeds below 20 mph, transit, bicycle, and pedestrian activity. Wide sidewalks should allow for outdoor seating, landscaping, bicycle parking, public art, and other amenities without hindering the ability for people to walks several abreast. On-street parking configurations should vary to maximize usage and safety. Enhanced crosswalks, ADA accessibility, and mid-block pedestrian crossings are priorities. Multi-lane vehicle configurations detract from Main Street where no more than two vehicle travel lanes should be provided. High trip activities are exhibited throughout the day and vary by mode. Mixing all modes in between the curbs is an appropriate, expected, and encouraged activity. Special events and street festivals are appropriate on Main Streets. Managed stormwater runoff strategies through landscaping, previous surfaces, and other green infrastructure applications are important in highly built-out and impervious context. Traffic calming activities are supported for safety, access, and mobility and also offer opportunities for stormwater management improvement.

Parkway | Streets that serve as the main cross-town corridors with an emphasis on mobility efficiency for longer trips for all modes and accommodations for the needs of larger vehicles. These streets function with moderate vehicular speeds of less than 35 mph and utilize limited

access and on-street parking. Heavy peak hour conditions, higher travel speeds, and multi-lane vehicular configurations require extra attention towards non-motorized modes, especially at intersections where mixing of modes is expected. Separating all modes is the most appropriate design strategy along roadways. In locations where all modes inevitably come together, such as mid-block crossing, intersections, trail crossings, and other unique situations, other design strategies should be implemented to maximize the safety of all users. Managed storm water runoff strategies vary given the high volumes, vehicular speeds, and range of land use contexts these facilities serve. Traffic calming activities are generally reserved for special situations where separation of modes is the preferred method for safety, access, and mobility.

Urban Avenue | streets that serve multi-modal needs and connect Parkways and Slow/Residential roadways with an emphasis on accessibility. These streets function with slower vehicular speeds under 30 mph, offer limited on-street parking, and have moderate vehicular, transit, bicycle, and pedestrian activity. Sidewalks, crosswalks, ADA accessibility, and mid-block crossings that separate pedestrians are the most appropriate. Mixing of vehicles and bicycles is expected and encouraged; separation should be reserved for special instances such as intersections, steep slopes, narrow bridges, railroad crossings, and similar situations. Multi-lane vehicle configurations detract from the Urban Avenue because most streets in this classification transect residential areas. No more than two vehicle lanes should be provided, unless in unique land use circumstances. Opportunities to improve storm water runoff strategies through landscaping, previous surfaces, and other green infrastructure applications are important considerations, but not a top priority. Traffic calming activities are supported for safety, access, and mobility and also offer limited opportunities for stormwater management improvements.

Slow/Residential | streets that serve both residential areas and walk zone areas for schools, parks, and other key pedestrian destinations with the highest emphasis on safety (zero fatalities). These streets function with very low vehicular speeds under 25 mph, offer plentiful on-street parking and have high pedestrian activity. Mixing of vehicular, bicycle, and pedestrians between the curbs is appropriate, expected, and encouraged because of narrow roadways widths, slow vehicular speeds, highly residential contexts, and high variability of the existing sidewalk network. Many trips by pedestrians and bicyclists are less than one mile, and of these trips, many are made by younger and older populations, which require a wide range of safety tolerances. Traffic calming activities are highly encouraged and supported for safety, access, and mobility and also offer opportunities for stormwater management improvements.

Maintain | public ways that need to maintain the mobility context with the prevailing land use conditions within each area that they serve.

Enhance | public ways that need to be enhanced toward a mobility context that strengthens conditions and balances mobility for all modes of travel.

Transform | pubic ways that present opportunities to be transformed into a mobility context that prioritizes transit, bicycle, and or pedestrian modes of travel over other vehicular transportation modes.

