

*The following is a summary of written public comments received by Planning and Transportation staff. The purpose of this summary is to provide information on all of the feedback that has been received. It also includes what staff has heard at any of the town hall or board and commission meetings. This summary has been updated through the final town hall meeting held on September 15, 2016, as well as with all other feedback as it's received from the public.*

**Comprehensive Master Plan: Working Draft Public  
Comments *Last update: December 9, 2016***

Would like to see changes that are incorporated from working draft to final draft.

Document supports changes to Unified Development Ordinance language.

The economic impact should be apparent to area land uses.

Rentals carry a property tax burden and role the of affordable housing is unclear.

Smart Cities Technologies is on the forefront of how cities will provide services.

Bloomington has not created vision in 30 years towards an emerald city like other cities have.

There needs to be more of an economic development presence in the plan.

The terms "urban villages" and "focus areas" are two different designations need more information on how they are different.

The College Mall and hospital areas were too big and included areas that were not likely to redevelop.

Emphasise the need to maintain our existing infrastructure.

Need to reiterate and establish complete streets.

Provide a city-venue that allows artists to easily practice and rehearse.

Integrate the arts into more categories and incorporate art, music, video in other sections like bike project plus video.

The goal that mentions preserving cultural places of significance should be reworded to include *reusing* properties, not just preserving them. As in, cultural spaces should be preserved, but also kind of evolve and continue to be useful to the community.

The need to better highlight the importance of local foods and food security within the community.

Form based code does help with some issues, but the student based housing economy has impacts that may not be addressed with form based codes.

Public engagement is a good goal with good policies and programs, but need to define the purpose public engagement and don't lose it in open and transparent language. These are different. Consider in the context of passive, active, sustaining. Might sharpen sense of public engagement by 1) identifying and accessing public engagement practices with community, 2) developing purposes, principles, and competencies to create sustaining capacity for participatory governance, and 3) add policy specifically public-engagement related.

Consider Music Together as childhood a development program.

Program walking events that are promoted around speaking other languages to create and build relationships.

Concerned green building and other plan policies are associated with Agenda 21.

Concerned on the relationship of the plan with annexation and other areas of Monroe County.

Would like to see Bloomington control immigration.

Chapters need to cross reference one another as there are many relationships between goals, policies, and programs.

Charts are confusing.

Define sustainable economics and the use and intent of the icons is not clear.

Leave chapter boards up in a public place to help engage residents.

"2040" is misleading as if on a journey. There are many paths to 2040 and the plan is just the first step of many.

Promote neighborhood small businesses.

The Bloomington Food Policy Council's Food Charter should be included in full, as it has been endorsed by the City's Common Council and by the Monroe County commissioners, and it provides goals much like others in the CMP. Perhaps it could be included as an appendix. A

good place to refer to it would be in Goal 1.1, in Chapter 1 on page 33. An additional place for it would be in or near the long paragraph on the right side of page 55.

Deer are causing great damage to vegetation, birds, and other animals in some of our city parks, and they make gardening, of both vegetables and flowers, difficult. So deer control needs to be mentioned in some way. I searched the current CMP draft for the word “deer,” and was startled to find that it did not appear even once! Urban deer are a problem that will likely haunt our city at least through 2040.

One thing that would help gardeners to prevent or reduce deer damage would be fences higher than four feet. That limit needs to be removed, in ways that don't cause sight problems at street intersections.

Urban agriculture should be promoted in general, to increase the amount of really local food available.

The city (perhaps HAND) should work with homeowner associations and neighborhood associations to ensure that every resident is allowed to grow food at home, if only in a pot on a porch. I understand that even that simple thing is now disallowed at some places in town. This could be a new Policy 5.4.5 on page 77.

There is only one reference to “gardens,” and one to “rain gardens” in the Land Use chapter. There is none to “urban agriculture.” More should be said about encouraging gardens on residential properties, urban agriculture on private land, and community gardens as well in that chapter. These are all important “land uses,” given the need for greater production of local food for environmental reasons, especially in the light of our changing climate. Produce stands should be allowed in residential front yards, to increase distribution of locally grown food and to reduce existence of food deserts.

The words “, or for vegetable gardens.” should be added to Policy 2.1.6 on page 47.

On that same page, a Policy 2.2.3 should be added, reading “Increase the number and area of public parks.”

The “Think Globally, Act Locally” paragraph on page 51 should include the idea of promoting urban agriculture and easy gardening.

Add a paragraph 3.8 on page 57 saying “Deer numbers, locations, and movements are controlled.”

Reword Goal 5.2 on page 75 to read “Help all people to have fair and equal access to housing and gardens in Bloomington, today and for the long term.”

On page 83, add gardens and urban agriculture to the paragraph just before “Preservation”

I would like to see city-owned and operated fiber optics

Establish a one stop shop for social services that serve people in need of housing, food, childcare, transportation passes/access, education, job referrals, clothing etc. Currently, people with limited resources need to travel all over for many of these resources.

Bringing multicultural events occupying city spaces and places.

Access to space for the arts for the community and for artists.

Yes to 2.1.5 and 2.2.1!

See the book For the Love of Cities.

In addition to preserve and celebrate culturally significant places, develop additional language to suggest more active monotony/ public information support of activities.

Continue to actively pursue open streets events all over the city.

More events involving city and neighborhood involvement.

Throughout the document I miss baseline data and concrete goals (measurable) - for example "this is our fossil fuel use today, we want to reduce that by X% by 2020, an Y by 2030, etc."

3.2.4 Make sure that desirable practices like those that help keeping runoff on site are listed as required for by right for development proposals. Other examples could be potential for solar heating (south facing windows).

Drastically reduce minimum square footage per building, accommodate smaller apartment, condo, and single family dwellings.

Shade trees need to all be along the B-Line trail.

Shade trees everywhere. It really makes walking so much more pleasant in the summer (biking too).

Minimize deforestation and riding mowers on the Switchyard. Use the remains of the trail infrastructure for display, feature byproducts that went out of the yard - stone, wood furniture, etc. Natural meadows and managed forest. A big campground could be instituted. Great picnic spots along the creek.

Use any metrics in the parks master plan.

Minimize the use of weed whackers in the parks. I also feel that they mow too often the open areas in the park such as Bryan Park. Just when the clovers are blooming and the bees are all

over the flowers the lawn mowers come and destroy it. Leave the grass a little longer, doesn't hurt us (people).

I am also bothered that most parks all things that could be recycled go into trash bins (plastic bottles, glass bottles, and aluminum cans). I have made it my business to go through the trash to retrieve them. Usually 400 items every 2 weeks in the summer. Put out recycling bins for people to deposit these items.

City should promote and support rainwater collection for the community e.g. educating, offering barrels, etc.

Do not allow permeable surface instead of greenspace.

3.3.1 Clarify geologic hazards.

During construction, we need to preserve and take in consideration the mature already existent trees. Do not kill or extract all the trees because it is easier and price/time effective for business.

More pocket parks.

Consider tree canopy in developments and food plantings.

Do a study of tree size and replacement times for the downtown. Tree grates not working.

Review the old GPP to mine it for all the great existing policies and add to it with the new directions and issues that have developed since the conception of the existing plan.

Require 6' tree plots for full size trees in new development.

Require new PUDs to look at new and more urban solutions to groundwater runoff and waste.

Fewer surface lots and more garages.

Name and protect peoples' our watershed.

Equalize downtown demographics to emphasize mid- and elderly populations over student.

Develop architectural standards - require shading on sunny sides to reduce heat loads and checklist of suggested/required building elements developed from existing significant or historical buildings stock.

5.3.3 Consider requiring or providing incentives for building ramps that are part of the design features of structures for access by people with disabilities.

Look for programs that can support the rehab and resale of older housing stock to preserve affordable, owner-occupied single family homes. Consider ways to leverage public investment with deed restrictions that perpetuate affordability over time.

I live in the NWSN. I have a lovely studio in my back yard (built by Golden Hands), When it was built, I signed a covenant that the studio would never be used for human habitation. I would like this rule overturned. I think this property should be used as a "granny flat" or to have some income in retirement. I also think it would be a good idea to have this rule be that "owner occupant" live on site and perhaps be granted a "conditional use". Thank you. I think this could allow NW siders to "age in place."

No more high density living structures like Smallwood the firetrap behemoth of Bloomington center.

Preserve small town feel for downtown.

Allow creativity in gardening for public housing folks.

Promote neighborhood business so people can walk, share and meet neighbors interests and business needs.

Community gardens in downtown.

Suspend anonymous denunciation for lawn/yard care - go proactive for blocked sidewalks and blind corners.

Minimize, don't encourage riding mower trailers or trucks. Maybe restrict how much we're allowed to mow - minimize CO2, maximize O2 - it's time.

Possible partnership public encouragement activity with neighborhood associations would be good for the City, for neighborhoods. Association and neighborhood residents, especially if it helped neighborhood association do more inclusive outreach/public involvement in their community.

Connect efforts to reduce parking requirement to reduce the cost of residential construction and produce maximum affordable housing options.

Do not reduce parking requirements. It did not foster more affordable housing downtown and created a need for the public to build more parking garages.

Take existing/planned public investments in parks and recreation (e.b. B-Line, Switchyard Park) to create diverse housing types - perhaps land banking to create the opportunity for a full array of housing types.

Concerns on addressing safety needs, security and resources to protect walkers or cyclists on the B-Line and other trails and parks.

Hospital Use: City Government and County Government use such as juvenile justice center or larger jail, more courts, probation officers, one stop/consolidation for service.

Make bus service more affordable for those in need. Clients at the Shalom Center never have enough bus passes.

Every public school should be accessible by sidewalk and bike path.

Prioritize traffic calming at crosswalks near schools.

7.1.3 Should be moved to Land Use, more related to zoning rather than transportation.

Include bus service on Sunday morning to get to church and Sunday evenings.

Fill in gaps in bus system: Tapp Road/S. Adams St area continues to be built up but nearest bus stop to Adams Village and assisted living facility is ~1 mile. Too far for elderly or handicapped. Extend service out Tapp to at least the trail head.

