

City of Bloomington Common Council

Legislative Packet

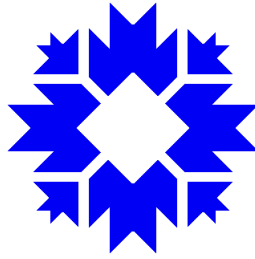
**Tuesday, 12 September 2017
Special Session**

**Ongoing Review of Comprehensive Plan –
Amendments to Chapter: 4 Downtown and
Presentation and Questions on
Chapter 6: Transportation and Chapter 7: Land Use**

*Please note that the Committee of the Whole scheduled for
13 September 2017 has been cancelled.*

Please see [June 2017 Comprehensive Plan Draft](#) for text under
consideration.

Office of the Common Council
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<http://www.bloomington.in.gov/council>



**City of Bloomington
Office of the Common Council**

NOTICE OF CANCELLATION

The Common Council's Committee of the Whole
meeting scheduled for
Wednesday, 13 September 2017
has been cancelled.

The Council will still meet on
Tuesday, 12 September 2017 for consideration of the
Comprehensive Plan and on
Wednesday, 20 September 2017
for a Regular Session.



**City of Bloomington
Office of the Common Council**

To Council Members
From Council Office
Re Weekly Calendar – 11 -16 September 2017

Monday, 11 September

12:00 pm Affordable Living Committee, Hooker Conference Room
4:00 pm Plat Committee, Kelly
5:30 pm Bicycle and Pedestrian Safety Commission, Hooker Conference Room
5:30 pm Plan Commission, Chambers

Tuesday, 12 September

4:00 pm Bloomington Community Farmers' Market, Madison St., between 6th and 7th St.
4:30 pm Commission on Aging, Hooker Conference Room
5:30 pm Parking Commission Work Session, Dunlap
6:00 pm Bloomington Commission on Sustainability, McCloskey
6:30 pm Sister Cities International, Kelly
6:30 pm Common Council – Special Session for Consideration of the Comprehensive Plan, Chambers

Wednesday, 13 September

12:00 pm Bloomington Urban Enterprise Association, McCloskey
5:00 pm Bloomington Arts Commission, McCloskey
5:30 pm Commission on the Status of Black Males, Hooker Conference Room
The previously scheduled Committee of the Whole has been cancelled. The Council will next meet 20 September 2017 for a Regular Session.

Thursday, 14 September

12:00 pm Housing Network, McCloskey
4:00 pm Solid Waste Management District, 301 N. College Ave., Judge Nat U. Hill III Room
5:00 pm Bloomington Historic Preservation Commission, McCloskey

Friday, 15 September

12:00 pm Domestic Violence Task Force, McCloskey

Saturday, 16 September

8:00 am Bloomington Community Farmers' Market, 401 N. Morton St.

*Auxiliary aids for people with disabilities are available upon request with adequate notice. Please contact the applicable board or commission or call (812) 349-3400.

Council Special Session Materials

**Tuesday, 12 September 2017 at 6:30 pm
in the Council Chambers**

**-Consideration of Amendments to Chapter
4: Downtown**

**-Presentation and Questions on Chapter 6:
Transportation and Chapter 7: Land use**

- **Schedule for review of the Comprehensive Plan**
- **Agenda**
- **Amendments for Chapter 4: Downtown**
- **Chapter 6: Transportation**
- **Chapter 7: Land Use**

For legislation and material regarding
Resolution 17-28 please consult the
[09 August 2017 Legislative Packet](#).

Comprehensive Plan (Forwarded by Plan Commission):
<https://bloomington.in.gov/boards/plan/comprehensive-plan>
Amendment Packets (when available – by date of meeting):
<https://bloomington.in.gov/council>

**REVISED NOTICE AND SCHEDULE FOR CONSIDERATION OF
THE CITY'S COMPREHENSIVE PLAN (PROPOSED BY RES 17-28)**

**THE CITY OF BLOOMINGTON COMMON COUNCIL WILL CONSIDER THIS
LEGISLATION AT A SERIES OF MEETINGS
CONSTITUTING ONE LONG SPECIAL SESSION**

**THE MEETINGS WILL BE HELD AT THE CITY COUNCIL CHAMBERS
OF THE CITY HALL,
ON THE FOLLOWING EVENINGS STARTING AT 6:30 PM**

August

Tuesday, August 29, 2017

The Council will have a presentation, discussion, and public comment on Chapter 4: Downtown (Pages 50 – 57)

September

Tuesday, September 5th: Amendments for Chapter 4: Downtown due. See Footnote 1 to learn more about the submission of amendments.

Friday, September 8th: Amendments for Chapter 4: Downtown released on the Council webpage.

Tuesday, September 12th

The Council will finish previous meeting's presentation (if necessary), consider amendments ¹ to Chapter 4: Downtown (covered on August 29th), and have a presentation, discussion & public comment on Chapter: 6: Transportation (Page 66 – 77) and Chapter 7: Land Use (Pages 78 – 97)

Tuesday, September 19th Amendments for Chapter 6: Transportation and Chapter 7: Land Use due.

Friday, September 22nd: Amendments for Chapter 6: Transportation and Chapter 7: Land Use released on the Council webpage

Monday, September 25th

The Council will finish the previous meeting's work (if necessary), consider amendments to Chapter 6: Transportation and Chapter 7: Land Use, and have a presentation, discussion & public comment on Chapter 5: Housing and Neighborhoods (Paged 58 – 65)

October

Tuesday, October 3rd Amendments for Chapter 5: Housing and Neighborhoods due.

Friday, October 6th: Amendments for Chapter 5: Housing and Neighborhoods released on the Council webpage

Tuesday, October 10th

The Council will finish the previous meeting's work (if necessary), consider amendments to Chapter 5: Housing and Neighborhoods, and have a presentation, discussion & public comment on Chapter 3: Environment (Pages 42 – 49)

Tuesday, October 17th Amendments for Chapter 3: Environment due.

Friday, October 20th: Amendments for Chapter 43: Environment released on the Council webpage.

(Over)

¹ Amendments must be sponsored by Council members and must be submitted to the Council Office at noon on the days set forth in the schedule. Amendment packets are to be released on the Council's webpage by the end of the day on the Friday after they are due.

Tuesday, October 24th

The Council will finish the previous meeting's work (if necessary), consider amendments to Chapter 3: Environment, and have a separate presentation, discussion & public comment on the remaining parts of the Plan: Introduction and Executive Summary (Pages 6 – 17); Community Profile (Pages 18 – 24); Chapter 1 Community Services & Economy (Pages 225 – 33); Chapter 2: Culture & Identity (Pages 34 – 40); and Appendix (Pages 98 – 123)

Tuesday, October 31st Amendments for Plan: Introduction and Executive Summary, Community Profile, Chapter 1: Community Services & Economy, Chapter 2: Culture & Identity, and Appendix due.

November

Friday, November 3rd: Amendments for Plan: Introduction and Executive Summary, Community Profile, Chapter 1: Community Services & Economy, Chapter 2: Culture & Identity, and Appendix released on the Council webpage.

Tuesday, November 7th

The Council will finish the previous meeting's work (if necessary), consider amendments to the Introduction and Executive Summary (Pages 6 – 17); Community Profile (Pages 18 – 24); Chapter 1 Community Services & Economy (Pages 225 – 33); Chapter 2: Culture & Identity (Pages 34 – 40); and Appendix (Pages 98 – 123), and conduct a review of the document as a whole.

Wednesday, November 8th: Final Amendments due.

Friday, November 10th: Final Amendments released on the Council webpage

Wednesday, November 15th

The Council will continue the Special Session to this date where it will have an opportunity to consider any final amendments, reconsider any previously adopted amendments,² and entertain a Motion to Adopt the Res 17-28, which would approve the Plan (with any amendments).

City of Bloomington Comprehensive Plan - Index

- Introduction & Executive Summary (6)
- Community Profile (18)
- Chapter 1: Community Services & Economics (26)
- Chapter 2: Culture and Identity (34)
- Chapter 3: Environment (42)
- Chapter 4: Downtown (50)
- Chapter 5: Housing & Neighborhoods (58)
- Chapter 6: Transportation (66)
- Chapter 7: Land Use (78)
- Appendix (98)

Online Materials

Comprehensive Plan (Forwarded by Plan Commission):

<https://bloomington.in.gov/boards/plan/comprehensive-plan>

Amendment Packets (when available – by date of meeting):

<https://bloomington.in.gov/council>

** On August 29, 2017, the Council adopted a motion regarding the consideration of the Comprehensive Plan over a series of meetings. The motion, in large part, elaborated upon this schedule and also described the conduct of deliberations. This motion can be found online on the Council webpage and provides for the public to comment once, for no more than 5 minutes at each opportunity to offer public comment. Please note that this schedule and the associated procedures may be amended by a motion of the Council made during the course of these meetings or at other Regular and Special Sessions occurring over the span of these deliberations.*

***Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call (812)349-3409 or e-mail council@bloomington.in.gov.*

Posted & Distributed: September 1, 2017

² A packet of all previously adopted amendments is scheduled to be released on Friday, November 10th.

**NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL
SPECIAL SESSION
6:30 P.M., TUESDAY, SEPTEMBER 12, 2017
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.**

**SPECIAL SESSION – FOR CONSIDERATION OF THE CITY’S COMPREHENSIVE PLAN
(PROPOSED BY RESOLUTION 17-28 TO ADOPT THE CITY’S COMPREHENSIVE PLAN)**

I. ROLL CALL

II. AGENDA SUMMATION

III. CONSENT AGENDA: AMENDMENTS TO CHAPTER 4 (DOWNTOWN)¹

Am 09 (Cm. Piedmont-Smith) – Affects the first and second paragraphs of Overview – Main Street Corridors (Page 52) - Adds dates for landmark events in Downtown

Am 10 (Cm. Piedmont-Smith) – Affects first paragraph of Overview – Design (Page 53) – Revises two sentences to better characterize the community’s on-going conversation on Downtown’s vibrancy

Am 13 (Cm. Piedmont-Smith) – Affects second Outcome & Indicator (Page 57) – Corrects a typographical error

Am 14 (Cms. Rollo & Volan) – Affects All of Chapter 4 – Requires that the capitalization of “Downtown” be uniformly treated throughout the Chapter.

IV. CONSIDERATION OF AMENDMENTS FOR CHAPTER 4: DOWNTOWN

Downtown – Overview – Design (Page 53)

Am 01 (Cm. Sturbaum) – Affects second paragraph – Emphasizes form-based design guidelines instead of form-based codes.

Am 11 (Cm. Piedmont-Smith) – Affects the second paragraph – Avoids nebulous and ungrammatical phrases

Downtown – Goals & Policies (Pages 55 - 56)

Am 15 (Cms. Rollo & Volan) – Affects Policy 4.1 – Adds, deletes and reorders text to avoid redundancy and provide clarity

Am 02 (Cm. Sturbaum) – Affects Policy 4.1.2 – Adds “compatible” before architecture

Am 16 (Cms. Rollo & Volan) – Affects Policies 4.2 & 4.3 – Swaps order, provides for a maximum parking to bedroom ratio, and more

Am 17 (Cms. Rollo & Volan) - Affects Policies 4.2 & 4.3 – Swaps order and elaborates on need for collaboration with IU

Am 18 (Cms. Rollo & Volan) – Affects Policy 4.4 – Restates Policy Statement and leaves underlying policies unchanged

Am 03 (Cm. Sturbaum) – Affects Policy 4.4.5 – Adds new policy encouraging design and materials that promote housing for all citizens and for a range of age and affordability options

¹ This is a deliberative device that was used by the Planning Commission. For the Council and with unanimous consent, it would allow a roll call vote on one motion to adopt all items on this part of the agenda.

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Please call (812)349-3409 or e-mail council@bloomington.in.gov.

Am 19 (Cms. Rollo & Volan) – Affects Goal 4.5 and Policy 4.5.2 – Restates Goal to clarify sustainability and add downtown stakeholders to collaborative mix needed to promote a safe and welcome Downtown

Downtown –Programs Downtown Vitality and Sense of Place (Page 56)

Am 04 (Cm. Sturbaum) – Affects Downtown Vitality and Sense of Place – Revises bullet-point to make installation of public restrooms in the Downtown more certain (See also Am 12 & Am 20)

Am 05 (Cm. Sturbaum) – Affects Downtown Vitality and Sense of Place – Adds bullet-point discouraging large footprint buildings (except as necessary for development of the convention center site) to encourage local developers and businesses and better urban form

Am 20 (Cms. Rollo and Volan) – Affects Downtown Vitality and Sense of Place – Revises various bullet-points (See also Am 04 & Am 12)

Downtown –Programs - Downtown Design (Page 56)

Am 06 (Cm. Sturbaum) – Affects Downtown Design – Revises various bullet-points to assure better urban design and inclusion of more public space (See also Am 12 & Am 21)

Am 08 (Cm. Sturbaum) – Affects Downtown Design – Adds a bullet-point requiring new projects and their context create “Nolli” maps to better identify public and private and, thereby, promote better urban design and more public space

Am 21 (Cms. Rollo & Volan) – Affects Downtown Design – Revises various bullet-points (See also Am 06 & Am 12)

Downtown – Programs – Downtown Transportation and Parking (Page 56)

Am 07 (Cm. Sturbaum) – Affects Downtown Transportation and Parking – Adds a bullet-point proposing more bus shelters and creating a means for funding them

Am 22 (Cms. Rollo & Volan) – Affects Downtown Transportation and Parking (See also Am 12)

One Amendment Affecting All Three Programs

Am 12 (Cm. Piedmont-Smith) - Affects All Three Programs – Revises two bullet-points in Downtown Vitality and Sense of Place regarding public restrooms (See Am 04 and Am 20), Revises one bullet-point in Downtown Design (See also Am 06 & Am 21), and Revises one bullet-point in Downtown Transportation and Parking addressing vehicle sharing (See also Am 22)

III. PRESENTATION, DISCUSSION, AND PUBLIC COMMENT ON CHAPTER 6: TRANSPORTATION AND CHAPTER 7: LAND USE

IV. COUNCIL SCHEDULE

V. RECESS *until Monday, September 25th where the Council will finish previous meeting’s presentation (if necessary), consider amendments to Chapter 6: Transportation and Chapter 7: Land Use (covered on September 12th), and have a presentation, discussion & public comment on Chapter: 5: Housing and Neighborhoods (pages 58-65)*

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Please call (812)349-3409 or e-mail council@bloomington.in.gov.

AMENDMENTS PROPOSED FOR CHAPTER 4 (DOWNTOWN)
(Released September 18, 2017)

Notes on Consideration of Amendments –

There are 22 amendments.

- *(*) Four seem uncontroversial and are asterisked (*) as suitable for the Consent Agenda (Please see the Agenda for the items and the footnote on how the Council may handle those items with unanimous consent and one motion.*
- *(**) Four address the same part of the Chapter as another amendment and are asterisked (**) for your attention. Sponsors should review the other amendments to see whether they can be reconciled before next Tuesday's meeting.*
- *To focus deliberations, these amendments appear on the Agenda in the order they affect the Chapter. Given the number of amendments, please consider ways we can work through them in an orderly fashion and still hear a presentation of Chapter 6 (Transportation) and Chapter 7 (Land Use)*

Am 01 (Cm. Sturbaum) – Affects second paragraph – Emphasizes form-based design guidelines instead of form-based codes.

Am 02 (Cm. Sturbaum) – Affects Policy 4.1.2 (Page 56) – Adds “compatible” before architecture

Am 03 (Cm. Sturbaum) – Affects Policy 4.4.5 (Page 56) – Adds new policy encouraging design and materials that promote housing for all citizens and for a range of age and affordability options

****Am 04 (Cm. Sturbaum) – Affects Downtown Vitality and Sense of Place (Page 56) – Revises bullet-point to make installation of public restrooms in the Downtown more certain (See also Am 12 & Am 20)**

Am 05 (Cm. Sturbaum) – Affects Downtown Vitality and Sense of Place (Page 56) – Adds bullet-point discouraging large footprint buildings (except as necessary for development of the convention center site) to encourage local developers and businesses and better urban form

Am 06 (Cm. Sturbaum) – Affects Downtown Design (Page 56) – Revises various bullet-points to assure better urban design and inclusion of more public space (See also Am 12 & Am 21)

Am 07 (Cm. Sturbaum) – Affects Downtown Transportation and Parking (Page 56) – Adds a bullet-point proposing more bus shelters and creating a means for funding them

Am 08 (Cm. Sturbaum) – Affects Downtown Design (Page 56) – Adds a bullet-point requiring new projects and their context create “Nolli” maps to better identify public and private and, thereby, promote better urban design and more public space

***Am 09 (Cm. Piedmont-Smith) – Affects the first and second paragraphs of Overview – Main Street Corridors (Page 52) - Adds dates for landmark events in Downtown**

***Am 10 (Cm. Piedmont-Smith) – Affects first paragraph of Overview – Design (Page 53) – Revises two sentences to better characterize the community's on-going conversation on Downtown's vibrancy**

Am 11 (Cm. Piedmont-Smith) – Affects the second paragraph of Overview – Downtown Design (Page 53) – Avoids nebulous and ungrammatical phrases

****Am 12 (Cm. Piedmont-Smith) - Affects All Three Programs – Revises two bullet-points in Downtown Vitality and Sense of Place regarding public restrooms (See Am 04 and Am 20), Revises one bullet-point in Downtown Design (See also Am 06 & Am 21), and Revises one bullet-point in Downtown Transportation and Parking addressing vehicle sharing (See also Am 22)**

***Am 13 (Cm. Piedmont-Smith) – Affects second Outcome & Indicator (Page 57) – Corrects a typographical error**

***Am 14 (Cms. Rollo & Volan) – Affects All of Chapter 4 – Requires that the capitalization of “Downtown” be uniformly treated throughout the Chapter.**