Chapter 7 | Transportation

Goals, Policies, and Programs

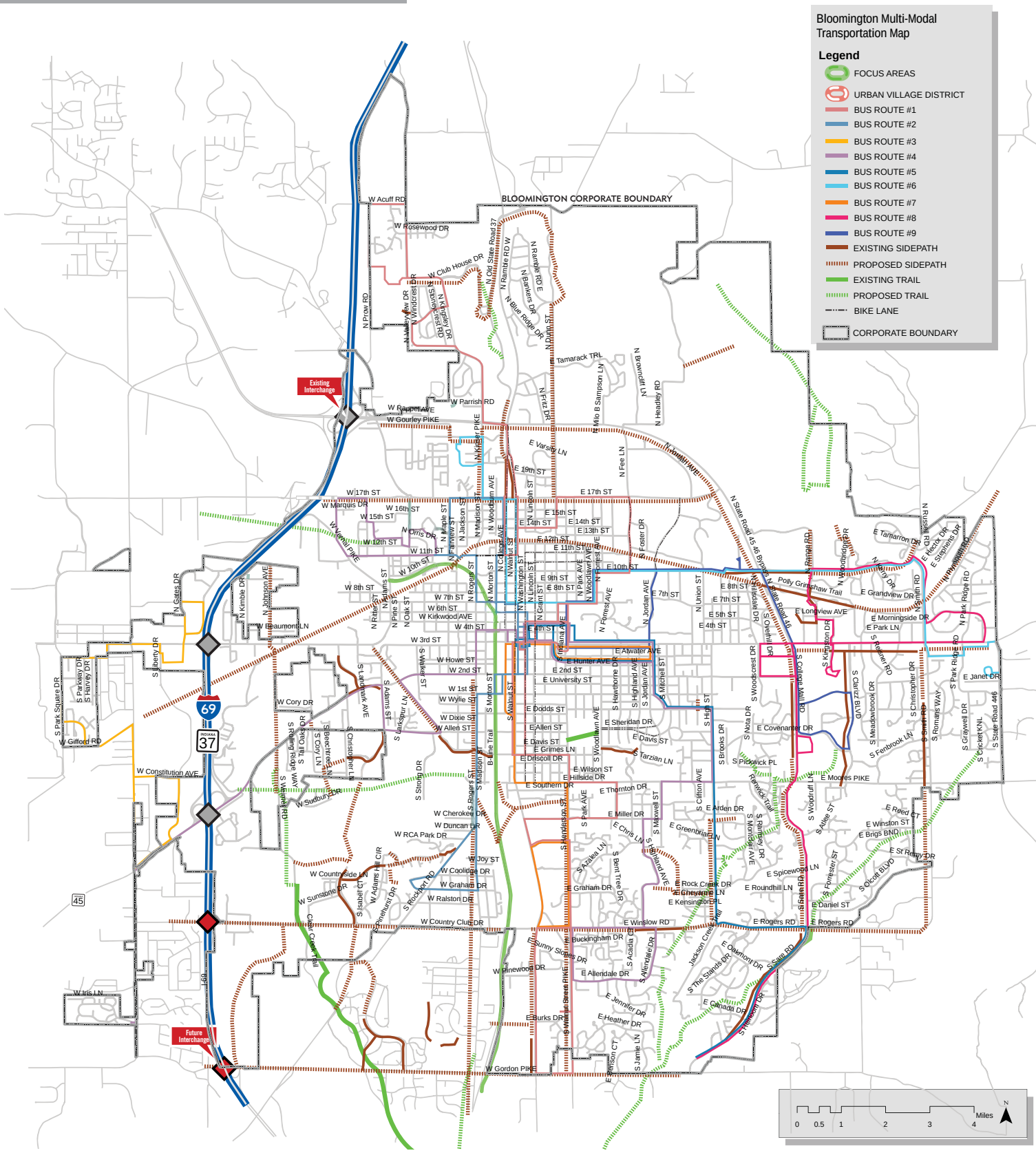
Goal 7.1 Create a sustainable transportation system that emphasizes walking, bicycling, the use of public transportation, and other methods to reduce greenhouse gas emissions and the use of single-occupancy vehicles.

Policy 7.1.1: Continue to support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from passenger and transit vehicles.

- Program: Further encourage the installation of facilities that support alternative fuel vehicles by reviewing and amending the UDO where appropriate.
- Program: Promote incentives and establish public-private transportation partnerships to establish programs within the City to reduce single occupant vehicle use.