Provide bus service to Monroe Hospital.

Bus doesn't go down S. Rogers.

Connect other Cities with light rail.

Allow 3 wheel electric vehicles on trails and streets.

Improve ability for bikes to make a left turn on busy streets.

Would like to see bike/ped bridge across I69 and encourage connectivity across I69.

Really good that it hammers in bike and ped.

Would like to see more baseline data, milestones, and data.

Want to see more small traffic circles to ensure safety for bikes and peds.

Sharrows on 3rd too faded - maintain infrastructure.

Encourage narrower streets to save money and be safer.

Build or restructure roads with shoulders so bicyclists and pedestrians are at less risk.

Reduce shopping bags and use durable bags such as Kiondo bags.

Consider a community vehicle share for electric golf carts that can be solar powered.

Discourage private streets, not standard, adds costs to residents, don't get services and need legal obligation to disclose private street to next buyer.

Overall, multimodal is great.

Sare either needs infrastructure improvements or not be principal arterial.

Changes in the downtown land use boundary and the time for subsequent zoning ordinance changes can be long and creates uncertainty for BZA and Plan Commission development cases.

Need to have good data to share on housing and vacancy rates.

State laws have implications on some policies and implementation.

Need to conduct market studies on housing because there are lots of opinions, but not much data.

Chapter 5 ignores market forces and there is a need to better define affordable housing.

Mobile or manufactured homes offers options for affordable housing and would like to see this considered.

Document highlights too many strengths and not enough of weaknesses. Sometimes there are very specific policies or programs and others are very vague.

Commerce and economic development is not mentioned, but is an important aspect to consider for industry and jobs.

Safety and quality schools are important to maintain and build upon, but there is little mention of either.

Interest to better integrate technology into the plan with regards to fiber conduit and connectivity and even how this can affect traffic and parking.

Health should be integrated into the plan.

Accessory Dwelling Units and home based businesses are topics of interest.

Partnerships offer a larger place in the draft plan.

Concerns about public safety.

Neighborhood residents need more time to participate and need to understand the implications and unintended consequences.

Protect core neighborhoods from displacement of owner occupied units with rental units; from pressures of off site parking; from noise; and rates of return that continue to favor rental units.

Get rid of maximum parking standards and require minimum parking.

Provide transit service to the Blue Ridge neighborhood.

The planning process favors and represents commercial uses and interests and not residential interests and needs for single family residents.

Downtown area is too big and only dilutes the meaning of downtown. There should be transitions areas into the downtown rather than expanding it.

Plan needs more historic references and there is a need to identify historic areas. Historic protection should be built into the zoning code and not simply rely on conservation and other historic protections.

The west side neighborhoods are affordable and continue to have pressures from student housing.

Provide adequate parking for both on site and street parking for small scale, good neighborhood commercial centers.

Streets need to be more civil and safe.

Policy 5.4.4 on tiny houses and ADUs should take a very cautious approach and not further open up investment opportunities that can lead to reduction in owner-occupancy rates.

Consider licensing as a means to monitor ADUs.

State laws limit local control over the number of occupants per units.

Sare Road should not be an arterial; it accesses neighborhoods with very limited access to commercial uses.

Neighborhood Activity Centers - are they superseded by Urban Villages? Neighborhood Activity Centers are noted on the map, but are not described in the narrative.

City Plan Commission CMP Work Session - August 30, 2016 - please see CATS video link:<http://catstv.net/m.php?q=3525>

The shelter location encourages the whole process to fail on homeless issues.

Transit stops need trash cans as many have trash and not well maintained. The stops need to pull off the roadway to allow other traffic to flow.

Mosquitos are a health issue and many public areas have stagnant water for good breeding conditions.

Local business incentives are lacking and requirements such as landscaping could be phased in over time. It is too expensive to start a business with all the requirements.

City should study rezoning to identify needs for creating jobs and not just technology jobs.

Goal 2.1.2 could recognize african american and latino significant places in Bloomington.

Demographics don't reflect the different cultures and diversity of Bloomington. The material only reflects one culture.

We work better together. City is recognized for being friendly to GLBT, why not to Latinos and African Americans, and others?

Where can other cultures and races go for support and collaboration?

Transit service is focused on serving IU students and do not serve other commuters well. Service to Ivy Tech is one example. Shelters are needed.

There are service needs and annexation should be looked as a means to help with service needs. There are gaps in annexed areas.

Students support the city and their parents should be welcomed much more when visiting.

Students have to borrow money to attend college and they have affordability issues too.

IU's campus mirrors many of the City's problems.

2-year and technical training are important educational services needed.

Plan needs a better linkage of the vision to the chapters and goals.

Older populations are a significant component to Bloomington's demographics. Exhibit 6 shows this age group growing, but not much is mentioned about older adults.

Affordable housing should also include accessible housing.

Ageing is an equalizer to everyone - it is not transient.

Safe and civil city should have a downtown that elderly and young would feel safe enough to live there.

Urban Villages should be communities for a lifetime.

Photos do not show age and diversity of the community.

Use a citizen science program to help with measuring the outcomes and indicators.

Transportation needs to specifically acknowledge the needs for accessibility since approximately 20% of the population has some sort of disability.

The Bloomington community has consistently demonstrated a growing interest (in some cases, concern) about the economic, social, and legal aspects of our local Food System. This was publically and officially demonstrated as a priority for local government in April, 2015, when the City of Bloomington Common Council endorsed the Bloomington Food Charter as "helping to guide community decisions about policies and programs that affect the local food system."

Noting this, it seems useful and appropriate for a larger section of the Comprehensive Master Plan to speak to issues in our local food system that the Plan's vision – and the UDO's laws – will affect. In the "Vision and Goal Statement" of the current draft, "supporting a vital local food system" is an explicit, core component of "Theme 6: Protect Environmental Quality."

Nonetheless, our local food system is only mentioned once, apart from this section, and only in connection with "renewing connection to natural systems through food systems and recreation." Aside from this, Bloomington's care and concern for the food we eat is only mentioned a handful of times. Curiously, that care and concern is not fully articulated in the current draft: Not only are Bloomingtonians concerned about our food's "impacts to our environment and [our] own well-being," but we are equally - or more - concerned about issues of Food Access, Food Equity, Food Sovereignty, Food Justice, and Food Security. Few of these values are implied, let

alone stated, in the current draft of the CMP. This presents a concerning - but avoidable - inconsistency in the City of Bloomington's advertised and legislated position on the local food system.

Therefore, in discharging our duty as an organization obliged to the public benefit of the Bloomington community, especially and specifically in regard to our local food system, the Bloomington Food Policy Council respectfully recommends that, at the very least, the language of the Bloomington Food Charter be incorporated into the final draft of the Comprehensive Master Plan. Further, we recommend that an additional, full-length chapter of the CMP be dedicated to explaining and exploring the City of Bloomington's position on the current and future issues of our local food system, comporting with previous commitments like endorsement of the Food Charter.

Additionally, the BFPC encourages the City of Bloomington, while drafting the CMP, to consult and use the data generated by the BFPC's recent research report on the perspectives and activities of local residents, including gardeners and farmers: Bloomington's Food System: A First Look. This and other ongoing research endeavors are free informational resources rendered to benefit our local government and the general public interest of Bloomington. Please make good use of this data and the time we have volunteered to discover it.

If further evidence is needed, the findings of these local research efforts are supported by recent studies from the UN Commission on Trade and Development, which suggest that a proliferation of small-scale, organic agriculture is the only viable way to continue to feed the world's population. Global concerns may seem abstract to the insulated market and political conditions of the City of Bloomington, yet this UN research (resonant with the BFPC's own, local research) adds even greater credibility and legitimacy to the City of Bloomington's previous legislative commitments, including the formation of the Bloomington Peak Oil Taskforce and the subsequent endorsement of its findings, rendered in the Bloomington Peak Oil Taskforce Report.

The Bloomington Peak Oil Taskforce Report articulates empirical findings and policy principles that agree with the Bloomington Food Charter. Thus, you the honored civil servants of our local government, have ample precedent upon which to base our proposed amendments to the CMP:

- (A) that the CMP include the language of the Bloomington Food Charter, legislatively endorsed by the City of Bloomington Common Council in April of 2015 and the Monroe County Council, later that year.
- (B) that the CMP include language and analyses derived from the Bloomington Food Policy Council's research report, Bloomington's Food System: A First Look.
- (C) that the CMP include language and analyses derived from the Bloomington Peak Oil Taskforce Report, commissioned and organized by the City of Bloomington.
- (D) that the CMP include provisions for protecting acreage of Urban, Suburban, and Peri-Urban land for small-scale agricultural activity, perhaps in some designation proportional to acreage used for other housing and commercial developments.

(E) that the CMP include language supporting the personal cultivation of food-producing plants, including residences facilitated by the Bloomington Housing Authority.

(F) that the language, on p.55, Chapter 3 on Environment, subsection on Natural Resources, stating: "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" be Amended to read: ""The City of Bloomington will ensure (or will guarantee) that community members have opportunities to produce, process, sell, purchase, and consume local foods of their choosing"

(G) that new Ordinances pertaining to home garden fencing be made more flexible, in light of the public debate on the City of Bloomington's urban deer population. To determine an adequate range of flexibility, the City would do well to partner with community growers and neighborhood residents to establish adaptable "Design Best Practices," including higher fencing, double-row fencing, and fence-type structures with architectural features, for example.

We, the members of the Government Relations Committee of the Bloomington Board of REALTORS® write you on behalf of the more than 400 members of our professional association and the thousands of property owners in Bloomington in regards to first draft of the City of Bloomington 2040 Comprehensive Plan ("2040 Plan"). By practice, we represent buyers and sellers hoping to achieve the American Dream of owning property and a home. By principal, we believe that investment in property is the most important investment one can make and as an association we hope to preserve property owner's rights while making Bloomington a place that we're all proud to call home.