Am 15 (Cms. Rollo & Volan) – Affects Policy 4.1 (Pages 55-56) - Adds, deletes and reorders text to avoid redundancy and provide clarity

Am 16 (Cms. Rollo & Volan) – Affects Policies 4.2 & 4.3 (Pages 55-56) – Swaps order, provides for a maximum parking to bedroom ratio, and more

Am 17 (Cms. Rollo & Volan) - Affects Policies 4.2 & 4.3 (Page 55) – Swaps order and elaborates on need for collaboration with IU

Am 18 (Cms. Rollo & Volan) – Affects Policy 4.4 (Page 55) – Restates Policy Statement and leaves underlying policies unchanged

Am 19 (Cms. Rollo & Volan) – Affects Goal 4.5 and Policy 4.5.2 (Page 56) – Restates Goal to clarify sustainability and add downtown stakeholders to collaborative mix needed to promote a safe and welcome Downtown

****Am 20 (Cms. Rollo and Volan) – Affects Downtown Vitality and Sense of Place – Revises various bullet-points (See also Am 04 & Am 12)**

Am 21 (Cms. Rollo & Volan) – Affects Downtown Design (Page 56) – Revises various bullet-points (See also Am 06 & Am 12)

****Am 22 (Cms. Rollo & Volan) – Affects Downtown Transportation and Parking (Page 56 - (See also Am 12)**

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 01

Submitted By: Cm. Sturbaum, District I

Date: September 1, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Overview – Design, page 53, shall be amended by striking text from and adding text to the following language in the second paragraph:

~~Attitudes of complacency and standardization can begin to erode Downtown's success and should be avoided.~~ The 2005 Downtown Vision and Infill Strategy Plan, developed as a result of the 2002 Growth Policies Plan, established character areas and helped to better guide specific building design and architecture features. The character areas described in that plan became overlay districts in the Unified Development Ordinance (UDO), which created height, design, and bulk regulations for each character area. These regulations have helped to shape many of the newer developments in Downtown. However, details on building height, mass, design, and uses ~~are coming under scrutiny~~ **need some revision** as Downtown continues to grow and evolve. ~~Avoiding standardized templates or boilerplate proposals for new building projects recognizes the need for alternative compliance with the UDO and much~~ **There is a need for** clearer policy guidance for each character area. ~~Form-based codes and/or~~ **Fine-tuning** of design guidelines, building height, massing, and other site details, such as the ability for student-oriented housing to be adaptively reused for other market segments, are in order as Bloomington moves forward. The community also cannot lose sight of the need to better define its expectations for the Downtown public realm. After all, an active and lively public realm is what makes downtowns so unique. Guiding new developments in these areas will help Downtown maintain and strengthen its economic vitality and visual attractiveness as a great place to be.

Synopsis

This amendment is sponsored by Cm. Sturbaum and proposes changes to the Downtown-Design section. It emphasizes form-based design guidelines instead of form-based code. In so doing, it favors compatibility of designs and stricter design guidelines over innovative design in charting the future success of the downtown.

September 12, 2017 Special Session Action:

(September 1, 2017)

Changes to Chapter 4 (Downtown), Overview – Design (*assuming adoption of Am 01*)

Design

Downtown Bloomington has a certain aesthetic that continues to define its character. Since the adoption of the last Comprehensive Plan, architecture, parking, historic preservation, student housing, an emerging population of persons experiencing homelessness, employment, hotels, convention center expansion, retail mix, and other hot topic issues have played out. These issues are good proxies for Downtown's vibrancy. They stimulate a continuous community dialogue among residents, businesses, and visitors over the look and feel of Downtown. This look and feel is especially important in regards to both real and perceived safety concerns. Public discourse, information exchange, and positive economic change are good ways to channel this energy into practices that will sustain Downtown's prominence as the inclusive heart of Bloomington.

~~Attitudes of complacency and standardization can begin to erode Downtown's success and should be avoided.~~ The 2005 Downtown Vision and Infill Strategy Plan, developed as a result of the 2002 Growth Policies Plan, established character areas and helped to better guide specific building design and architecture features. The character areas described in that plan became overlay districts in the Unified Development Ordinance (UDO), which created height, design, and bulk regulations for each character area. These regulations have helped to shape many of the newer developments in Downtown. However, details on building height, mass, design, and uses ~~are coming under scrutiny~~ **need some revision** as Downtown continues to grow and evolve. ~~Avoiding standardized templates or boilerplate proposals for new building projects recognizes the need for alternative compliance with the UDO and much~~ **There is a need for** clearer policy guidance for each character area. ~~Form-based codes and/or~~ **Fine-tuning** of design guidelines, building height, massing, and other site details, such as the ability for student-oriented housing to be adaptively reused for other market segments, are in order as Bloomington moves forward. The community also cannot lose sight of the need to better define its expectations for the Downtown public realm. After all, an active and lively public realm is what makes downtowns so unique. Guiding new developments in these areas will help Downtown maintain and strengthen its economic vitality and visual attractiveness as a great place to be.

**** Amendment Form for Res 17-28 (To Adopt the City’s Comprehensive Plan) ****

Amendment #: 02

Submitted By: Cm. Sturbaum, District I

Date: September 1, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Goals & Policies, page 55, shall be amended by adding text to Policy 4.1.2, so that it reads as follows:

Policy 4.1.2: Recognize the significance of both traditional and innovative, high-quality **compatible** architecture in supporting community character and urban design.

Synopsis

This amendment is sponsored by Cm. Sturbaum and proposes a change to the Downtown-Goals & Policies section. The change adds the word “compatible” before the word ‘architecture’ in Policy 4.1.2 in order to emphasize that both traditional and innovative architecture must not only be of high-quality but also be compatible with its surroundings in order to support community character and urban design. (See below for the change in context of Goal 4.1)

September 12, 2017 Special Session Action: *Pending*

(September 1, 2017)

Changes in Context of Goal 4.1

Goal 4.1 Ensure that the Downtown retains its historic character and main street feel, encouraging redevelopment that complements and does not detract from its character.

Policy 4.1.1: Ensure that public investments in infrastructure and technology do not detract from historic preservation and that they enhance pedestrian-friendly character in the downtown.

Policy 4.1.2: Recognize the significance of both traditional and innovative, high-quality **compatible** architecture in supporting community character and urban design.

Policy 4.1.3: Recognize historic preservation as an economic development tool and encourage public and private investment in maintaining historic buildings downtown.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 03

Submitted By: Cm. Sturbaum, District I

Date: September 1, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Goals & Policies, page 55, shall be amended by adding Policy 4.4.5 which reads as follows:

Policy 4.4.5 Encourage special design qualities such as universal design, 1-2 bedroom storage space, and use of sustainable and enduring materials, that promote housing which is built for all citizens and for a range of ages and affordability options.

Synopsis

This amendment is sponsored by Cm. Sturbaum and proposes a change to the Downtown-Goals & Policies section. The change adds a new Policy 4.4.5 advocating special design qualities that open residential uses up to a more diverse demographic. (See below for the change in context of Goal 4.4)

September 12, 2017 Special Session Action:

(September 1, 2017)

Changes in Context of Goal 4.4

Goal 4.4 Encourage a range of diverse housing types downtown, with an emphasis on affordable and workforce housing.

Policy 4.4.1: Work with social service agencies and state and federal grant sources to incentivize the development of housing for lower-income individuals and families.

Policy 4.4.2: When considering redevelopment petitions, weigh the benefits of more affordable housing in existing buildings against the benefits of building new structures with more expensive residential units.

Policy 4.4.3: Work with developers early in the development process to encourage building and marketing housing to appeal to non-student residents such as young professionals, families, and the elderly.

Policy 4.4.4: Until such time as a reasonable balance of different housing types is achieved in the Downtown and nearby areas, strongly discourage new student-oriented housing developments in these areas.

Policy 4.4.5 Encourage special design qualities such as universal design, 1-2 bedroom storage space, and use of sustainable and enduring materials, that promote housing which is built for all citizens and for a range of ages and affordability options.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 04

Submitted By: Cm. Sturbaum, District I

Date: September 1, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs – Downtown Vitality and Sense of Place, page 56, shall be amended by striking text from, and adding text to, the first bullet-point in the second column which will now reads as follows:

- Consult with stakeholders to ~~considering~~ **guide** the installation of public restrooms downtown.

Synopsis

This amendment is sponsored by Cm. Sturbaum and proposes a change to the Downtown-Programs section. The change would clarify that downtown public restrooms should not just be considered but also be installed. (See below for the changes in context of Programs – Downtown Vitality and Sense of Place.)