Bloomington Multi-Modal Transportation Map

This map identifies the complexity of Bloomington's transportation network by showing the locations of multi-use trails, transit routes, and city streets.



Policy 7.1.2: Make land use decisions that promote infill, redevelopment, and reuse of vacant or underutilized parcels employing minimum density requirements that support walking, bicycling and public transit use.

Policy 7.1.3: Locate higher density development near transit corridors, employment and retail centers, and multi-modal facilities.

Policy 7.1.4: Strive to balance economic, environmental, accessibility, and social cost issues in local transportation decisions.

Policy 7.1.5: Support public transit access to regional destinations, multi-modal transit stations and employment centers including those within Bloomington.

Policy 7.1.6: Continue to encourage amenities such as seating, lighting, and signage including real-time arrival information, at bus stops to increase rider comfort, safety, and convenience.

Policy 7.1.7: Prioritize pedestrian access and bicycle use within Bloomington and to surrounding communities.

- Program: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, neighborhoods, shopping centers, and multi-modal stations following the Bicycle and Pedestrian Transportation & Greenways System Plan

- Program: Implement the prioritized bicycle and pedestrian facilities improvements included in the Bicycle and Pedestrian Transportation & Greenways System Plan

- Program: Update the Bicycle and Pedestrian Transportation & Greenways System Plan every five years

- Program: Continue periodically publishing a local area bicycle route map jointly with adjacent jurisdictions.

Policy 7.1.8: Improve and add attractive, secure bicycle parking at both public and private facilities, including transit stations, City parks, City streets and other public rights of way, in private developments, and at other community destinations.

Policy 7.1.9: Encourage and require where legally feasible new private developments to dedicate easements and provide improvements for bicycle and pedestrian paths to complete the connectivity in the Bicycle and Pedestrian Transportation & Greenways System Plan.

Policy 7.1.10: Support the development of bicycle parking and service infrastructure such as bicycle stations and bicycle sharing programs consistent with the Bicycle and Pedestrian Transportation & Greenways System Plan.

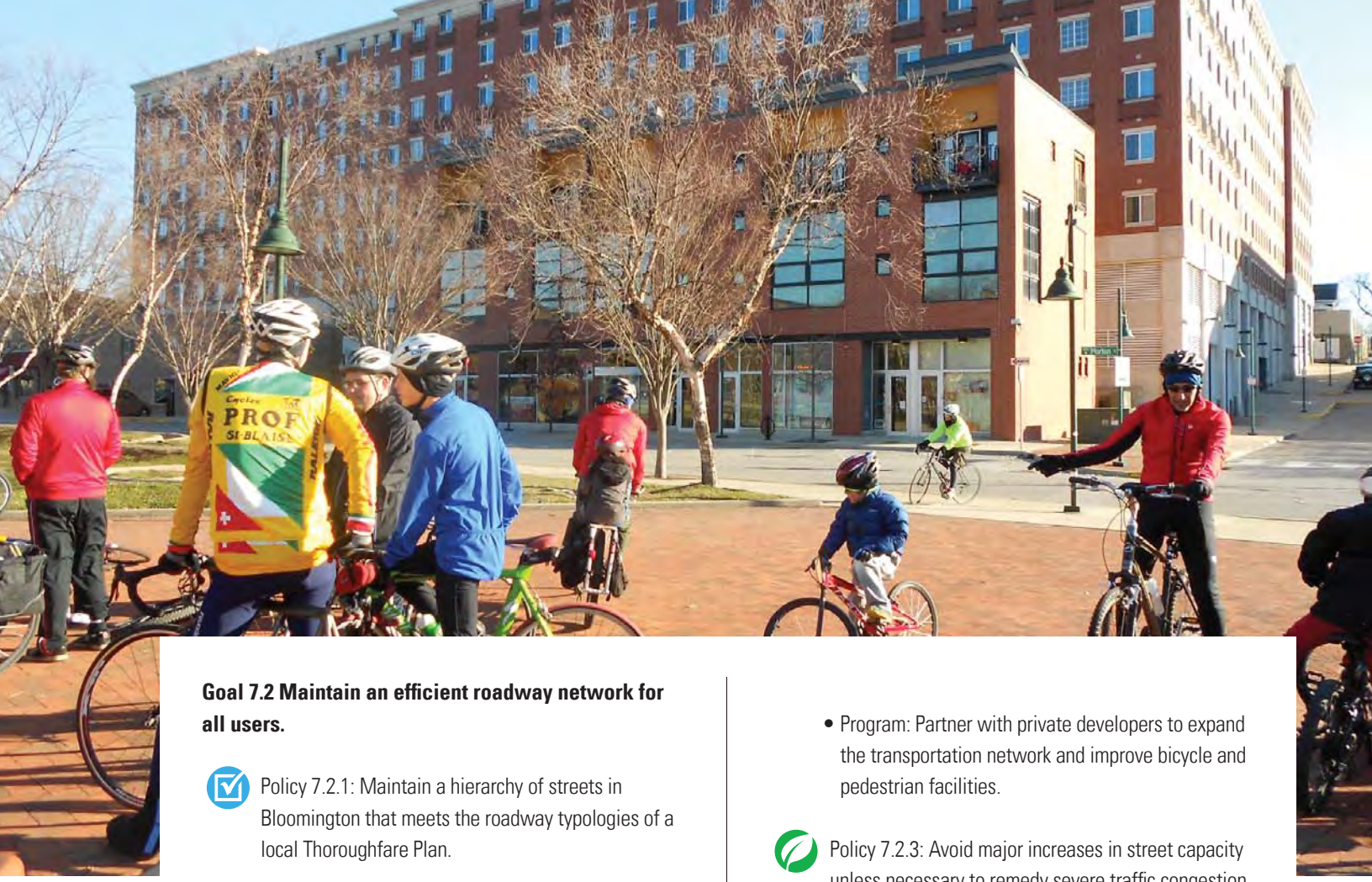
- Program: Work with Bloomington Transit to expand bicycle storage on public transit vehicles during both peak and off-peak hours.