Our committee has carefully reviewed the first draft of the 2040 Plan and has the following observations comments, and concerns:

We are concerned about the lack of data in the 2040 plan. In order for the 2040 plan to be a useful tool to citizens and policy makers, it needs to be underpinned by targeted, relevant, and accurate data and community preference surveys. The census data that was used to back some positions is dated and doesn't adequately address how Bloomington's demographics are skewed by our large student population, and how high-priced campus proximate properties impact rental rates and property values.

The plan "punts" on too many important issues. It's not planning to simply identify issues and areas where there will likely be change, and state that in-depth planning and research will come at a later date. There is way too much of that approach throughout the document.

Each chapter of the 2040 Plan would benefit from a more complete SWOT analysis (Strength, Weakness, Opportunity, and Threat). While we are pleased that the 2040 plan is a powerful expression of community pride, we believe it is perhaps too celebratory and overly-focused on areas of community strength. While we believe that understanding our strengths as a community is very important, we also believe that community planning initiatives are not complete without equal exploration of areas of weakness, opportunity, and threat.

The 2040 plan would benefit from more thorough intergovernmental and interdepartmental dialogue. Issues like crime and schools may not be solely under the purview of the city's planning department, but their consideration is essential in order for the plan process to be a success. For example, as REALTORS® we see firsthand how housing choices are influenced by school policy and districting. We believe that land use policy should be more integrated with MCCSC and parochial school needs than is evident in this plan.

Planning processes must be improved. We applaud that the 2040 Plan aspires to make government more open and transparent. Over time, we believe Bloomington's land use control processes have become cumbersome and ad hoc, and in the opinion of some, all too often arbitrary and unfair. It's not enough that information be made available on a website or that meetings be televised. Codes and procedures need to be amended so that planning outcomes become more predictable, and planning processes are streamlined. We are eager to learn more about possible changes to design review, and hope it expedites petitions rather than simply adding another layer of unpredictability. Hopefully other proposed improvements will be introduced in before the plan is adopted.

As housing professionals, we are most concerned about Chapter 5 (Housing). Respectfully, we do not believe this section is ready for adoption. Our concerns are too numerous to thoroughly cover in a short letter. Generally speaking, we are concerned about the lack of detail, lack of targeted data, and the presentation of opinions as facts. We believe that conducting a residential market analysis and consumer preference survey would be money well spent. To the extent problems are identified – insufficient “affordable” housing, the “missing middle”, design considerations - definitions are sorely lacking, not to mention data to back the conclusions. As REALTORS® we have excellent data, and would welcome the opportunity to share it.

We are concerned about the lack of attention to commerce and economic development. The 2040 Plan needs a full chapter which addresses Bloomington's economy in general and our commercial building stock in particular. Each commercial building type (office, retail, restaurant, industrial, hospitality, medical, etc.) and the businesses that occupy them have distinct characteristics and needs that deserve thought and consideration. As with housing, insufficient data was gathered to determine community needs, and how our regulatory environment might change so as to spur commerce, create jobs, grow our base, and expand service. Specifically, the plan is lacking long-range planning for parking, loading, and utility infrastructure to support local commerce. Meanwhile, great attention is paid attention to aesthetic considerations, including the suggestion of the addition of a form based code. Aesthetic considerations are important, but at times it feels as if the planning department believes that commercial buildings exist primarily for the visual enjoyment of passers-by.

The 2040 Plan is uneven in addressing the myriad needs of our community. For example, there are numerous references to the housing/medical needs of seniors. However, there are large constituencies that need to have their needs addressed in a more meaningful manner: families with school-aged children, singles, young people who aren't students, etc.

We believe that environmental and sustainability initiatives need careful evaluation both before and after implementation. Bloomingtonians value our natural environment. However, we also believe there is broad consensus that proposed requirements are 1) fairly and broadly implemented, and 2) actually work. We will carefully review proposals such as required electric vehicle charging stations, tree preservation, gray water re-use, green building mandates, additional requirement for pervious pavement, open space “partnerships,” etc. Such requirements add costs which are inevitably passed onto buyers. In short, new and innovative regulations required evaluation.

There is insufficient attention to areas and building types that are likely to change between now and 2040. The 2040 Plans should identify and discuss critical subareas, as was done in the current GPP. Critical subareas include the new and old hospital areas, Memorial Stadium and Woodlawn corridor area, I-69 interchanges, particularly Tapp and Fullerton, the 17th Street/Vernal corridor, etc. There are brief mentions of these areas, but we believe more thorough evaluation is warranted. To simply identify areas and state you’ll research and plan later is not planning.

The Bloomington Board of REALTORS® hopes to be a resource in ensuring the future of our community through smart growth policies which respect land rights, and which draw up on the ideas and resources of the entire community. With careful consideration, we believe these goals can be met. Feel free to contact me with your questions or concerns. We look forward to working with you for the betterment of Bloomington

First, I support form- and materials-related design review at the plan commission level and at the city council level. Those two aspects of new development are central to how a neighborhood feels to residents and passers by. They also get at the kind of charm we wish to preserve in our dear town.

Second, I am all for making our vehicular safer and cleaner. However, many of the streets projects over the past decade have increased the vehicular capacity of roads. That leads to induced demand, which fulfills the vehicular growth assumptions justifying the plan in the first place. Unfortunately, this places Bloomington on a cycle of ever-increasing vehicular capacity through expensive infrastructure projects. It also increases annual maintenance costs. The 2040 plan should have a clear statement that the city will not plan and build projects that grow vehicular capacity (and therefore vehicular travel). Instead, the plan should clearly state that transportation infrastructure planning will prioritize buses and active transportation options. This is the only way to end the endless cycle of building more vehicular capacity. It also reinforces the public health and environmental goals of the city. Plus, spending money on public transit and active transportation can serve greater people with less congestion at a lower cost.

Third, I did not see the area currently zoned neighborhood retail at the former site of Elm Heights Bloomingfoods designated “neighborhood activity center”. As a nearby resident, I strongly urge you not to change the zoning of that area and instead to work with landowners on the block to turn it into a neighborhood activity center, possibly by expanding the zoning designation to other buildings on Second St. between Henderson and Fess and also to assist

with necessary infrastructure to support that use. It will serve to strengthen that low, less historic part of the Elm Hts. neighborhood.

On transportation, please make sure that the master thoroughfare plan does not thwart efforts at new urbanist design. I was very disappointed that the city imposed additional costs on the builders and buyers in the South Dunn development through sprinkler requirements because the city fire department does not have adequate equipment to serve narrow streets. Instead, plan on more narrow streets and insist that the core neighborhood fire stations have equipment that can navigate existing narrow streets as well as new ones.

I like the master thoroughfare plan application section that describes the new street categories. This should be kept in the final version. Only suggestion here is to state more clearly when you talk about balance among modes of transportation that our current transportation infrastructure is currently imbalanced in favor of vehicles. Achieving balance will require much greater increases in ped., bike, and bus investment.

Policy 1.1.2 (Community Services) - I love the idea of increasing parks in neighborhoods along with greenspace throughout the city. One idea I have heard mentioned is establishing more pocket parks. We have one now in the Eastside neighborhood along the walking path between Eastside & Mitchell. However, maintenance of this "park-like" area is a nightmare. Getting enough neighborhood individuals to volunteer to help is not always easy. How does the City plan to maintain these green spaces? Parks and Recreation folks already seemed stretched to the max.

Policy 1.1.2 (Community Services) - elder population is increasing; there is a need for a real Senior Center in Bloomington (the basement of Twin Lake doesn't make it). Suggest looking into letting seniors have a center at Banneker. It's probably used less in the mornings; hire a director with innovative ideas - i.e. something beyond card games.

Policy 1.1.2 (Community Services) - really make Parks & Recreation facilities truly handicapped accessible. Note: the two sets of doors leading into Twin Lakes are almost impossible to open for people with walker, etc.

Policy 1.1.2 (Community Services) - plan special programs for seniors, especially handicapped seniors - think outside the box!

Policy 2.2.1 (Culture & Identity) - add CFRD to this; consider minority populations and get more opinions on what is historically significant to whom.

Policy 2.1.2 (Culture & Identity) - residents and visitors should be able to access and explore preserved spaces; info about tours, history, signage, on-line tours, etc.

Chapter 2 (Culture & Identity) photo of Indiana University GLBT parade banner - the background in this photo isn't Bloomington, Indiana.

Chapter 2 (Culture & Identity) - what about K-12 learning?

Make entertainment - plays, concerts, etc. - in the downtown cost friendly to seniors; if students get reduced rates, why not seniors?

Community Art Center/Gallery?

Allow local artists to put their work on display for no charge or cheaper fees for a day or two. It will encourage local artists.

Maybe think more about City events - they don't all need to be catch-alls for everyone. Sometimes events should target specific cultural groups in the City - especially minorities, including people in the planning and ideas.

Park concert series and other services don't represent the diversity in the community. Diverse community should equal diverse entertainment and concerts.

Soul Food Cookout - why did this go away? Would like to see again. Used to take place each fall; used to be at Karst Farm Park. Beverly Calendar knows about this.

Policy 3.2.1 (Environment) and Policy 3.2.4 (Environment) - yes, yes, yes!

Require removal of invasive species upon property transfer.

Actively purchase and protect downtown greenspace - prioritize by proximity to downtown. Habitat neighborhood on near west-side could've been City's largest area of contiguous tree cover in the downtown.

Purchase greenspace existing in core neighborhoods, particularly those bordering IU to prevent it being destroyed by concrete laid down for more IU parking or housing.

Downtown Policy 4.2.1 - But if you keep letting developers not have to provide residential parking, that's not going to create sufficient downtown parking.

Downtown Policy 4.1.2 - The 8 story hotel on Kirkwood hardly reinforces the character of Kirkwood.

Downtown Goal 4.3 - "shopping": retail is a key issue to consider. Finding space, difficulty improving historic buildings.

Handicap parking needs to be better. Example: College at Kirkwood - right at bumpout, the crown of the street pavement with the curb makes handicap van ramp access difficult - plus tree is in the way! Don't forget about larger vans!

Sidewalks needs to be improved - grades bad in areas, weaving ramps on Kirkwood area problem.

Parking - 150 people park at C.C. every day, but exp. of C.C. will displace this. Additional garage facility? Invest in current ones.