September 12, 2017 Special Session Action: *Pending*

(September 1, 2017)

Changes in Context of Programs – Downtown Vitality and Sense of Place

Programs

Downtown Vitality and Sense of Place

- Develop measures that limit the pace and extent of student housing in Downtown to steer market forces towards more non-student and affordable housing opportunities.
- Conduct a retail market assessment to identify what is currently missing, based on market demand, in the Downtown landscape to help encourage more retail diversity and promote business development.
- Assist local businesses with means of securing additional financial capital to expand and/or remain in Downtown.
- Create targeted marketing of Downtown in regional markets towards capturing new businesses, as well as those that are considering relocating to Bloomington.
- Develop partnerships with Downtown Bloomington, Inc., the Greater Bloomington Chamber of Commerce, Indiana University, and local real estate organizations to identify potential Downtown redevelopment sites.
- Utilize the City of Bloomington's Gigabit-class fiber Internet services to promote and increase both Downtown business and visitor activity.
- Draft an updated future land use study and facility needs assessment (10-15 year outlook) for the Monroe County Convention Center.
- Ensure that all affordable housing developments proposed for the Trades District or anywhere else in the Downtown area have an age- and ability-friendly component.
- Ensure ADA compliance in public spaces and incentivize universal design in private spaces to assure the built environment will serve a market of all ages and abilities.
- **Consult with stakeholders to considering guide the installation of public restrooms downtown.**
- Develop strategies to stabilize and diversify the downtown residential population by identifying and encouraging missing housing forms in the downtown area (such as row houses, condominiums, and live/work space).

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 05

Submitted By: Cm. Sturbaum, District I

Date: September 1, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs – Downtown Vitality and Sense of Place, page 56, shall be amended by adding a bullet-point to the bottom of the first column which will now read as follows:

- Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a maximum size of a quarter of a block) in order to encourage local developers and businesses and better urban form.

Synopsis

This amendment is sponsored by Cm. Sturbaum and proposes a change to the Downtown-Programs section. The change would add a bullet-point in the Downtown Vitality and Sense of Place section that would discourage development of large footprint projects in the downtown in order to encourage local developers and better urban form. (See below for the changes in context of Programs – Downtown Vitality and Sense of Place.)

September 12, 2017 Special Session Action: *Pending*

(September 1, 2017)

Changes in Context of Programs – Downtown Vitality and Sense of Place (assuming adoption of Am 04)

Programs

Downtown Vitality and Sense of Place

- Develop measures that limit the pace and extent of student housing in Downtown to steer market forces towards more non-student and affordable housing opportunities.
- Conduct a retail market assessment to identify what is currently missing, based on market demand, in the Downtown landscape to help encourage more retail diversity and promote business development.
- Assist local businesses with means of securing additional financial capital to expand and/or remain in Downtown.
- Create targeted marketing of Downtown in regional markets towards capturing new businesses, as well as those that are considering relocating to Bloomington.
- Develop partnerships with Downtown Bloomington, Inc., the Greater Bloomington Chamber of Commerce, Indiana University, and local real estate organizations to identify potential Downtown redevelopment sites.
- Utilize the City of Bloomington's Gigabit-class fiber Internet services to promote and increase both Downtown business and visitor activity.
- Draft an updated future land use study and facility needs assessment (10-15 year outlook) for the Monroe County Convention Center.
- Ensure that all affordable housing developments proposed for the Trades District or anywhere else in the Downtown area have an age- and ability-friendly component.
- Ensure ADA compliance in public spaces and incentivize universal design in private spaces to assure the built environment will serve a market of all ages and abilities.
- **Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a maximum size of a quarter of a block) in order to encourage local developers and businesses and better urban form.**
- Consult with stakeholders to guide the installation of public restrooms downtown.
- Develop strategies to stabilize and diversify the downtown residential population by identifying and encouraging missing housing forms in the downtown area (such as row houses, condominiums, and live/work space).

**** Amendment Form for Res 17-28 (To Adopt the City’s Comprehensive Plan) ****

Amendment #: 06

Submitted By: Cm. Sturbaum, District I

Date: September 1, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs – Downtown Design, page 56, shall be amended by adding text to, and deleting text from, the existing language so that the section will now read as follows:

Downtown Design

- Update and revise the Downtown ~~overlay districts~~ **Vision and Strategy Plan** with “form-based code” guidelines for building forms and massing that relate to the street and the pedestrian, whether through traditional architectural forms or **other compatible innovative** new designs.
- Provide guidance for urban design guidelines using an architectural inventory of celebrated structures currently in the Downtown area **with representatives from the Common Council.**
- ~~Investigate the option of~~ **Create** a design or architectural review committee for Downtown approvals.
- Update the Historic Preservation Commission’s 2012 Preservation Plan for Historic Bloomington.
- Enact preservation measures on targeted buildings or areas in Downtown, as identified in future versions of the Preservation Plan for Historic Bloomington.
- Prioritize opportunities for streetscape and other public improvements that enhance Downtown focus areas and gateways.

Synopsis

This amendment is sponsored by Cm. Sturbaum and proposes changes to the Downtown-Programs section. The change would add and delete text in the Downtown Design section to assure better urban design and the inclusion of more public space. (See below for the changes in context of Programs – Downtown Design.)

September 12, 2017 Special Session Action: *Pending*

(September 1, 2017)

Changes in Context of Programs – Downtown Design

Downtown Design

- Update and revise the Downtown ~~overlay districts~~ **Vision and Strategy Plan** with “form-based code” guidelines for building forms and massing that relate to the street and the pedestrian, whether through traditional architectural forms or **other compatible innovative** new designs.
- Provide guidance for urban design guidelines using an architectural inventory of celebrated structures currently in the Downtown area **with representatives from the Common Council.**
- ~~Investigate the option of~~ **Create** a design or architectural review committee for Downtown approvals.
- Update the Historic Preservation Commission’s 2012 Preservation Plan for Historic Bloomington.
- Enact preservation measures on targeted buildings or areas in Downtown, as identified in future versions of the Preservation Plan for Historic Bloomington.
- Prioritize opportunities for streetscape and other public improvements that enhance Downtown focus areas and gateways.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 07

Submitted By: Cm. Sturbaum, District I

Date: September 1, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs – Downtown Transportation and Parking, page 56, shall be amended by adding another bullet-point which will read as follows:

Downtown Transportation and Parking (New Bullet-Point)

- Add more bus shelters and create funding for them.

Synopsis

This amendment is sponsored by Cm. Sturbaum and proposes changes to the Downtown-Programs section. The change would add another bullet-point in the Downtown Transportation and Parking section to assure more bus shelters with the comfort, convenience, safety, and resulting higher use of the transit system that will likely flow from that investment. (See below for the changes in context of Programs – Downtown Design.)

September 12, 2017 Special Session Action:

(September 1, 2017)

Changes Downtown Transportation and Parking (Illustrative)

- Continue to improve multimodal connectivity with the Downtown area.
- Promote programs to encourage bike sharing and car sharing among employees or residents within specific districts.
- Develop a Parking Management Plan/Program for the Downtown area that supports alternative transportation modes.
- Work with the City's Parking Commission to implement Downtown parking strategies and policies.
- Encourage covered vehicle parking in parking lots or structures through the use of tree canopies or photo-voltaic solar panel canopies.
- Task the Parking Commission and Plan Commission to undertake a joint planning study that develops guidelines and innovative approaches for improving the aesthetics of Downtown public parking and open space/common areas.
- Encourage covered bicycle parking for visitors downtown.
- **Add more bus shelters and create funding for them.**

**** Amendment Form for Res 17-28 (To Adopt the City’s Comprehensive Plan) ****

Amendment #: 08

Submitted By: Cm. Sturbaum, District I

Date: September 1, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs – Downtown Design, page 56, shall be amended by adding another bullet-point which would read as follows:

Downtown Design

- **Create “Nolli” maps of new project proposals and their context showing both spaces the public has access to versus private space where the public is excluded, such as offices and apartment-serving uses along with private residential space. This map will illustrate the presence of public space on ground floors and plazas, outside dining, and mini-parks as well as the lack of same, which creates pedestrian impermeability and public access desserts.**

Synopsis

This amendment is sponsored by Cm. Sturbaum and proposes changes to the Downtown-Programs section. The change would add a bullet-point in the Downtown Design section that calls for use of “Nolli” maps to better distinguish public and private spaces and, therefore, promote better urban design and the inclusion of more public space. (See below for the changes in context of Programs – Downtown Design.)