- Program: Partner with Indiana University to further investigate and analyze a bike sharing program to service University and City users alike.

Policy 7.1.11: Improve neighborhood greenways including but not limited to seating, lighting, bicycle parking, street trees, and interpretive stations along paths and in City parks to encourage walking and cycling and enhance the feeling of safety.

Policy 7.1.12: Encourage pedestrian-friendly design features where feasible.

- Program: Identify and prioritize pedestrian crossings that should be improved and provide crossing improvements.



Goal 7.2 Maintain an efficient roadway network for all users.

Policy 7.2.1: Maintain a hierarchy of streets in Bloomington that meets the roadway typologies of a local Thoroughfare Plan.

- Program: Update the existing Thoroughfare Plan to include the Bicycle and Pedestrian Transportation & Greenways Systems Plan to identify connectors, and reflect complete streets guidelines and standards.

Policy 7.2.2: When constructing or modifying roadways, consider, plan, design and construct the roadway space for the use of all users, including motor vehicles, transit vehicles, freight, emergency responders, bicyclists, and pedestrians and formally adopt a city-wide Complete Streets Policy that anticipates transportation alternatives of the 21st Century.

- Program: Create City Street Design Specifications and Standards and design them to be consistent with Complete Streets best practices, focusing on bicycle and pedestrian safety and multi-modal uses.

- Program: Measure and consider the effects of street modifications on emergency vehicle response time.

- Program: Partner with private developers to expand the transportation network and improve bicycle and pedestrian facilities.

Policy 7.2.3: Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.

Goal 7.3 Protect neighborhood streets that support residential character and provide a range of local transportation options.

Policy 7.3.1: Implement traffic calming measures to manage traffic on residential streets and prioritize traffic calming measures over congestion management.

- Program: Update the Neighborhood Traffic Safety Program.

Policy 7.3.2: Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods.

Policy 7.3.3: Study where rolled curbs should be replaced by vertical curbs and prioritize such streets citywide as part of the Street Resurfacing Program.

Policy 7.3.4: Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools with improved pedestrian facilities such as sidewalks, multi-use facilities, and connector paths.