Housing & Neighborhoods Policy 5.1.2 - develop a process which will systematically build sidewalks in the older "core" neighborhoods. These neighborhoods already have narrow streets, often without a sidewalk on either side.

Housing & Neighborhoods Policy 5.2.2 - permit "granny flats"

Housing & Neighborhoods Policy 5.2.2 - develop a plan to inspect/check/oversee the "granny flats".

Housing & Neighborhoods Policy 5.3.3 - is very important and much needed; especially keeping old people near amenities.

Allow residents to grow food and adequately protect it from deer with permanent fenced gardens wherever needed on that parcel.

The Land Use map is hard to read - multiple maps instead?

Land Use Policy 6.2.1 - add improved streets equals safer streets

Land Use Policy 6.2.5 - split this policy?

Need language in Land Use talking about the "edges" of land use areas - need comments about "fuzzy" edges.

Concern with Land Use Map for Eastside Neighborhood and other "core" neighborhoods dealing with Institutional overlap. Specific: The map shows two streets - 3rd and Atwater from Mitchell and High as classified as "Institutional/Civic", yet there are still several owner

occupied houses along Atwater and rental homes which are valuable properties. What though has been given to how the housing along these streets will be treated in an "Institutional/Civic" area.

Notion of transportation corridors: lack on north-side; master transportation plan for pedestrians; one ADA issue ruins an entire corridor.

City should utilize the CCA as a resource more.

Sidewalks are busted up - ramps missing or in wrong location.

City bus stops - designate ADA stop locations - need curbs and landing areas.

Electric bikes on B-Line should be permitted - max speed on B-Line.

Mobility planning in ~10 years.....how will autonomous vehicles impact transportation.

Provide map where sidewalk exists and where it is planned.

Plan for sidewalk everywhere? 1 side of street or 2? Nice to know City vision.

Need funding for sidewalk and sidewalk maintenance.

Maxwell/Sheridan is weird intersection, traffic patterns, tighten it up.

Like bike routes and taking advantages of resurfacing projects.

Trolley or fixed route would be really cool - maybe not practical (like Kansas City).

College and Walnut are really wide - get rid of some pavement width.

Make a real effort to educate cyclists so they don't ride on the sidewalks and they don't simply speed through stop signs and traffic lights. They complain about cars not respecting them - then let them respect pedestrians!

Educate cyclists to have manners.

Some sort of more regular transportation - buses in areas across downtown - 10th to Hillside - Indiana to Rogers - in Sunday afternoon buses. Waiting at bus stops not good for seniors; hour to ½ hour between buses doesn't encourage using them.

Frequent small bus service in core area.

Desire for more neighborhood sidewalks. How to maintain them? How to build sidewalk in core narrow streets - Mitchell, Hunter. Accessibility for elderly/mobility.

Anita (Hunter to 2nd) - too narrow; children play in the street - not safe, cars are speeding. Consider 1-way street or street humps.

Where will you park cars at small scale neighborhood retail? Especially if neighborhood parking permits people will still drive to them.

Have to learn to drive in Bloomington, so don't kill all the pedestrians and bikes.

The ERAC is pleased to have the opportunity to review the draft City of Bloomington 2040 Comprehensive Plan and submit comments for consideration by the Board of Park Commissioners. We hope you will forward our comments on to the Planning and Transportation Department with your endorsement.

Plan relevance to environmental resources of Bloomington Parks: We are encouraged that there are many aspects of the Master Plan that are directly relevant to the environmental resources of Parks. These include the Chapters, Themes, and Goals (and specific Policies and Programs contained therein), particularly: Chapters 1, 2, 3, and 5; Theme 3 (Enhance Quality of Place for Neighborhoods and Development); Theme 6 (Protect Environmental Quality); Goal 1.1 Prioritize programs and strategies that sustain the health, well-being, recreation and safety of residents and visitors. [See Policy 1.1.1]; 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. [See Policy 1.3.1]; 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. [See Policies 1.4.3, 1.4.5]; Goal 2.3 Ensure public spaces are of high-quality, engaging and active. [See Policy 2.3.2]; 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. [See Policies 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.1.5, and 3.1.6]; and 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. [See Policy 5.1.2]

Ecosystem Management: Although Policy 3.1.2 (and its stated Program) feature environmental management, and Policy 3.15 features promotion of "healthy, diverse ecosystems", there is no specific mention of overall ecosystem management in the Plan. We believe that including an overarching framework for such activities is important. We recommend restructuring Chapter 3 to incorporate the following high-level Goal into the plan: Manage parks for ecosystem diversity and ecosystem integrity. This should be the number one goal for our parks which are largely natural areas (e.g., Griffy, Leonard Springs, and Cascades).

In addition: There needs to be some mention of wildlife conflicts, especially deer and how the city will deal with the recommendations of the Deer Task Force. While these measures will need to be specifically addressed in updates to the UDO, higher fences, electric fencing, and other measures should be mentioned as possible options.

We are encouraged to see Policy 3.1.5 addressing invasive plants and native plants. We recognize that UDO updates will be needed to specifically reflect the City's encouragement for rain gardens, native plants, pollinator gardens, etc. and discouragement for growing invasive plants (and prohibition of some altogether). However, these types of specific features and measures could be mentioned within the plan, as possible options.

With Zika coming, mosquito control and its side effects (e.g. with honeybees) should be addressed (we already have West Nile Virus and other problems) as part of an elaboration about discussion about the "environmental management and sustainability plan" (Policy 1.3.2)

Connectivity: Riparian areas and streams need to be protected as wildlife corridors and linkages to areas outside the city and to protect water quality. In the provided maps, some of these are shown as areas for development. The maps should be changed to align with stated priorities (e.g., Goals 3.1 and 3.2, and component Policies and Programs).

We support the clear statement of working with Indiana University, Monroe County, and others on multi-use trail connections (Policy 3.1.1). However, there is no mention of the surrounding environmental attractions being a draw for tourism or contributing to quality of life. Bloomington does not exist in a vacuum and the plan should recognize the value of surrounding areas.

Transportation plans should refer to the Complete Streets guidelines and follow them. The maps do not show the Bloomfield Road side path that is now under construction. There is also no allowance for a pedestrian/ bike bridge over I-69 between Second and Third Street, which is desperately needed for both connectivity and safety.

Miscellany: There is considerable mention of LEED buildings, but rehabilitating existing structures is even greener and should be encouraged. Multi-family housing is promoted but there is no allowance for encouraging recycling at these facilities. The map on page 77 has two areas labeled at Southern Pines neighborhood.

Goals are very vague for arts. Need to look at types of spaces such as photo studio space, rehearsal space is needed for a range of performers.

A space needs study should be conducted that also prioritizes existing facilities on repairs, replacement, and preventative maintenance.

Role of IU is important to collaboration especially with campus building plan along Woodlawn and a need for a dedicated position to unify outreach and information.

Arts should be accessible to a broad range of people - income, race, age, location, etc.

2.1.4 - Ivy Tech purchased the Waldron center - is a good example that is missing as a resource and partner.

The BCT is looking at their strategic plan and can use this document to help align needs and resources. This method could be used by other agencies. Aligning resources also can relate to encouragement.

Food is part of culture and identity.

There is a need for single promotion and what role does visit bloomington play.

There is a need to get more private sector to be involved, they are in many places and is a missed opportunity here.

Bloomington needs to have "meet ups" as good collaboration and networking for the arts.

Transportation plays a role in the arts especially for access and limited transit service on Sundays or other locations.

Arts are mostly focused in the Downtown, but we need to bring the arts to neighborhoods and other activity areas.

Parking demand with downtown housing has impacted other businesses and the arts with limited availability of parking.

Homeless population and general safety concerns have impacts on the downtown.

Child care/ daycare is an important part of employment and there needs to be a direct connection between jobs and child care.

Consider an incentive to provide office space for an anchor that provides social services.

Consider using the percentage of licensed daycare facilities' capacity to Bloomington's population of 0-5 as a performance metric. Bloomington has a low percentage and wait lists are very long which makes it very difficult for working families.

Cost of daycare plays into affordable housing, social services, and transportation. Need a holistic approach to keep children part of this and here in Bloomington.

Daycare helps with decision making for retention and recruitment for employers. It is also a high ranking item for employee satisfaction.

There is a low percentage of children who are ready to go to kindergarten and there is room for improvement.

The city lacks a dedicated source of permanent support for the arts, such as a portion of the hotel/motel tax or a sales tax or other dedicated funding source.

I would like to see more specific “programs” included in the chapter, which to me signify that the city is serious about moving these goals forward. For example, under Policy 2.1.1: create a program to explore the amendment of the city’s percentage for the arts legislation to include private developers.

Chapter Overview: “The Arts” is missing as a category. In “Elementary and Secondary Education” our K-12 arts education programs should be highlighted.

Goal 2.1: Policy 2.1.1: In addition to my comment above, how about incentivizing artist live-work space?

Policy 2.1.2, Program: developing and maintain a cultural asset map is a great idea! Its development could go hand-in-hand with building a cultural plan for the city.

Policy 2.1.3: I’m not convinced we should be encouraging new cultural districts when we don’t exactly know what to do with the current one. An exception to this would be if cultural districts could benefit from tax abatements/incentives.

Policy 2.1.4: Indiana University should be specifically mentioned here as a key partner.

Policy 2.1.5: Of course we support the encouragement of public art to create neighborhood identity, but resources must be identified.

Policy 2.1.6: This is great, but responsibility needs to be defined – otherwise it’s too ambiguous.

Goal 2.2 Policy 2.2.1: Consider placemaking projects and art installations that explore our history.

Goal 2.3 Policy 2.3.1: Identify resources.

Outcomes and Indicators: These are really vague.

Concerned about affordable housing especially for new family households, working households, and seniors. The housing market favors rental units and unrelated adult residents (typically students) can afford to pay higher rents for a bedroom within a unit, thus driving up rents. Typical households can’t afford to pay high rents per bedroom and there needs to be a way to further limit unrelated adults from renting three bedroom or larger units.