September 12, 2017 Special Session Action: *Pending*

(September 1, 2017)

Changes in Context of Programs – Downtown Design

Downtown Design (*Assuming Adoption of Am 06 – bold and strikeout text*)

- Update and revise the Downtown ~~overlay districts~~ **Vision and Strategy Plan** with “form-based ~~code~~” guidelines for building forms and massing that relate to the street and the pedestrian, whether through traditional architectural forms or **other compatible innovative** new designs.
- Provide guidance for urban design guidelines using an architectural inventory of celebrated structures currently in the Downtown area **with representatives from the Common Council**.
- ~~Investigate the option of~~ **Create** a design or architectural review committee for Downtown approvals.
- Update the Historic Preservation Commission’s 2012 Preservation Plan for Historic Bloomington.
- Enact preservation measures on targeted buildings or areas in Downtown, as identified in future versions of the Preservation Plan for Historic Bloomington.
- Prioritize opportunities for streetscape and other public improvements that enhance Downtown focus areas and gateways.
- **Create “Nolli” maps of new project proposals and their context showing both spaces the public has access to versus private space where the public is excluded, such as offices and apartment-serving uses along with private residential space. This map will illustrate the presence of public space on ground floors and plazas, outside dining, and mini-parks as well as the lack of same, which creates pedestrian impermeability and public access desserts.**

Note: “Nolli” maps were utilized by Giambattista Nolli in his famous black and white map of Rome in 1748. His map utilizes the mass to void relationship which included public spaces. Thus, when one views the Nolli map, not only is the void of street elements apparent against the mass of buildings, but the voids of public spaces are visible as well.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 09

Submitted By: Cm. Piedmont-Smith, District V

Date: September 5, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Overview – Main Street Corridors, page 52, shall be amended in the following manner:

a) Amend the last five sentences in the first paragraph by adding and deleting text so that those sentences read as follows:

Through a joint venture between Bloomington Transit and the Central Emergency Dispatch Center, a new, all-in-one central transit station and emergency dispatch facility was ~~built~~**opened** along South Walnut Street and 3rd St. **in 2014**. The project included extensive streetscape improvements along South Walnut Street. This has transformed South Walnut into a more pedestrian-friendly and lively area. Parking meters returned **in 2013** and deserve mention, as vehicular parking demands have increased relative to a limited public parking supply. By some metrics, a parking ‘problem’ is a good indicator of a vibrant downtown.

b) Amend the first two sentences of the second paragraph by adding text so that those sentence will read as follows:

Several galleries and venues, such as the Bloomington Playwrights Project and the Buskirk-Chumley Theater, along with an array of locally owned bars and restaurants, offer many arts and entertainment options. Ivy Tech Community College purchased the John Waldron Arts Center **in 2010**, a move that added another important player to the Downtown arts community.

Synopsis

This amendment is sponsored by Cm. Piedmont-Smith and amends Chapter 4 (Downtown), Overview – Main Street Corridors. It adds dates when certain landmark changes took place downtown in order to provide specificity to when important changes took place there. (Please see below for the changes in context of that provision.)

Special Session Action: *Pending*

(September 5, 2017)

Changes to Chapter 4 (Downtown), Overview – Main Street Corridors (Illustrative – *Showing Changes in context of the entire section but without reflecting other changes that might be made to this section.*)

Main Street Corridors

Downtown is a highly walkable district that is enhanced by a mix of commercial, entertainment, residential, spiritual, and cultural amenities with robust multimodal access. Along with changes in downtown housing, changes in hospitality, entertainment, transportation, and commercial establishments continue to enhance Downtown. There are grocery stores that provide everyday items. Over 700 hotel rooms welcome overnight visitors to stay, shop, and enjoy a walkable Downtown. Plus over 900 businesses featuring retail, restaurants, and professional services – each sector topping over 100 establishments – offer a wide variety of choices for customers and also signify a healthy local economy. Through a joint venture between Bloomington Transit and the Central Emergency Dispatch Center, a new, all-in-one central transit station and emergency dispatch facility was built-opened along South Walnut Street and 3rd St. in 2014. The project included extensive streetscape improvements along South Walnut Street. This has transformed South Walnut into a more pedestrian-friendly and lively area. Parking meters returned in 2013 and deserve mention, as vehicular parking demands have increased relative to a limited public parking supply. By some metrics, a parking ‘problem’ is a good indicator of a vibrant downtown.

Several galleries and venues, such as the Bloomington Playwrights Project and the Buskirk-Chumley Theater, along with an array of locally owned bars and restaurants, offer many arts and entertainment options. Ivy Tech Community College purchased the John Waldron Arts Center in 2010, a move that added another important player to the Downtown arts community.

The Monroe County Convention Center regularly books conventions, trade shows, professional training seminars, special events, and even religious services, which, combined, have brought more than 1.2 million people into Downtown since it first opened in 1991. The Farmers Market, Fourth Street Festival of the Arts, Lotus World Music & Arts Festival, Taste of Bloomington, and the Fourth of July parade are all long-standing events in Downtown. Clearing the way for anticipated technology-based employment in the Certified Technology Park and incorporated “Trades District,” the recent clearance of vacant warehouses north of City Hall is another positive sign for further business and residential growth in Downtown. These are just a few highlights that demonstrate change, vitality, and positive opportunities for increased business investment and residential livability of Downtown Bloomington.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 10

Submitted By: Cm. Piedmont-Smith, District V

Date: September 5, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Overview – Design, page 53, shall be amended by adding and deleting text to the language of the first paragraph so that the paragraph reads as follows:

Downtown Bloomington has a certain aesthetic that continues to define its character. Since the adoption of the last Comprehensive Plan, architecture, parking, historic preservation, student housing, an emerging population of persons experiencing homelessness, employment, hotels, convention center expansion, retail mix, and other hot topics **have generated community conversations have played out.** These issues ~~are good proxies for~~ **reflect the complex nature of** Downtown's vibrancy. They stimulate a continuous community dialogue among residents, businesses, and visitors over the look and feel of Downtown. This look and feel is especially important in regards to both real and perceived safety concerns. Public discourse, information exchange, and positive economic change are good ways to channel this energy into practices that will sustain Downtown's prominence as the inclusive heart of Bloomington.

Synopsis

This amendment is sponsored by Cm. Piedmont-Smith and amends Chapter 4 (Downtown), Overview – Design. It rewords text to improve the clarity and better characterize the community's ongoing conversation about the Downtown's vibrancy. (Please see below for the changes in context of that provision.)

Special Session Action: *Pending*

(September 5, 2017)

Changes to Chapter 4 (Downtown), Overview – Design

Downtown Bloomington has a certain aesthetic that continues to define its character. Since the adoption of the last Comprehensive Plan, architecture, parking, historic preservation, student housing, an emerging population of persons experiencing homelessness, employment, hotels, convention center expansion, retail mix, and other hot topics ~~-s have generated community conversations~~ ~~issues have played out~~. These issues ~~are good proxies for~~ ~~reflect the complex nature of Downtown's vibrancy~~. They stimulate a continuous community dialogue among residents, businesses, and visitors over the look and feel of Downtown. This look and feel is especially important in regards to both real and perceived safety concerns. Public discourse, information exchange, and positive economic change are good ways to channel this energy into practices that will sustain Downtown's prominence as the inclusive heart of Bloomington.

Attitudes of complacency and standardization can begin to erode Downtown's success and should be avoided. The 2005 Downtown Vision and Infill Strategy Plan, developed as a result of the 2002 Growth Policies Plan, established character areas and helped to better guide specific building design and architecture features. The character areas described in that plan became overlay districts in the Unified Development Ordinance (UDO), which created height, design, and bulk regulations for each character area. These regulations have helped to shape many of the newer developments in Downtown. However, details on building height, mass, design, and uses are coming under scrutiny as Downtown continues to grow and evolve. Avoiding standardized templates or boilerplate proposals for new building projects recognizes the need for alternative compliance with the UDO and much clearer policy guidance for each character area. Form-based codes and/or fine-tuning of design guidelines, building height, massing, and other site details, such as the ability for student-oriented housing to be adaptively reused for other market segments, are in order as Bloomington moves forward. The community also cannot lose sight of the need to better define its expectations for the Downtown public realm. After all, an active and lively public realm is what makes downtowns so unique. Guiding new developments in these areas will help Downtown maintain and strengthen its economic vitality and visual attractiveness as a great place to be.

**** Amendment Form for Res 17-28 (To Adopt the City’s Comprehensive Plan) ****

Amendment #: 11

Submitted By: Cm. Piedmont-Smith, District V

Date: September 5, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Overview – Design, page 53, shall be amended by adding and deleting text to the language of the second paragraph so that the paragraph reads as follows:

Attitudes of complacency and standardization can begin to erode Downtown’s success and should be avoided. The 2005 Downtown Vision and Infill Strategy Plan, developed as a result of the 2002 Growth Policies Plan, established character areas and helped to better guide specific building design and architecture features. The character areas described in that plan became overlay districts in the Unified Development Ordinance (UDO), which created height, design, and bulk regulations for each character area. These regulations have helped to shape many of the newer developments in Downtown. However, details on building height, mass, design, and uses are coming under scrutiny as Downtown continues to grow and evolve. ~~Avoiding standardized templates or boilerplate proposals for new building projects recognizes the need for alternative compliance with the UDO and much clearer policy guidance for each character area.~~ **We must recognize that a “one size fits all” approach to design is not the best strategy for Downtown, but the community does expect strong basic design guidelines to ensure compatibility.** Form-based codes and/or fine-tuning of design guidelines, building height, massing, and other site details, such as the ability for student-oriented housing to be adaptively reused for other market segments, are in order as Bloomington moves forward. The community also cannot lose sight of the need to better define its expectations for the Downtown public realm. After all, an active and lively public realm is what makes downtowns so **unique special**. Guiding new developments in these areas will help Downtown maintain and strengthen its economic vitality and visual attractiveness as a great place to be.

Synopsis

This amendment is sponsored by Cm. Piedmont-Smith and amends Chapter 4 (Downtown), Overview – Design. It rewords text in the second paragraph to avoid nebulous and ungrammatical words. (Please see below for the changes in context of that provision.)