Goal 7.4 Encourage attractive, convenient public and private motor vehicle and bicycle parking facilities

Policy 7.4.1: Provide sufficient parking in the immediate downtown area to support vibrant economic activity. Limit under-parked development while there is insufficient public parking.

- Program: Develop a Parking Management Program for the downtown area that supports alternative transportation modes.
- Program: Promote programs to encourage ride sharing among employees within specific districts.
- Program: Review parking impacts for each new development with the downtown area.

Policy 7.4.2: Encourage and develop incentive-based approaches to beautify existing parking structures.

Policy 7.4.3: Update the UDO to require the installation of electric vehicle charging stations in new developments.

Policy 7.4.4: Design vehicle parking areas to reduce stormwater runoff, increase compatibility with street trees, and add visual interest to streets and other public locations. Encourage covered parking in parking lots or structures through the use of tree canopies or photovoltaic panel canopies.

Goal 7.5 Provide a high level of safety for motorists, pedestrians, and bicyclists on Bloomington streets.

Policy 7.5.1: Continue to make safety and multimodal accessibility the top priority of citywide transportation planning. Prioritize pedestrian, bicycle, automobile safety and transit accessibility over vehicle Level of Service at intersections.

- Program: Use engineering, enforcement, and educational tools to improve traffic safety on City roadways. Evaluate the performance of safety improvements and identify methods to encourage alternative transportation modes.
- Program: Implement safety improvements by employing an annual monitoring program to identify intersections with recurring traffic accidents.
- Program: Enhance walkability and bicycle safety by allowing for reduced vehicle speed zones in or near commercial and school areas.

Chapter 7 | Transportation

Outcomes and Indicators

7.1 Walkability is enhanced

- Percent of street length in the City with sidewalks on both sides of street (90%)
- Walk Score for Urban Village Redevelopment Districts and Downtown (Achieve 75 Walk Score all UVRDs and DT)

7.2 Public streets and right-of-way are designed for public safety

- Percent of public spaces visible from a street
- Number of motorist, pedestrian and bicyclist fatalities annually

7.3 Street network supports all travel modes

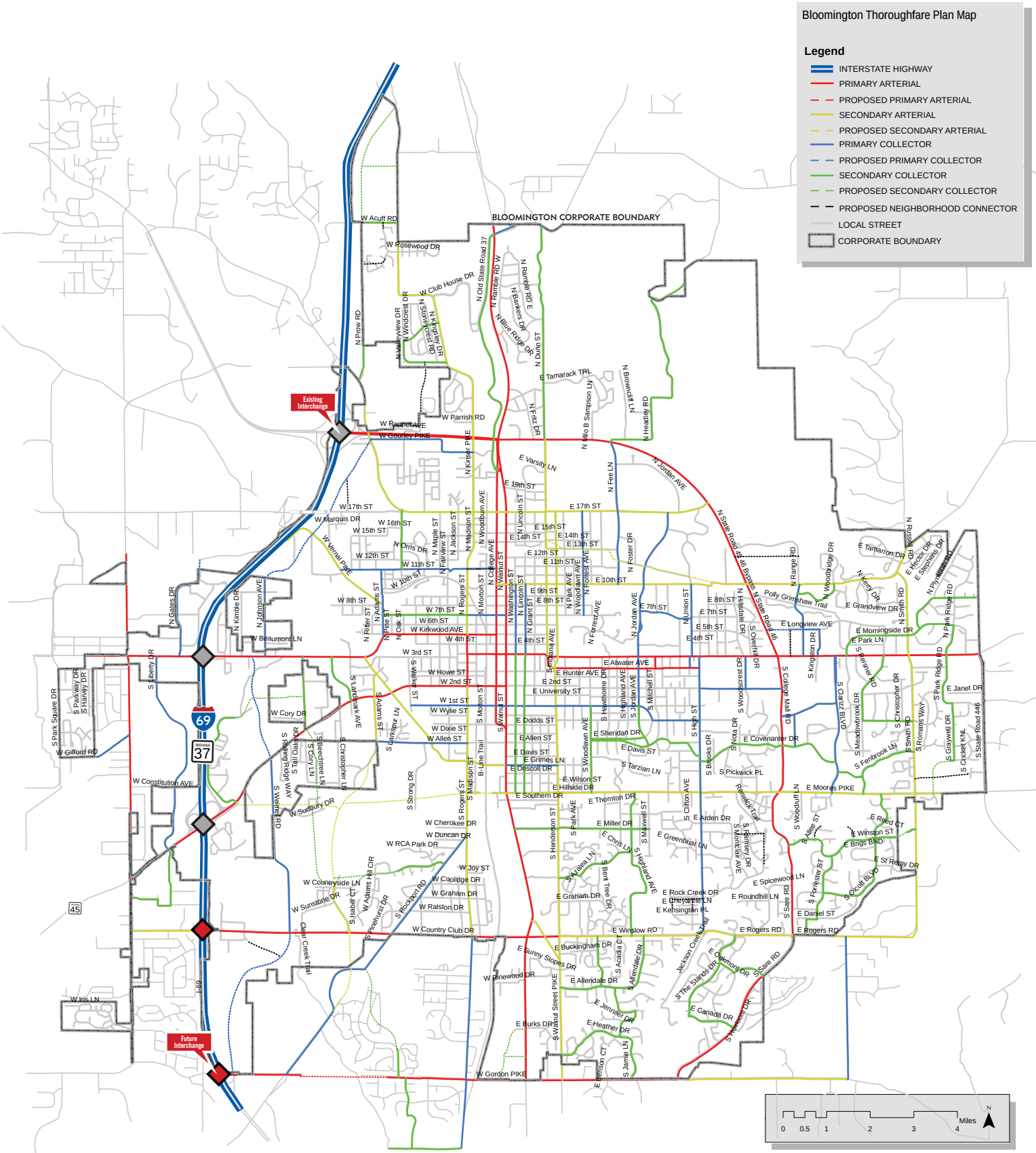
- Intersection per square mile
- Transit stops per square mile
- Percent of total street length with bicycle sharing