Many housing rental units don’t reinvest back into the property for proper upkeep and maintenance. This is a problem to residential neighborhoods.

It is very difficult for many households for find housing within Bloomington.

The Greater Bloomington Chamber of Commerce has spent the past several weeks extensively reviewing the first draft of the City of Bloomington 2040 Comprehensive Plan. As the voice of business in our community, the Chamber represents more than 820 members and serves as our community's leading advocate for business. We believe the goals, policies, and programs outlined in the 2040 Comprehensive Plan should create economic opportunity by attracting businesses to Bloomington and allowing existing businesses to operate in a business-friendly climate.

The Chamber is committed to building better business and a better community. We have access to members with expertise in a wide variety of areas and we hope the City will use us as a resource as they continue working on the draft of this plan.

The Bloomington 2040 Comprehensive Plan – Chapter 1: Community Services

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.

Chamber's comments: Partnerships with local businesses and health organizations to offer services should also be explored.

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.

Chamber's comments: We want this future workforce to stay in Bloomington and have job opportunities available to them.

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.

Chamber's comments: Public/private partnerships should be explored or incentives for developers.

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.

Chamber's comments: This goal is measurable and should be included in the Outcomes & Indicators section. Transparency can be measured by the amount of data located on the B Clear portal of the Bloomington website.

Additional comments for Chapter 1 - The chapter briefly mentions considering studying annexation but there is no plan or initiative to do so. There is not an outcome related to the health of the community. The majority of the goals in this chapter focus on parks. There is no plan for economic vitality. Bloomington is a regional referral center with more and more people coming here for services, besides the thousands of people a day that commute to work here.

The Bloomington 2040 Comprehensive Plan – Chapter 2: Culture & Identity

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

Chamber's comments: These spaces should also be utilized and enhanced.

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

Chamber's comments: BEAD should also be included in this policy and should work to encourage economic development in these areas.

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

Chamber's comments: This can also include using these spaces for pop up shops and temporary stores (e.g. Woolery Market at Woolery Mill). This spurs economic development and

allows local business to showcase goods and services. The current ordinance (20.05.107) limits the use of vacant spaces and should be updated to allow these spaces to be used more regularly.

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

Chamber's comments: The current wayfinder program should be updated and expanded.

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.

Chamber's comments: The current database needs to be updated to remove structures that do not meet the criteria the city uses.

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.

Chamber's comments: We believe it's necessary to expand the convention center. This chapter mentions exploring the possibility of a joint partnership/endeavor with the Monroe County CVB. Could staff clarify what is meant by a partnership/endeavor? An expansion needs to be cost effective and structurally represent the qualities of our community.

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

Chamber's comments: It's important to be realistic. Quality can suffer if there are multiple requirements that are a cost-burden to the developer.

Additional comments for Chapter 2 - The chapter mentions our community's strong high school graduation rates, but there should be more discussion of our schools and K-12 education.

Besides graduation rates, it is worth noting our extensive dual credit offerings, art and music, and the Ivy Tech and IU cooperative program.

The City needs to better engage business to help meet the future workforce demands.

The Bloomington 2040 Comprehensive Plan – Chapter 3: Environment

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.

Chamber's comments: What does this mean?

Additional comments for Chapter 3

There is no mention of Lake Lemon. There is also no mention of our water supply, which comes from Lake Monroe but in the future could be used to supply water to other regions. An outcome for measuring air quality should also be included.

The Bloomington 2040 Comprehensive Plan – Chapter 4: Downtown

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.

Chamber's comments: In order to keep the downtown economy robust, business-friendly policies AND incentives are necessary.

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.

Chamber's comments: It's important to remember that some areas and/or buildings contributing to the character of downtown, like Restaurant Row, happened organically. Preservation is important but it's also important to allow for organic growth and acknowledge that not every single old building is worth keeping.

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

Chamber's comments: A design or architectural review committee would provide subjective opinions and further delay the development process. This policy should also include balancing small-town feel with the characteristics of a regional economic center.

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

Chamber's comments: Bloomington continues to grow – IU is increasing the number of students every year and regionally, individuals are traveling here for services. Due to this growth and the downtown serving as a destination for residents and visitors, we encourage another parking garage be built.

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

Chamber's comments: Installing one charging station will cost several thousand dollars. Who will pay for these? This is a significant cost for the developer. Downtown hotels currently do not have charging stations because there is not the demand.

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

Chamber's comments: A revision to the chain business ordinance to allow more retail and restaurants is first needed.

Additional comments for Chapter 4 - What effects will form-based codes have on developers? This chapter states that design initiatives should strengthen the Downtown "Brand." How would staff define the Downtown "Brand?"

## The Bloomington 2040 Comprehensive Plan – Chapter 5: Housing & Neighborhoods

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.

Chamber's comments: Many Bloomington neighborhoods have an eclectic charm that's the result of a variety of different designs. It should not be cost burden to the owner wanting to remodel or build a property that may be in desperate need of upgrades.

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

Chamber's comments: Before the City takes any action, a housing-needs study needs to be conducted to determine the different types of housing available, if there are vacancies, and why. Requiring new development to have affordable housing units could also result in unintended consequences. Rents could increase for everyone else or developers could be less likely to contribute to already existing housing programs like Habitat.

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.

Chamber's comments: What urban centers are being referred to? Is this section intended to replace Assisted Living facilities that are designed and equipped for special needs occupants?

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

Chamber's comments: How will these things stabilize neighborhoods? Individual neighborhoods can plan their own opportunities for community interaction.

Additional comments for Chapter 5 - The Housing Trends & Issues section seems to blend the residential market with student housing which will skew the results and opinions generated by those results.

2010 Census data is used when discussing "Today's Context." This is old data and should be updated.

Please include sources when offering statistics, particularly in the "Neighborhoods" section.

Re: the "Aging in Place Profile," the services required for individuals with particular needs cannot and should not be governed by city code.

The Bloomington 2040 Comprehensive Plan – Chapter 6: Land Use & Design

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.

Chamber's comments: If new development is furthering the public policy goals of the city, the city should be willing to support the planning and construction of necessary infrastructure (e.g. affordable housing).

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

Chamber's comments: The responsibility to provide these types of spaces should not all fall on the developer but should be a public/private partnership.

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.

Chamber's comments: Welcome the changing urban landscape and allow new development to complement historic areas.

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.

Chamber's comments: Incentivize private developments to add green space to their projects.

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.

Chamber's comments: The City needs to recognize its role in providing parking infrastructure.

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

Chamber's comments: Include parking garages in this policy.

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

Chamber's comments: A policy needs to be added that includes a sustainable maintenance plan for current and new parks and public spaces in the City.

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.

Chamber's comments: It's important for the City to recognize the economic realities of sustaining new businesses. Bloomington does not have the density for small neighborhoods to support local business (e.g. Elm Heights Bloomingfoods).

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.

Chamber's comments: Infill design requirements should recognize economic limitations. The new hospital site should also be a focus when forming partnerships with areas like College Mall and the Trades District.

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

Chamber's comments: The City needs to work more with the County on the Urbanizing Area Plan.

Policy 6.3.3: Encourage quality employment opportunities for citizens.

Chamber's comments: The City needs to help and incentivize new and existing businesses with job growth.

Additional comments for Chapter 6 - The economic piece is missing from the Outcomes & Indicators section of this chapter. Distance to a business does not measure success. A periodic update of housing needs should also be included.

#### The Bloomington 2040 Comprehensive Plan – Chapter 7: Transportation

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.

Chamber's comments: The car is still the primary method of transportation for many individuals, especially our retirement community and families. Due to continued advancements in technology, vehicles continue to be more efficient and have less impact on greenhouse gas than ever before.

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

Chamber's comments: The Chamber supports legislation that would allow the county to adopt an additional tax to fund transit expansion. Exploring implementing a bike-share program should also be included.

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.

Chamber's comments: If developers are going to be required to do this, then public/private partnerships should be explored or there needs to be an incentive for the developer since they'll absorb the cost.

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.

Chamber's comments: We recommend looking at other cities' success and failure rates to determine the right program for our community.

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.

Chamber's comments: Bloomington needs a comprehensive parking strategy that looks at future need, inventory, identifying future parking locations, and a vision for parking in the urban areas.

Additional comments - This chapter is very bicycle centric and does not address transportation as a whole to include bicycle, pedestrian, public transportation, vehicular, and truck/delivery.

Below please find the remaining recommendations gathered from members of the Environmental Commission.

#### Environmental and Land Use

Expand Policy 3.2.3, or add an additional policy, to promote the use of infiltrating storm drainage systems (e.g. vegetated or riprapped ditches) rather than storm water pipes wherever possible.

Expand Policy 3.3.1 to focus on the water quality aspects of karst drainage.

Acknowledge the recommendations of our BEAP report, either by incorporating its components or by referencing it as a guiding document.

#### Environment section

Develop a stream classification and inventory system, as recommended in the previous GPP but not accomplished.

Install water distribution system improvements to decrease systemic water loss.

Work with DNR to reduce impacts on Lake Monroe from 1325 acres of DNR agricultural leases within the lake watershed). Options include recommending improved BMPs, and outright purchase of leases with conversion to native vegetation.

#### Editorial recommendations

p. 7 major theme #6 should read "protect and enhance environmental quality"

p. 9 the last rubric "equitable sustainable" should be clarified. The writers never really define what they mean by "equitable." References to "diversity" seem to be limited to LBGT.

p. 10 theme 6 should include "minimizing our harmful impacts upon the local and global environment."

p. 23 Section 3 has no mention of radon

p. 53 MRF is described as "not requiring sorting". Section should be clarified.

p. 55 "brooding and loafing" Clarify what is meant here. Perhaps think about tone.

p. 55 Food policy should not be buried under "natural resources." What exists is the beginning of a good discussion, but it requires its own section and more thorough treatment.