Special Session Action: *Pending*

(September 5, 2017)

Changes to Chapter 4 (Downtown), Overview – Design (*Assumes Adoption of Am 10*)

Downtown Bloomington has a certain aesthetic that continues to define its character. Since the adoption of the last Comprehensive Plan, architecture, parking, historic preservation, student housing, an emerging population of persons experiencing homelessness, employment, hotels, convention center expansion, retail mix, and other hot topics **have generated community conversations have played out.** These issues ~~are good proxies for~~ **reflect the complex nature of** Downtown's vibrancy. They stimulate a continuous community dialogue among residents, businesses, and visitors over the look and feel of Downtown. This look and feel is especially important in regards to both real and perceived safety concerns. Public discourse, information exchange, and positive economic change are good ways to channel this energy into practices that will sustain Downtown's prominence as the inclusive heart of Bloomington.

Attitudes of complacency and standardization can begin to erode Downtown's success and should be avoided. The 2005 Downtown Vision and Infill Strategy Plan, developed as a result of the 2002 Growth Policies Plan, established character areas and helped to better guide specific building design and architecture features. The character areas described in that plan became overlay districts in the Unified Development Ordinance (UDO), which created height, design, and bulk regulations for each character area. These regulations have helped to shape many of the newer developments in Downtown. However, details on building height, mass, design, and uses are coming under scrutiny as Downtown continues to grow and evolve. **Avoiding standardized templates or boilerplate proposals for new building projects recognizes the need for alternative compliance with the UDO and much clearer policy guidance for each character area.** We must recognize that a "one size fits all" approach to design is not the best strategy for Downtown, but the community does expect strong basic design guidelines to ensure compatibility. Form-based codes and/or fine-tuning of design guidelines, building height, massing, and other site details, such as the ability for student-oriented housing to be adaptively reused for other market segments, are in order as Bloomington moves forward. The community also cannot lose sight of the need to better define its expectations for the Downtown public realm. **After all, an active and lively public realm is what makes downtowns so unique special.** Guiding new developments in these areas will help Downtown maintain and strengthen its economic vitality and visual attractiveness as a great place to be.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 12

Submitted By: Cm. Piedmont-Smith, District V

Date: September 5, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs – Downtown Vitality and Sense of Place, Downtown Design, Downtown Transportation and Parking, page 56, shall be amended by adding and deleting text to various bullet-points so that the following *bullet-points* shall read as follows:

Programs –

Downtown Vitality and Sense of Place

- Create targeted marketing of Downtown in regional markets ~~towards capturing~~ new businesses, as well as those that are considering relocating to Bloomington.
- Consult with stakeholders to ~~considering~~ the installation of public restrooms downtown.

Downtown Design

- Provide guidance for **the creation of** urban design guidelines using an architectural inventory of celebrated structures currently in the Downtown area.

Downtown Transportation and Parking

- Promote ~~programs to encourage~~ bike sharing and car sharing **programs** among employees or residents within specific districts.

Synopsis

This amendment is sponsored by Cm. Piedmont-Smith and amends bullet-points in the three Chapter 4 (Downtown), programs. The changes add or delete words to clarify or correct text. (Please see below for the changes in context of that provision.)

Special Session Action: *Pending*

(September 5, 2017)

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Changes to Chapter 4 (Downtown) – Bullet-Points in All Three Programs

Programs

Downtown Vitality and Sense of Place

- Develop measures that limit the pace and extent of student housing in Downtown to steer market forces towards more non-student and affordable housing opportunities.
- Conduct a retail market assessment to identify what is currently missing, based on market demand, in the Downtown landscape to help encourage more retail diversity and promote business development.
- Assist local businesses with means of securing additional financial capital to expand and/or remain in Downtown.
- **Create targeted marketing of Downtown in regional markets towards capturing new businesses, as well as those that are considering relocating to Bloomington.**
- Develop partnerships with Downtown Bloomington, Inc., the Greater Bloomington Chamber of Commerce, Indiana University, and local real estate organizations to identify potential Downtown redevelopment sites.
- Utilize the City of Bloomington's Gigabit-class fiber Internet services to promote and increase both Downtown business and visitor activity.
- Draft an updated future land use study and facility needs assessment (10-15 year outlook) for the Monroe County Convention Center.
- Ensure that all affordable housing developments proposed for the Trades District or anywhere else in the Downtown area have an age- and ability-friendly component.
- Ensure ADA compliance in public spaces and incentivize universal design in private spaces to assure the built environment will serve a market of all ages and abilities.
- **Consult with stakeholders to considering the installation of public restrooms downtown.**
- Develop strategies to stabilize and diversify the downtown residential population by identifying and encouraging missing housing forms in the downtown area (such as row houses, condominiums, and live/work space).

Downtown Design

- Update and revise the Downtown overlay districts with "form-based code" building forms and massing that relate to the street and the pedestrian, whether through traditional architectural forms or innovative new designs.
- **Provide guidance for the creation of urban design guidelines using an architectural inventory of celebrated structures currently in the Downtown area.**
- Investigate the option of a design or architectural review committee for Downtown approvals.
- Update the Historic Preservation Commission's 2012 Preservation Plan for Historic Bloomington.
- Enact preservation measures on targeted buildings or areas in Downtown, as identified in future versions of the Preservation Plan for Historic Bloomington.
- Prioritize opportunities for streetscape and other public improvements that enhance Downtown focus areas and gateways.

Downtown Transportation and Parking

- Continue to improve multimodal connectivity with the Downtown area.
- **Promote programs to encourage bike sharing and car sharing programs among employees or residents within specific districts.**
- Develop a Parking Management Plan/Program for the Downtown area that supports alternative transportation modes.
- Work with the City's Parking Commission to implement Downtown parking strategies and policies.
- Encourage covered vehicle parking in parking lots or structures through the use of tree canopies or photo-voltaic solar panel canopies.
- Task the Parking Commission and Plan Commission to undertake a joint planning study that develops guidelines and innovative approaches for improving the aesthetics of Downtown public parking and open space/common areas.
- Encourage covered bicycle parking for visitors downtown.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 13

Submitted By: Cm. Piedmont-Smith, District V

Date: September 5, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Outcomes and Indicators, page 57, shall be amended by correcting a typographical error in the second Outcome & Indicators so that the provision reads as follows:

Outcome: The Downtown business environment is vibrant and sustainable.

- Retail Revenue
- Restaurant Revenue
- Employment levels and salary and wage levels
- Downtown safety incidents and crime reporting
- Public and private capital improvement investments
- Increased~~d~~ in assessed value for Downtown properties
- Occupancy rate for Downtown commercial spaces
- Office and professional services revenue
- Parking turnover and utilization rates

Synopsis

This amendment is sponsored by Cm. Piedmont-Smith and amends Chapter 4 (Downtown), Outcomes, by correcting a typographical error in the second Outcome & Indicators. (Please see below for the changes in context of that provision.)

Special Session Action: *Pending*

(September 5, 2017)

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Changes to Chapter 4 (Downtown) – Outcomes & Indicators (Illustrative and without reflecting other changes that may be made to this section of Chapter 4)

Outcome: Downtown events are frequent and well attended.

- Number of Downtown public events
- Number of Downtown events visited by both residents and non-residents
- Number of Downtown events visited by attendees, by age range
- Number of cultural and arts venues in Downtown

Outcome: The Downtown business environment is vibrant and sustainable.

- Retail Revenue
- Restaurant Revenue
- Employment levels and salary and wage levels
- Downtown safety incidents and crime reporting
- Public and private capital improvement investments
- **Increased in assessed value for Downtown properties**
- Occupancy rate for Downtown commercial spaces
- Office and professional services revenue
- Parking turnover and utilization rates

Outcome: Downtown buildings and sites with blight or disrepair have been identified and remedied.

- Number of properties with code violations
- Percentage of properties in Downtown with code violations
- Map of Downtown properties with known environmental contamination issues
- Map of Downtown abandoned properties and/or “shovel ready” clear sites

Outcome: Downtown facilities provide services and year- round community programming that is age- and ability- friendly.

- Number of early childhood education facilities in Downtown
- Number of Downtown facilities that offer ongoing community programming for all ages
- Number of participants in Downtown community programming by age range
- Number of hours per month the public library is open

Outcome: Residential growth Downtown is inclusive of all ages and abilities.

- Demographic profile of residential units in the Downtown overlay districts

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 14

Submitted By: Cms. Volan, District VI and Rollo, District IV

Date: September 7, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), shall be modified by rendering consistent the capitalization of "Downtown," where appropriate, throughout the Chapter.

Synopsis

This amendment is sponsored by Councilmembers Volan and Rollo and directs that the capitalization of "Downtown" shall be rendered consistent throughout the Chapter.