7.4 The Street network accommodates diverse ages and abilities

- Percent of students walking to school and residents walking to work
- Percent of arterial intersections with traffic-controlled crosswalks

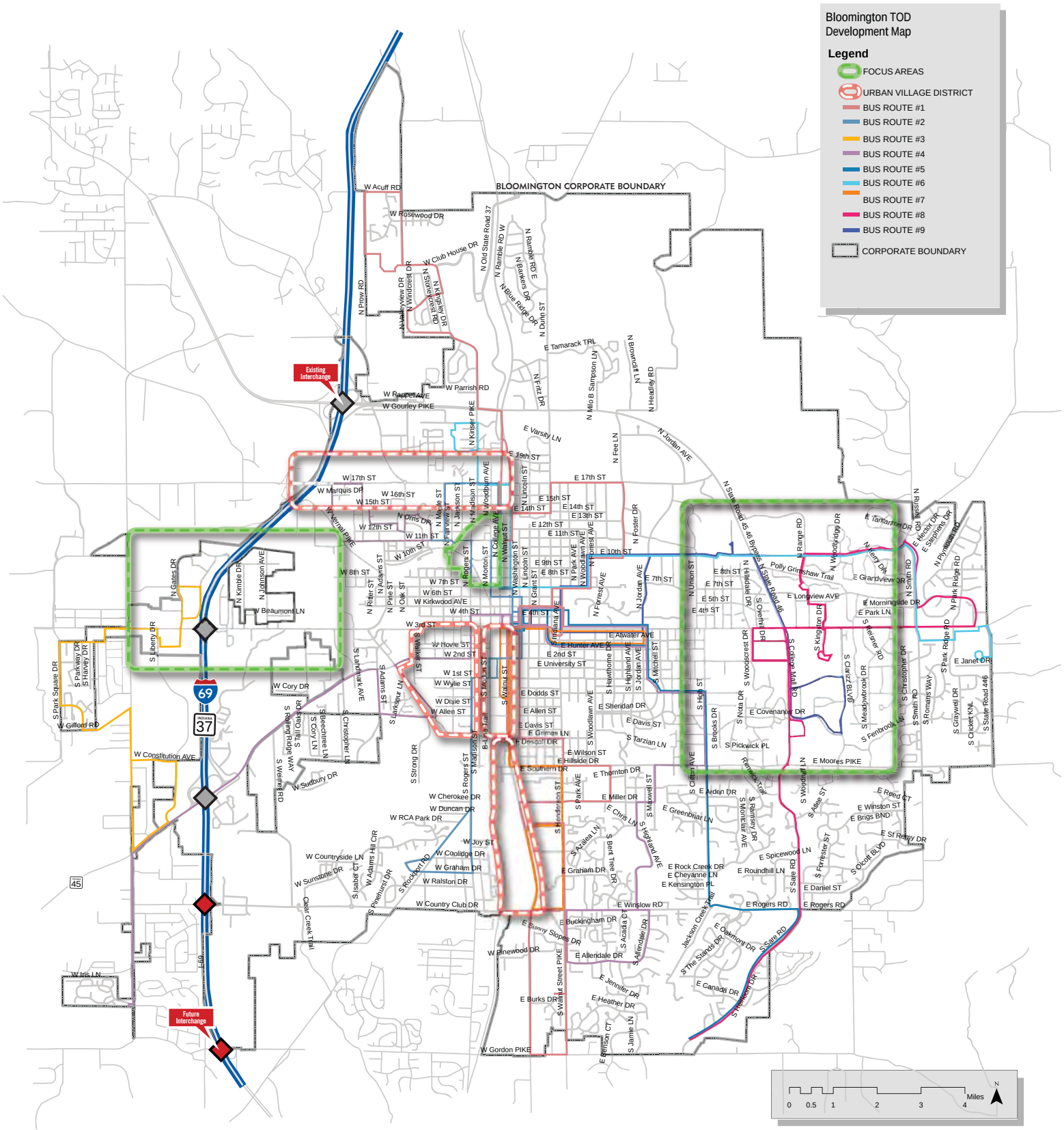
Bloomington Thoroughfare Plan Map

This map identifies the current street classification system for the City of Bloomington from Interstate level to Neighborhood collector level.



This map indicates that location of potential Transit Oriented Development (TOD) which is denser development that occurs around significant transit stops. These TODs are represented by the Focus Areas and Urban Village Districts on this map.

Bloomington TOD Development Map



Profile

Walkable Communities

The following characteristics are the qualities found in urban places where the pattern of development and design character combine to make frequent walking and transit use an efficient and preferred choice for many people. They also provide efficient and attractive solutions for vehicular traffic along with convenient and accessible parking. This case study illustrates how a complete street can be designed within the City public right of ways of major city streets. A complete street is multi-modal designed street that serves as a safe route for all modes of transportation.

- A mix of land use types (residential, office, retail, etc.) in close proximity to one another
- Building entries that front directly onto the street without parking between the entries and the public right-of-way (street or sidewalk)
- Building, landscaping, and roadway design that is pedestrian-scale -- the architectural details of and proportions between buildings/sidewalk widths/ frequency of street trees/etc. (urban design) are comfortable for people who are traveling on foot and observing from the street level
- Relatively compact residential and commercial developments (short distances between buildings)
- A highly-connected, multi-modal circulation network (paths, sidewalks, streets, etc.), created by relatively small blocks arranged in a grid
- Thoroughfares and other public spaces that contribute to "placemaking" -- the creation of unique locations that are compact, mixed-use and pedestrian -- are transit (bus)-oriented and produce strong feelings of pride and ownership in residents which can translate to a lasting economic value
- An increasing number of communities are recognizing the value of these features and are embracing them in land use, urban design and transportation plans, often using techniques drawn from planning and design movements such as smart growth and new urbanism.