I have two primary concerns. Over the past few weeks I've struggled to clarify them, and to express them concisely. Both are about understanding our plan. First, I am concerned about addressing the collective vision we've already approved. Based on the Imagine Bloomington process, we approved 16 planning goals via Resolution 13-01. But this document does not demonstrate to us that those original 16 goals are fully and accurately represented in the objectives and policies it proposes. It now presents a different set of 25 goals. The proposed objectives and policies are organized under those 25, instead of the original 16. The draft CMP states that the 25 new goals "directly support" the original 16. But it does not offer a side-by-side comparison of them, so that we can see this for ourselves. And to me, it looks like some of the concepts mentioned in our original 16 goals are not being represented. Bottom

line, we have a transparency shortfall in this stage of our planning. There are too many layers of language separating our 16 approved goals from the objectives now proposed. It's confusing! Could you give us a simple outline showing which of the proposed objectives are intended to represent each of our 16 original goals? Then we could provide you with input regarding any concepts that have changed, or been added, or simply were lost in the new language. That input would develop a stronger context for constructing our plan. The Commission on Aging's response includes a first draft of what such an outline might look like.

Second, I am concerned about how objectives and policies are assigned secondary roles in this draft. As the draft notes, quoting Indiana Code, "objectives for the future development of the jurisdiction" are the primary requirement in a comprehensive plan. There are only two other Code requirements, which are for specific types of policies. Many additional elements are permitted in a plan, but not required. So first, as described in the paragraph above, we need to develop a stronger context for constructing our plan by ensuring our proposed objectives fully and accurately represent our original 16 goals. And then, we need to make those objectives the centerpiece of our plan. For example, to understand how our plan will be implemented, we could use a simple outline showing—directly under each objective—what policies will address it. To understand how our implementation will be evaluated, we could use a simple outline showing—directly under each objective—what indicators will measure our progress. Other elements in our plan document (such as maps, graphs, photos) are useful for fully communicating how our ideas could take shape. But decisions made about our future growth will be guided by policies, and the results of those decisions will be evaluated by the data (indicators) collected to measure progress towards objectives. I hope we can produce a plan showcasing those elements, and emphasizing how they reinforce each other. Thanks for the opportunity to offer these comments!

**Bloomington Common Council Affordable Living Study Group  
Recommendations on the 1<sup>st</sup> Draft of "City of Bloomington 2040 Comprehensive Plan"**

Ryan T. Conway  
10/23/2016

"Citizenship has for too long been confined to voting and consumption of public services. A more collaborative and functional model – and indeed, the only one suitable for the critical challenges confronting America's communities – emphasizes horizontal, two-way relationships among the various participants in the community-governance process." ~ Elinor Ostrom

**Section 1: Two Urgent Amendments to the Comprehensive Master Planning Process**

Given the budgetary and time constraints placed upon the City of Bloomington Planning and Transportation department, the first draft of the City of Bloomington 2040 Comprehensive Plan [CMP] is cleverly constructed and the staff deserve recognition for their efforts. Nonetheless, staff could create a much more robust and effective comprehensive plan, if given the proper budget for adequate staff-hours and consultant fees.

The 2002 GPP went through a 4-year process of drafting and revision, passing through the hands of 4 different planning consultancy firms. Though ImagineBloomington was an admirable

process and its ultimate Vision Statement seems to reflect our community's self-identified priorities – as conceived between 2011 and 2013 – the 4-month period initially scheduled for community feedback on the CMP draft is woefully inadequate to foster Authentic Participation. Further, the draft may be improved by additional consulting, as was the GPP.

In January 2015, the American Planning Association [APA] published a research report outlining national standards and best practices for comprehensive plans. APA researchers identified a “framework of related components: (1) six principles, (2) two processes, and (3) two attributes” each of which “is implemented through a set of best practices” [Godschalk and Rouse 2015]. A copy of the report is linked in its citation, below, as well as attached, for further reference.

Though it is recommended that the Planning and Transportation Department, Plan Commission, and contracted consulting firms should each abide by *all* of the APA's standards and best practices, this moment in the current drafting process should take special note of the two process components APA recommends. “Processes are planning activities that take place during the preparation of a comprehensive plan and define how it will be implemented” (Godschalk and Rouse 2015: 2).

**“Authentic Participation:** Ensure that the planning process actively involves all segments of the community in analyzing issues, generating visions, developing plans, and monitoring outcomes” [emphasis added] (Ibid).

Though the ImagineBloomington process was engaging, it could stand to be improved by incorporating further best practices from the planning profession, especially with regard to **participatory planning methods** that simultaneously inform and invite substantive contribution from all community members. Such methods have been advocated in the professional planning literature since the 1970s and even the World Bank and UN-Habitat have adopted and advocated participatory planning methods as a best-practice in community planning (Smith 1973; Thornley 1977; Wilcox 1994; Fisher 2001; Hassendorfer et al. 2016).

There are also problems that emerge from the **2-year long gap** between the ImagineBloomington process and the public engagement process surrounding the first draft of the CMP. **The community's perspective on priorities is changed and updated by events that bring us new information:** shifts in local, state, national, and international economics, demographics, politics, and climatological threats are all factors that community members consider when deliberating about how Bloomington needs to adapt and evolve.

The town-hall meetings, along with the public board and commission presentations, were clear signals of the Planning Department's desire to reach out to citizens of the Bloomington Community. Nonetheless, not only could the CMP draft benefit from **a longer period of public comment**, especially to account for the input of politically appointed City Commissions, but the methods could be more efficient and more substantive. The foam-board displays of truncated information from each chapter are good visual aids and allow the content to be approachable for people with a variety of abilities; however, the sticky-note and butcher-paper approach to collecting feedback seems like it would require a good deal of **staff-hours for aggregating and reformatting the input** such that it could be incorporated into a second CMP draft.

Nonetheless, the staff should be commended for their efforts, especially with respect to their public posting of the input they received. New technologies could certainly help to streamline this process and relieve staff-hours spent on the tedium of note collection.

Regarding the *use of new technology to efficiently facilitate the collection of substantive community input*, the staff's deployment of the UserVoice platform is commendable. One consideration for improvement, however, is that monies budgeted for using the platform could be put to alternative uses in CMP development, if the City opted to use *Free\Libre and Open Source Software (FLOSS)* to accomplish the same purpose of public consultation. FLOSS applications like *Loomio*, first used for this purpose in Wellington, New Zealand and Provo, Utah, as well as *DemocracyOS*, first used for this purpose in the cities of Wunstorf and Seelze, Germany also have the advantage of adding automated transparency to the process (Loomio 2014; Loomio 2016; McKenzie 2015; Kistner 2015; Nitsche 2015).

At this time and continuing into the future, if the Planning and Transportation Department is not granted funds sufficient for the exercise of Authentic Participation, the *City Commissions could be engaged to assist with implementing related processes*. The City Commissions are very capable public bodies, though many are underutilized or forgotten, which the City cannot afford in times of budget-pinch.

Last, accountability to the Common Council Resolution endorsing the ImagineBloomington Vision Statement and its core principles should be a mandatory baseline, even if serving as a point of departure for reviewing the current validity of that Vision Statement. *The current draft does not make a clear connection between the original 16 core principles of the Vision Statement and the many goals articulated in the first draft of the CMP*. Worse, some of the core principles – like “...supporting a vital local food system” – are almost entirely absent from the current draft. Though much time has passed since the articulation of the Vision Statement and the release of the first draft of the CMP, the ImagineBloomington process was much more substantive and more closely approximated APA's recommended Authentic Participation process than the process that has been deployed for public engagement on the first draft of the CMP.

**Accountable Implementation:** Ensure that responsibilities for carrying out the plan are clearly stated, along with metrics for evaluating progress in achieving desired outcomes” [emphasis added] (Godschalk and Rouse 2015: 2).

Likely due to budget constraints that curtailed more systematic research and planning, the current draft of the CMP *almost completely lacks proposed metrics and does not clearly state the responsibilities (and responsible parties) for carrying out the plan*. This point is most easily expressed by way of comparison to the 2002 GPP.

The 2002 GPP makes consistent reference to metrics and to specific changes to the Unified Development Ordinance (UDO) that the GPP was intended to guide, mentioning the Zoning Ordinance 24 times. It also contains *a whole section devoted to Implementation Strategy with 8 full pages of similar tables* that define what goals from what sections are to be implemented,

defining an implementation measure for each of the enumerated goals, defining a Lead Department or Agency to oversee implementation, estimated time to completion, and the type of Ordinance or Other Legislation that would need to be created or changed to accomplish the goal, as well as what kind of Study or Plan, Interagency Coordination, Development Review, or Ongoing Public Education & Outreach would be required for implementation.

By comparison, ***the current draft of the CMP makes little connection between the CMP and the subsequent zoning ordinances and related policies*** that the CMP is intended to guide, mentioning “Zoning Ordinance” only once, with the word “ordinance” only mentioned 3 additional times, to refer to the prior UDO, the Bloomington Indiana Human Rights Ordinance, and the fact that Safe Growth Audits analyze policies and ordinances. The current draft CMP also ***completely lacks reference to the responsibilities, responsible parties, timelines, or methods for accomplishing stated goals***, which is an unacceptable breach of APA standards and best practices. A clear set of tables outlining implementation strategies, similar to that used in the 2002 GPP, must be added.

### Climate Action Proposal:

I propose that you initiate and support a process of community engagement and planning that results in a Climate Action Plan for the City of Bloomington and Monroe County, encompassing local governments, IU, and the community at large. This plan will include both long- and interim targets for reduction of greenhouse gas emissions in Bloomington and Monroe County - and will lay out strategies and concrete steps for achieving these goals. The plan will establish a baseline for emission reductions, and a timeline from now to 2050 for achieving reductions in line with IPCC recommendations. The Climate Action Plan will be periodically reviewed and updated, and will guide City and County Planning, City and County service delivery and infrastructure investments, City and County ordinances and economic development.