September 12, 2017 Special Session Action: *Pending*
(September 7, 2017)

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 15

Submitted By: Cm. Volan, District VI and Cm. Rollo, District V

Date: September 6, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Goals & Policies, page 55, shall be amended by revising Goal 4.1 and the associated policies so that they read as follows:

a) The statement of Goal 4.1 is deleted and revised as follows:

~~Goal 4.1 Ensure that the Downtown retains its historic character and main street feel, encouraging redevelopment that complements and does not detract from its character.~~

GOAL 4.1: Maintain Historic Character. Encourage redevelopment that complements and does not detract from the downtown's historic, main-street character.

b) Delete Policy 4.1.1 and renumber the following policies.

~~**Policy 4.1.1:** Ensure that public investments in infrastructure and technology do not detract from historic preservation and that they enhance pedestrian-friendly character in the downtown.~~

c) Revise renumbered Policy 4.1.1 to read as follows:

Policy 4.1.2 1: Recognize the significance of both traditional **architecture**, and innovative **yet durable**, high-quality architecture, **and compact urban form** in supporting community character ~~and urban design~~.

d) Revise renumbered Policy 4.1.2 to read as follows:

~~**Policy 4.1.3 2:** Recognize historic preservation as an economic development tool and encourage~~ **Provide** public and private investment in maintaining historic buildings downtown, **and utilize historic preservation as an economic development tool.**

Synopsis

This amendment is sponsored by Cm. Volan and proposes changes to the Downtown Goals & Policies. The changes restructure and combine text for directness and clarity. In particular, 'durable' was added because 'innovative' architecture (using materials like EIFS) often means cheaper and likely to become dilapidated sooner. 'Urban design' is generic and unclear; the term 'compact urban form' is better-known and a long-standing goal of this city."
(Please see below for the current language for that provision.)

September 12, 2017 Special Session Action: *Pending*

(September 7, 2017)

Current Text for Goal 4.1 and Associated Policies

Goal 4.1 Ensure that the Downtown retains its historic character and main street feel, encouraging redevelopment that complements and does not detract from its character.

Goal

Policy 4.1.1: Ensure that public investments in infrastructure and technology do not detract from historic preservation and that they enhance pedestrian-friendly character in the downtown.

Policy 4.1.2: Recognize the significance of both traditional and innovative, high-quality architecture in supporting community character and urban design.

Policy 4.1.3: Recognize historic preservation as an economic development tool and encourage public and private investment in maintaining historic buildings downtown.

**** Amendment Form for Res 17-28 (To Adopt the City’s Comprehensive Plan) ****

Amendment #: 16
Submitted By: Cm. Volan, District VI and Cm. Rollo, District V

Date: September 6, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Goals & Policies, page 55, shall be amended by reordering and revising Goal 4.2 and Goal 4.3, with the renumbered Goal 4.2 and associated policies as set forth below:

- a) The numbers for Goal 4.2 and Goal 4.3 shall be switched.
- b) The previous goal statement shall be deleted and replaced as follows:

~~Goal 4.2 Encourage attractive, cost effective, convenient, and environmentally friendly public and private motor vehicle and bicycle parking facilities.~~

GOAL 4.3: Optimize Parking. Encourage attractive, cost-effective, convenient, and environmentally friendly public and private motor vehicle and bicycle parking facilities.

- c) The new Policy 4.3.1 shall be amended as indicated below:

Policy 4.3.1: Provide sufficient bicycle and vehicular parking in the immediate Downtown area to support vibrant economic activity. ~~Increase efficiency of our parking inventory by providing dedicated parking for two-wheeled motorized vehicles.~~

- d) The new Policy 4.3.2 shall be amended as indicated below:

~~Policy 4.23.1-2:~~ Increase efficiency of ~~our~~ parking inventory by providing **more** dedicated parking for two-wheeled **motorized** vehicles.

- e) A new Policy 4.3.3 shall be added and read as follows and subsequent Policies shall be renumbered accordingly:

Policy 4.3.3: Limit new parking facilities in residential projects to a maximum of 0.5 spaces per bedroom.

- f) The renumbered Policy 4.3.4 shall read as follows:

Policy ~~4.2-3.2~~ 4: Update City policies and codes as necessary to address the needs and impacts of emerging forms of transportation like ride sharing, autonomous vehicles, and electric vehicles.

- g) The renumbered Policy 4.3.5 shall read as follows:

Policy ~~4.2 3.3~~ 5: Design ~~vehicle parking areas in light of~~ facilities to anticipate potential changing mobility solutions¹, and to reduce stormwater runoff, **to** increase compatibility with street trees, and add visual interest to streets and other public locations.

- h) The last policy shall be renumbered as follows:

Policy ~~4.2-3.4~~ 6: Address the special parking needs of downtown churches and social service organizations through creative and collaborative solutions.

¹ Sponsors’ Note for Deliberations and not for text of Comprehensive Plan: If “mobility solutions” and “visual interest” are not defined elsewhere in this Plan, definitions must be written.

Synopsis

This amendment is sponsored by Cm. Volan and Cm. Rollo. It proposes changes to the Downtown Goals & Policies. The changes swap the order of Goals 4.2 and 4.3, break one policy into two policies, add a new policy, and restructures another for directness and clarity. Importantly, the second half of what was 4.3.1 “is expanded to cover bicycles as well as motorcycles, and acknowledges that we already have some dedicated parking for two-wheelers.” Lastly, the added policy 4.3.3 “says that new projects should have a maximum parking requirement. This requirement is consistent with Planning policy for the past decade, and has been demonstrably successful at reducing unnecessary parking and increasing use of public transit.”

(Please see below for the current language for that provision.)

September 12, 2017 Special Session Action: *Pending*

(September 7, 2017)

Current Text for Goals 4.2 and 4.3 and Associated Policies

Goal 4.2 Encourage attractive, cost effective, convenient, and environmentally friendly public and private motor vehicle and bicycle parking facilities.

Policy 4.2.1: Provide sufficient bicycle and vehicular parking in the immediate Downtown area to support vibrant economic activity. Increase efficiency of our parking inventory by providing dedicated parking for two wheeled motorized vehicles.

Policy 4.2.2: Update City policies and codes as necessary to address the needs and impacts of emerging forms of transportation like ride sharing, autonomous vehicles, and electric vehicles.

Policy 4.2.3: Design vehicle parking areas in light of potential changing mobility solutions, and to reduce stormwater runoff, increase compatibility with street trees, and add visual interest to streets and other public locations.

Policy 4.2.4: Address the special parking needs of downtown churches and social service organizations through creative and collaborative solutions.

Goal 4.3 Integrate housing, entertainment, employment, shopping, and commerce in a way that promotes walking, biking, and transit for all ages and abilities.

Policy 4.3.1: Create opportunities for an enhanced residential, retail, and restaurant presence within Downtown that caters to a diverse range of residents and visitors.

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

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 17

Submitted By: Cm. Volan, District VI and Cm. Rollo, District V

Date: September 6, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Goals & Policies, page 55, shall be amended by switching Goal 4.3 and Goal 4.2 along with the associated policies, and making other changes so that the renumbered Goal 4.2 as indicated below:

a) The renumbered statement of Goal 4.3 shall be deleted and replaced as follows:

~~**Goal 4.3 Integrate housing, entertainment, employment, shopping, and commerce in a way that promotes walking, biking, and transit for all ages and abilities.**~~

Goal 4.2: Promote Walking, Biking and Public Transit. Promote walking, biking and public transit for all ages and abilities by integrating housing **and employment** with entertainment, shopping **and other forms of commerce**.

b) The renumbered Policy 4.2.1 otherwise remains unchanged as indicated below:

Policy 4.3 2.1: Create opportunities for an enhanced residential, retail, and restaurant presence within Downtown that caters to a diverse range of residents and visitors.

c) The renumbered Policy 4.4.2 shall be revised to read as follows:

Policy 4.3 2.2: Collaborate with ~~Indiana University and~~ Downtown Bloomington, Inc., ~~and the Chamber of Commerce in, and appeal to Indiana University~~ to integrate, planning efforts.

Synopsis

This amendment is sponsored by Cm. Volan and Cm. Rollo. It proposes changes to the Downtown Goals & Policies. The changes swap the order of Goal 4.2 and Goal 4.3 which is proposed for the following reasons: "To truly promote walking, biking and transit, any discussion of parking should be subsequent, if not subsidiary, to it; thus, the swap of the order of these two goals. Meanwhile, entertainment and shopping are two types of commerce." The changes reflect the need for Indiana University to collaborate with the City and other entities in Downtown. The reasons for that change are as follows: "'Collaboration' implies that both sides are working together. As can be seen in its own master plan, IU does not collaborate with the city in planning, although it is always the city's hope that IU will rethink this stance. Meanwhile, the Chamber is collaborative and invested in the Downtown, and should be added."

(Please see below for the current language for that provision.)

September 12, 2017 Special Session Action: *Pending*

(September 7, 2017)

Current Text for Goals 4.2 and 4.3 and Associated Policies

Goal 4.2 Encourage attractive, cost effective, convenient, and environmentally friendly public and private motor vehicle and bicycle parking facilities.

Policy 4.2.1: Provide sufficient bicycle and vehicular parking in the immediate Downtown area to support vibrant economic activity. Increase efficiency of our parking inventory by providing dedicated parking for two wheeled motorized vehicles.