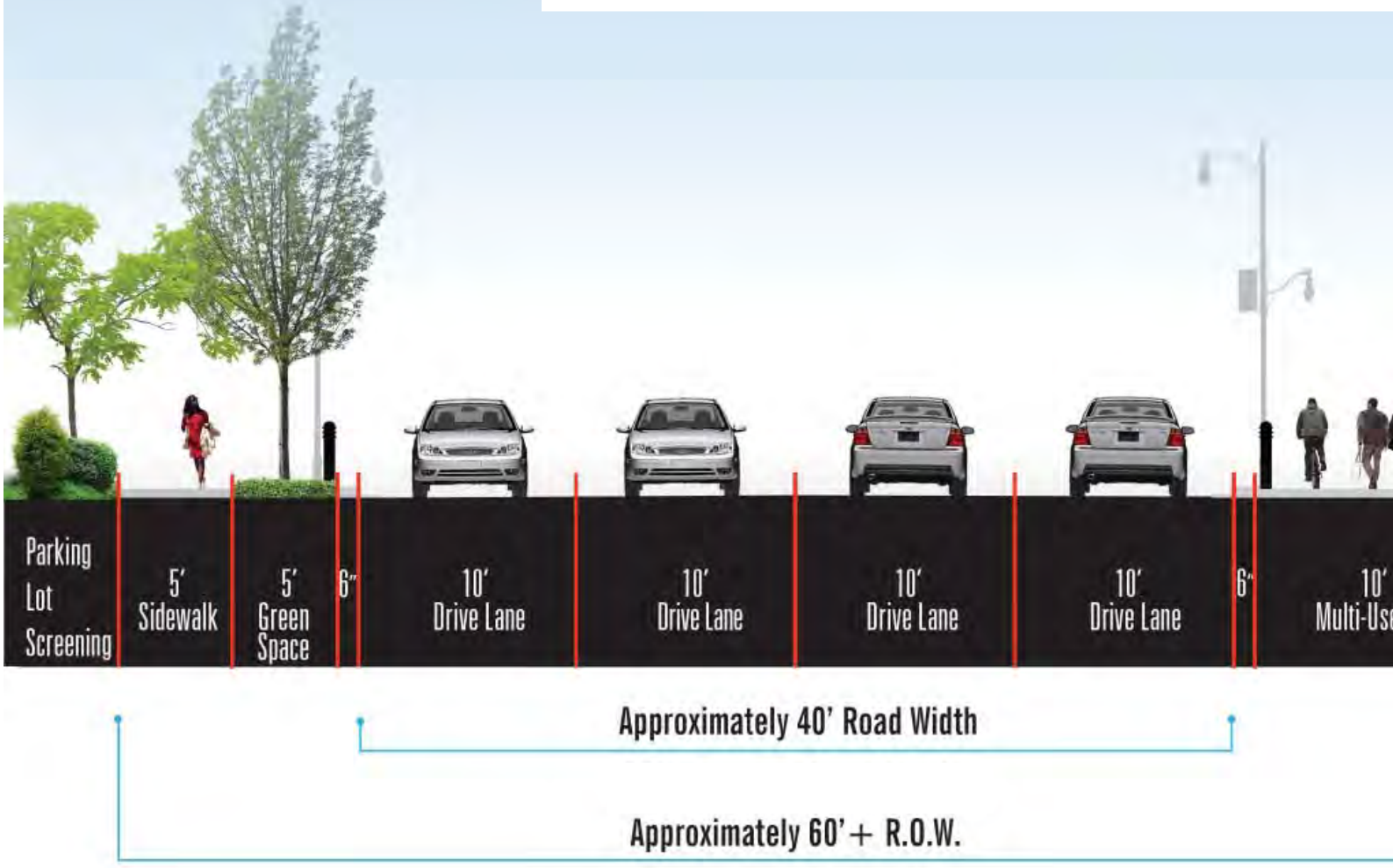
Source: Adapted from "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities; An ITE Proposed Recommended Practice". 2006.

Case Study

Manage Improvements on Major Corridors

This street cross-section illustrates how a complete street can be designed within the City public right of ways of major city streets. A complete street is a multi-modal designed street that serves as a safe route for all modes of transportation.

Plan and implement roadway improvements for these north-south corridors. Coordinate with INDOT and other agencies to ensure that all roadwork improvements manage curb-cuts, provide sidewalks buffered from traffic by tree lawns, pedestrian-scale street lighting, bus shelters, bike lanes and an multi-use path on at least one side.



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