### Background

- Greenhouse gas emission reductions in line with IPCC recommendations pose a tremendous challenge, but also promise many positive side effects besides addressing climate change – for example reduced air pollution, better health, and expanded employment opportunities.
- Cities are uniquely capable of meeting this challenge, because they have leverage over the main sources of greenhouse gas emissions - energy consumed in buildings, for transportation, solid waste sent to landfills, and water infrastructure.
- In 2006, the City of Bloomington signed on to the U.S. Mayor’s Climate Protection Agreement, and over the past 10 years (mainly through the Environmental Commission and through the Department of Economic and Sustainable Development) has undertaken some important preliminary steps necessary for the development of a Climate Action Plan. Like other cities in the U.S. aiming to reduce greenhouse gas emissions, Bloomington has worked under a

framework developed by ICLEI (Local Governments for Sustainability). Energy use, resulting greenhouse gas emissions, and energy costs have been tracked for city operations, and some energy savings measures have already been successfully implemented. Attempts at updating emissions for the community at large are under way. Currently, the Monroe County Energy Challenge encourages energy conservation throughout the community.

See [http://bloomington.in.gov/documents/viewDocument.php?document\\_id=3800](http://bloomington.in.gov/documents/viewDocument.php?document_id=3800) for reports by the Environmental Commission, and “2010 Local Government Operations Energy Use and Emissions Inventory 2013 Report Addendum”, by the Department of Economic and Sustainable Development.

- I propose that the Planning Department integrates the commitment to develop a Climate Action Plan for the City and Monroe County into the Comprehensive Master Plan.

- Other U.S. cities such as Berkeley CA, Boulder CO, Fort Collins CO, Oberlin OH, and Portland OR, and have been leading the way. They have passed Climate Action Plans with widespread community support, are following through with implementation, and are reaping early successes. Every City’s action plan is uniquely tailored to its specific geography and climate, patterns of energy use, state policies, and socio-economic environment.

- Climate Action Plans typically address most of the following:

- Estimates of Current Emissions (broken down into sectors, energy sources, etc.)

- Plans for Emission Reductions in the Areas of :

- § Transportation and Land Use

- § Building Energy Use

- § Waste Reduction and Recycling (solid waste and water)

- § Food and Agriculture

- Development of Local Renewable Energy Sources

- Urban Forests, Natural Systems and Carbon Sequestration

- Preparation for/Adaptation to Changing Climate

- Community Outreach, Education and Empowerment

- Prosperity, Health and Equity

- Private and Government Financing Approaches (including local carbon taxes)

- Implementation

- Monitoring and Reporting

- A comprehensive climate action planning process for Bloomington and Monroe County that engages local governments, residents, non-profits, local businesses, researchers and students at IU, and IU administrators will inspire and mobilize the energies, creativity, long-term vision and perseverance needed to meet the tremendous challenges of reducing net greenhouse gas emissions for all of Bloomington and Monroe County by 80% to 100% by 2050. Earth Care (a group of religious congregations) and SIREN (Southern Indiana Renewable Energy Network, a project of the Center for Sustainable Living), along with other groups and initiatives, have contributed to an increased awareness of the issues and have initiated action steps that

hint at the power and potential of local action in addressing climate change. The late Nobel Prize laureate Elinor Ostrom lauded, encouraged and supported such local climate initiatives. A Climate Action Plan for Bloomington and Monroe County will build on existing initiatives and experience, including early successes of the City of Bloomington in reducing its emissions. It will create a space for widespread cooperation, exchange of information and learning from others, and will awaken many more people to the power they have to shape the future of their community.

- Christine Glaser

To the Members of the Planning and Transportation Department,

I have for a while now been reviewing the City of Bloomington 2040 Comprehensive Plan and wanted to take the opportunity to voice the one large concern I have while reading through the document. It seems to me that even in the discussion of transportation in the city of Bloomington, there has been not enough consideration of how Bloomington is to interact with the rest of the state and the plans to link Bloomington to the outside world through careful assessment of accessibility and transit options.

One of the main drawbacks for businesses considering putting down roots in Bloomington (an issue the CTP has been struggling to address) is the isolation of the city from major transportation networks. The introduction of I-69, once finished, will only resolve a small factor in that isolation. The fact remains that the nearest major airport is an hour distant, we have no passenger rail connection to Indianapolis, and our bus service beyond the immediate area is quite poor, especially for commuters. What services there are tend to be disparate and without easy transition between, other than on the IU campus.

I think it would be of service for the town to carefully consider these larger transportation networks in the master 2040 plan. In particular, if the university is serious about considering pursuing passenger rail service to the campus, as its master plan suggests, it would benefit the town to work with the university to achieve that goal in a way that benefits the town at large as well. The town might also want to consider official Park and Ride locations, to promote its sustainability goals beyond its borders for commuters.

One site of particular interests is the currently vacant lot bounded by College and Walnut to the West and East, 14th St. to the North, and the railroad tracks to the South. This site, on a major thoroughfare for much traffic entering and exiting Bloomington, would be an ideal site for a multi-purpose building serving as a low-cost Park-and-Ride facility for commuters and transportation hub for the independent shuttle services currently serving Bloomington, with the easy possibility of including street level retail, fast-food dining, and amenities that would serve nearby residential neighborhoods and the commuters alike. The site has the added benefit of allowing for easy expansion to a rail facility, should passenger service be restored to the tracks, which would give the town a distinct station separate from the university. This site is served by multiple existing Bloomington Transit bus lines, enhancing its function as a

transportation hub, and is on the borders of the Downtown Gateway region, close to the CTP. These are ideal features for a multi-modal transportation hub focused on connecting Bloomington to the wider state of Indiana and attracting businesses and visitors looking for easy transportation to Bloomington.

I have noticed that Cedarview Management is currently managing at least one of the unoccupied buildings on the site, so I thought now was the time to mention this idea to the town.

I am not affiliated in any way with a property development company nor do I have any other stake in making this suggestion. I am simply a graduate student who has watched Bloomington grow for 6 years and kept careful tabs on the plan commission for the town as well as IU's Master Plan and pursuit of it. I myself will likely not see much else of the development, as I am set to depart Bloomington this coming Summer.

I thank you for taking the time to read and consider this message as well as for your service to the town of Bloomington and those who come to live in it even only for a brief while.

Sincerely,  
Martin P. Shedd



## **Recommendations to the Plan Commission, Planning & Transportation Department, and the Office of the Mayor re: Goals & Policies of Chapters 1 & 2 of the 2016 draft of the *City of Bloomington Comprehensive Master Plan* on Behalf of Several BCOS Commissioners and Stakeholders**

### **Introduction:**

The Bloomington Commission on Sustainability is charged, through [City of Bloomington, IN Ordinance 05-15](#) and [Chapter 2.12.100 of City of Bloomington Code](#) to “seek[] to enhance the socio-environmental-economic well-being of the community while taking precautions not to compromise the quality of life of future generations. Toward that end, it reduces its use of nonrenewable natural resources and its production of wastes, while at the same time improving livability. The mission of the Bloomington Commission on Sustainability is to promote sustainable socio-environmental-economic well-being of Bloomington and all its inhabitants.”

As City of Bloomington Sustainability Commissioners and concerned stakeholders, we are bound by Civic Duty and Public Trust to inform you that *we have significant concerns regarding the formulation of Goals and corresponding Policies, in CMP Chapter 1: Community Services and Chapter 2: Culture & Identity.*

### **Overarching Concerns:**

In our review of these chapters - with special attention paid to their stated Goals and Policies - we have several concerns that apply in equal measure to both chapters. You will note that many of these correspond with the public feedback you have already received, as posted Dec.1 2016.

**Concern 1:** *There is little-to-no congruence between the stated Goals & Policies and the narratives of the chapters, from which the Goals & Policies are supposed to be derived.*

**Example 1:** A strikingly relevant example of this can be found in the Community Services chapter: on **page 31**, the narrative states that “increasing levels of Disinfectant By-Products (“DBPs”) have become a concern;” however, the following sentences - instead of discussing any plans for remedying this situation - note “a \$42 million expansion of the water intake and treatment facilities,” concluding: “[n]ow that longer-term capacity needs have been addressed, additional work is needed to ensure the highest level of water quality are maintained consistently.”

Though it is commendable and appropriate that capital investments were made to enhance the water treatment capacity, the Plan’s narrative completely lacks any mention or suggestion of a *plan* to address the DBP problem that currently affects public health and safety. Furthermore, *there are absolutely no related Goals, Policies, or Programs listed in the chapter* to credibly demonstrate that this critical infrastructure problem is a serious priority for the City’s long-term agenda. Given the high degree of public attention paid to this issue and the availability of feasible options capable of addressing it, this is a considerably serious omission.

**Recommendation 1:** We strongly recommend that the “additional work” alluded to should not only be discussed in the narrative but, also, there should also be a specific Goal stated to address the core issue. Further, the chapter should suggest a repertoire of Policies, Programs, and Outcomes that can functionally implement the Goal in a manner that can be monitored and enforced. The same should be done for all of the Goals currently

listed in the chapters as well as all of the Goals that are currently implied in the chapter narratives but not yet properly articulated as official Goals.

**Precedent for Recommendation 1:** The City of Bloomington 2002 Growth Policies Plan contains an entire chapter devoted to Implementation Strategy, which uniformly identifies goals derived from the chapters' substance and which provides a uniform rubric of details regarding how the stated goals will be implemented.

These implementation details include: **(1)** the lead department or agency involved; **(2)** the timing of implementing the goal (in years); **(3)** the ordinances or other legislations that would need to be amended or created to address implement the goal; **(4)** the need or lack thereof for an additional study or plan to implement the goal; **(5)** the need or lack thereof for interagency coordination; **(6)** the need or lack thereof for a development review process; and **(7)** the status of ongoing public education and outreach.

**Concern 2:** *There is little-to-no congruence between the listed Goals & Policies and the stated Outcome measurements intended to aid in the implementation of the articulated Goals & Policies.*

**Example 2:** An example of this can be found at the end of the Community Services chapter (**p.33 and 37**), where “**Goal 1.1** Prioritize programs and strategies that sustain the health, well-being, recreation and safety of residents and visitors” appears to correspond with “**Outcomes & Indicators 1.1** Public Safety is enhanced [as measured by] Annual composite index score of crimes against persons and property.

Surely there is much more to measure when seeking to sustain the health, well-being, recreation and safety of residents and visitors, aside from a crime index.

**Recommendation 2:** Every stated Goal should correspond to at least one - preferably a *suite* of - Outcome(s) and Indicator(s) that can provide information about the City's progress toward attaining said goal. These Outcomes and Indicators should include detailed information about processes the City is implementing to attain the goal and how those process are being monitored.

**Precedent for Recommendation 2:** A desire for implementable outcome measures is clearly implied by the structure of the draft CMP document in its inclusion of “Outcomes & Indicators” as a category. Further, the Implementation Strategy section of the 2002 GPP provides an example of how credible monitoring and reliable implementation processes have been pursued (or at least attempted) in Bloomington's recent past.

**Concern 3:** *Goals, Policies, and Outcomes do not seem to reflect one of the core purposes of the CMP, namely to provide detailed and substantive guidance for the amendment of the Unified Development Ordinance in a manner consistent and compliant with the needs and desires of the Bloomington community.*

**Example 3:** The current draft of the Comprehensive Master Plan makes *only two*, substantive mentions of zoning ordinance (**p.63 & 97**) and *only one* of those mentions is prospective (**p.97**), meaning that that zoning ordinance [the UDO] is only explicitly referenced for update or amendment *once* in the entire document.

**Recommendation 3:** The current draft of the CMP, at least insofar as our analysis has extended to Chapters 1 and 2, should be amended to include explicit reference to how an element in the narrative or a stated Goal directly relates to the forthcoming revision and amendment of our zoning ordinances in the Unified Development Ordinance.

**Precedent for Recommendation 3:** The 2002 GPP is clearly and explicitly worded to demonstrate its fulfilment of this core function of a comprehensive master plan: “The plan expresses a clear intention of

what the zoning ordinance shall be” (GPP 2002 p.2) and subsequent language in articulated Policies: “Revise the Zoning Ordinance to...” or “Amend the Zoning Ordinance to...” (ibid p.6, 7, 9, 10, 12, 13, 18, 20, 30). In total, the 2002 GPP substantively refers to zoning ordinance 18 times.

**General Summary Recommendation:** In light of the three Overarching Concerns we have discussed above, we strongly recommend that the Planning & Transportation Department and Plan Commission integrate the following elements of the 2002 GPP into the current (2016) draft of the CMP:

**(1)** All stated Goals, Policies, Implementation Strategies, and Metrics from the 2002 GPP. This will establish congruence and comparability between the 2002 GPP and the forthcoming CMP, which is a vital asset for credibly demonstrating a commitment to progress and to authentic transparency.

**(2)** Restate the Goals established in the 2002 GPP. If goals were not achieved, own this fact, with honesty and integrity, and provide a specific explanation as to why these goals were not achieved, an analysis regarding the stumbling blocks that were encountered, and an explication of lessons-learned that can guide the new CMP and the new Administration in continuing to seek to accomplish these previously stated goals.

**(3)** Use the table of Implementation Strategies and Metrics from the 2002 GPP and adapt it to include all of the *new* Goals identified in the forthcoming CMP. This is a fresh opportunity with a new Administration and a new Plan that can correct prior stumblings, maintain transparency, promote policy learning, and encourage innovative experimentation.

*The remainder of our concerns are chapter-specific and detailed, below:*

### **Chapter 1: Community Services**

**CS Concern 1:** There are many government functions that other cities consider to be vital elements of their core Community Services that are neglected or absent from this draft of the CMP. Further, the Culture & Identity of the Bloomington Community is comprised of many more elements than those detailed in the narrative or Goals and Policies of that chapter.

**CS Recommendation 1:** Taking the City of Portland, Oregon as a strong example, Bloomington’s comprehensive master plan could consider additional topical areas and government functions to be included in a comprehensive exposition of our Community Services, including: (1) quality public facilities and services; (2) reliability and resiliency; (3) Public rights of way; (4) sanitary and stormwater systems; (5) flood management; (6) water; (7) parks, recreational areas, and natural areas; (8) public safety and emergency response; (9) solid waste management; (10) school facilities; (11) technology and communications; (12) energy infrastructure and services.

**CS Concern 2:** Planning for a Water System Resilience is a core essential-service concern. We strongly recommend that the chapter address **(1)** Infrastructure integrity and improvement plans (re: repairing or replacing old sewage pipe and potable water pipe systems); **(2)** Water Reuse and Graywater Systems plans to ensure Bloomington’s long-term resource security and natural resource conservation; **(3)** Municipal Rain Management plans, including specific plans to extend the use of porous surfaces on City lots and on the lots of new developments, as well as plans for the use of bioswales and raingardens on City land, rights-of-way, and in the designs of new developments; **(4)** Neighborhood Rain Management plans that take the core components of (3) and add incentives for residential installation of rainbarrels and similar rain catchment systems, to reduce load on municipal infrastructure and promote non-mechanical water re-use.

**CS Concern 3:** The various “partnership” Goals alluded to (re: Goal 1.2) should be discussed in greater and more specific detail.

**CS Concern 4:** The fact that not all local cable television providers offer the CATS channel and the fact that not all residents have access to television, cable, does in no way constitute a functional explanation or justification for why all City Board and Commission meetings are not currently recorded; in fact, it constitutes an even stronger argument that *all* such meetings must be recorded and posted for web viewing. All of these meetings *must* be recorded for transparency and all of them *can* be recorded, if properly planned for. Video equipment is now very cheap and staff liaisons could easily record meetings. Despite the existing digital divide and the lack of compliance from television providers, the vast majority of residents -- even those with mobility challenges -- are often able to reach publicly accessible internet services, provided at the Monroe County Public Library.

**CS Concern 5:** There is no mention of the potential for Parks and Recreation to implement recycling and waste-recovery systems in public parks and similar areas. All events at City parks and facilities, especially those convened and organized by the City, should provide for recycling, composting, and additional waste-recovery.

**CS Concern 6:** Regarding Policy 1.4.3, the CMP should refer to research conducted and measurement indices noted in the Bloomington Peak Oil Task Force Report.

**CS Concern 7:** Regarding Goal 1.5, the Planning & Transportation Department should endeavor to launch a Development Proposals Dashboard, indicating to development applicants and the affected public exactly where a proposed development stands in the City's review process, including in this dashboard links to any environmental concerns, infrastructural concerns, economic concerns, or social concerns that have been raised by City residents and/or City Boards and Commissions.

**CS Concern 8:** The Safe Growth Audit that is profiled on page 36 should not simply be a profile but, rather, a seriously considered and recommended element of the CMP, in the interest of the long-term public benefit and public safety.

**CS Concern 9:** It is not clear how the Case Study presented at the end of Chapter 1 applies to the City of Bloomington. Without directly relating the Case Study to the Goals and Policies presented previously in the Chapter, this section of the chapter appears to be unnecessary. Instead, this section could be used to summarize Goals, Policies, Programs, and Outcomes in a summary table for easy reference by the public, City staff, and other plan beneficiaries.

## **Chapter 2: Culture & Identity**

**C&I Concern 1:** Consideration of Education and the potential of partnering with schools suddenly disappears. This should be substantially explored and extended.

**C&I Concern 2:** The use of passive and non-committal language should be replaced with innovative and assured statement of commitment to the Bloomington community's needs and desires. For example "Encourage the use of public art..." should read "Incentivize the use of public art and use City facilities and projects to demonstrate..."

**C&I Concern 3:** Similar to C&I Concern 2, Policy 2.3.2 should be revised to read "Incentivize and demonstrate the use of natural art and beauty through the preservation of trees, waterways, and other environmental features."

**C&I Concern 4:** This section should further highlight Bloomington's attractiveness as a travel destination for people who want to live lightly on the land, because it is such an aesthetically pleasant and ecologically rich area.

**C&I Concern 5:** This section should highlight Bloomington’s exceptional commitment to local, community wealth, in promotion of our local businesses that source local foods, use local materials for salable goods, and utilize local environments and unique social characteristics of Bloomington to provide unique services.

**C&I Concern 6:** The following topics should be included in the Culture & Identity narrative and explicit Goals should be articulated, corresponding to each: (1) Tourism - there needs to be a plan to attract and handle the traffic, infrastructural, and aesthetic load that accompanies it; (2) Technical education - there needs to be a plan to promote it, for all ages and all abilities, especially as our economy shifts; (3) Cultural Diversity - should be recognized and explicated, including but not limited to the diversity brought by the international student population; (4) Social Equity - there needs to be a plan to improve social equity, access to resources, and access to participation in civic life and decision making, including the promotion of non-market economies (like timebanking) and social exchanges (like garden sharing and tool libraries); (5) Education - a plan should be articulated to address education for all ages and abilities, including an expansion of access to high-quality early childhood educational opportunities and services.

***Concluding Concern: Given the current, inconsistent and incomprehensive state of the Goals, Policies, Programs, and Outcomes & Indicators, as listed, it is difficult to discharge our duty as an officially appointed, public, advisory body concerned with the City’s sustainability, which would be, ideally, to offer suggested amendments to the plan’s elements from a sustainability perspective. With more consistent material we would be able to provide more specific, comprehensive, and consistent recommendations.***

**Conclusion:**

As fellow City Commissioners, we understand and deeply respect the time and effort you invest in promoting the public benefit of the Bloomington Community. We understand the complexity of the issues you are tasked with interpreting and adjudicating; hence, we try our best to provide you with succinct and digestible recommendations and research, to aid you in the discharging of your civic duty to the Public Trust. We thank you for your time and consideration in hearing our recommendations and we will continue to provide you with relevant research findings and analysis, in the coming weeks and months, as you develop Bloomington’s CMP.

Thank you for your dedication and service. We are proud to work in partnership with you.

Cordially,

**Members of the Bloomington Commission on Sustainability and Expert, Assisting Stakeholders:**

Coleman Burnett - BCOS Commissioner	Ryan T. Conway - BCOS Commissioner
Gwen White - BCOS Commissioner	Teddie Mower - BCOS Commissioner
Jana McGee - BCOS Chair	Jeremy Nation - Expert, Assisting Stakeholder
Rebecca Swanson - BCOS Commissioner	(12/4/2016)