Policy 4.2.2: Update City policies and codes as necessary to address the needs and impacts of emerging forms of transportation like ride sharing, autonomous vehicles, and electric vehicles.

Policy 4.2.3: Design vehicle parking areas in light of potential changing mobility solutions, and to reduce stormwater runoff, increase compatibility with street trees, and add visual interest to streets and other public locations.

Policy 4.2.4: Address the special parking needs of downtown churches and social service organizations through creative and collaborative solutions.

Goal 4.3 Integrate housing, entertainment, employment, shopping, and commerce in a way that promotes walking, biking, and transit for all ages and abilities.

Policy 4.3.1: Create opportunities for an enhanced residential, retail, and restaurant presence within Downtown that caters to a diverse range of residents and visitors.

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

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 18

Submitted By: Cm. Volan, District VI and Cm. Rollo, District V

Date: September 6, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Goals & Policies, page 55, shall be amended by revising the statement for Goal 4.4 (with the associated policies remaining as proposed) so that the statement will read as follows:

~~Goal 4.4 Encourage a range of diverse housing types downtown, with an emphasis on affordable and workforce housing.~~

GOAL 4.4: Diversify Housing. Encourage a range of diverse housing types **in the Downtown and nearby areas**, with an emphasis on affordable and workforce housing.

(Note: Policies 4.4.1 – 4.4.4 continue unchanged)

Synopsis

This amendment is sponsored by Cm. Volan and Cm. Rollo. It proposes changes to the Downtown Goals & Policies by rephrasing the statement for Goal 4.4 and broadens the call for diversifying housing to include areas nearby the Downtown. As a whole, the changes are intended to restructure goal statement for directness and clarity.

(Please see below for the current language for that provision.)

September 12, 2017 Special Session Action: *Pending*

(September 7, 2017)

Current Text for Goals 4.4 and Associated Policies

Goal 4.4 Encourage a range of diverse housing types downtown, with an emphasis on affordable and workforce housing.

Policy 4.4.1: Work with social service agencies and state and federal grant sources to incentivize the development of housing for lower-income individuals and families.

Policy 4.4.2: When considering redevelopment petitions, weigh the benefits of more affordable housing in existing buildings against the benefits of building new structures with more expensive residential units.

Policy 4.4.3: Work with developers early in the development process to encourage building and marketing housing to appeal to non-student residents such as young professionals, families, and the elderly.

Policy 4.4.4: Until such time as a reasonable balance of different housing types is achieved in the Downtown and nearby areas, strongly discourage new student-oriented housing developments in these areas.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 19
Submitted By: Cm. Volan, District VI and Cm. Rollo, District V

Date: September 6, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Goals & Policies, page 56, shall be amended in regard to Goal 4.5 by revising the statement for Goal 4.5 and revising Policy 4.5.2, so that Goal 4.5 and its associated policies will read as follows:

a) The statement for Goal 4.5 shall be revised to read as follows:

Goal 4.5: Promote a Sustainable Downtown. Seek to establish Downtown as a model of ~~inclusivity, safety, and sustainability~~, with special attention to inclusivity and safety.

b) Policy 4.5.1 shall remain unchanged and read as follows:

Policy 4.5.1: Pursue sustainability projects that can serve as models for private residents, non-profits, and businesses throughout the community.

c) Policy 4.5.2 shall be revised to read as follows:

Policy 4.5.2: Collaborate with public safety and social services professionals, **as well as residents, merchants and landowners**, to work toward an environment where everyone feels safe and welcome.

Synopsis

This amendment is sponsored by Cm. Volan and Cm. Rollo. It proposes changes to the Downtown Goals & Policies, Goal 4.5. The changes continue to add a heading to each goal, clarify that "inclusivity and safety" are modifiers of "sustainability," and adds "residents, merchants, and landowners" to those who should be part of any collaboration to promote a safe and welcome Downtown. These changes "emphasize 'sustainability' as the operative word here. Sustainability has three legs: economic, environmental, and social. As this document is being created, social sustainability is of greatest concern; Inclusivity and safety are two keys to it, and should be subsidiary to the word 'sustainability.'" The changes also acknowledge that "public safety and social service professionals alone should not be expected to make everyone feel safe and welcome. That must fall upon anyone who claims Downtown as their own."

(Please see below for the current language for that provision.)

September 12, 2017 Special Session Action: *Pending*

(September 7, 2017)

Current Text for Goals 4.4 and Associated Policies

Goal 4.5: Seek to establish Downtown as a model of inclusivity, safety, and sustainability.

Policy 4.5.1: Pursue sustainability projects that can serve as models for private residents, non-profits, and businesses throughout the community.

Policy 4.5.2: Collaborate with public safety and social services professionals to work toward an environment where everyone feels safe and welcome.

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 20

Submitted By: Cm. Volan, District VI and Cm. Rollo, District IV

Date: September 7, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs, "Downtown Vitality and Sense of Place," page 56, fifth bullet point, shall be amended by deleting and adding text as follows:

- **Identify potential Downtown redevelopment sites by [d]eveloping** partnerships with Downtown Bloomington, Inc., the Greater Bloomington Chamber of Commerce, ~~Indiana University~~, and local real estate organizations.

2. Chapter 4 (Downtown), Programs, "Downtown Vitality and Sense of Place," page 56, shall be amended by deleting the following the sixth bullet point.

- ~~Utilize the City of Bloomington's Gigabit class fiber Internet services to promote and increase both Downtown business and visitor activity.~~

3. Chapter 4 (Downtown), Programs, "Downtown Vitality and Sense of Place," page 56, seventh bullet point, shall be amended by deleting and adding text as follows:

- ~~Draft an Updated future~~ **the** land use study and facility needs assessment, ~~(with a 10-15 year outlook),~~ for **an expansion of the Monroe County Convention Center, with the stipulation that a new convention facility should have first-floor retail and pedestrian interest.**

4. Chapter 4 (Downtown), Programs, "Downtown Vitality and Sense of Place," page 56, tenth bullet point, shall be amended by deleting and adding text as follows:

- Consult with stakeholders ~~to~~ **when** considering the installation of public restrooms downtown.

5. Chapter 4 (Downtown), Programs, "Downtown Vitality and Sense of Place," page 56, eleventh bullet point, shall be amended by adding text as follows:

- Develop strategies to stabilize and diversify the downtown residential population by identifying and encouraging missing housing forms in the downtown **and nearby** areas (such as row houses, condominiums, and live/work space).

Synopsis

This amendment is sponsored by Councilmembers Volan and Rollo and makes a number of changes to the Programs outlined in the “Downtown Vitality and Sense of Place” Chapter. Those changes include language changes made in the interest of clarity and action, the inclusion of “nearby areas in the mention of Downtown, and added specificity to the Program discussing the Convention Center.

The rationale for each of the sections cited in the amendment are as follows:

1. Elimination of the reference to IU. IU simply does not partner for planning purposes, as can be seen in their master plan. Nor should the city want to encourage IU to expand its campus further into the city, placing more of the city's most significant territory under state jurisdiction. IU's partnership in Downtown development should not be solicited
2. Deletion of the fiber Internet bullet point. Removal of this point does not prevent the city from utilizing its fiber. However, this point doesn't say anything actionable or worth measuring.
3. Embellishment of the bullet point re: the Convention Center. The new Convention Center should feel like a downtown area, with compact, articulated, building-forward design that includes storefronts. It should not be a monolith.
4. Typographical correction.
5. Addition of “nearby areas” to the Downtown reference. The definition of Downtown expanded vastly since the GPP. Areas like the Old Northeast Downtown neighborhood already provide such diversity of housing and should be considered part of Downtown for this purpose.

September 12, 2017 Special Session Action: *Pending*
(September 7, 2017)

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 21

Submitted By: Cm. Volan, District VI and Cm. Rollo, District IV

Date: September 7, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs, "Downtown Design" page 56, second bullet point, shall be amended by deleting and adding text as follows:

- ~~Provide guidance for urban design guidelines using~~ **Create** an architectural inventory of celebrated structures ~~currently~~ in the Downtown area **to provide guidance for development petitions.**

2. Chapter 4 (Downtown), Programs, "Downtown Design," page 56, third bullet, shall be amended by deleting and adding text as follows:

- ~~Investigate the option of~~ **Create** a design or architectural review committee for Downtown approvals.

3. Chapter 4 (Downtown), Programs, "Downtown Design," page 56, fourth bullet point, shall be amended by deleting and adding text as follows:

- Update the Historic Preservation Commission's 2012 Preservation Plan for Historic Bloomington, **and implement the measures identified in the update.**

4. Chapter 4 (Downtown), Programs, "Downtown Design," page 56, shall be amended by deleting the fifth bullet point.

- ~~Enact preservation measures on targeted buildings or areas in Downtown, as identified in future versions of the Preservation Plan for Historic Bloomington.~~

5. Chapter 4 (Downtown), Programs, "Downtown Design," page 56, sixth bullet, shall be amended by deleting and adding text as follows:

~~Prioritize opportunities for~~ **Make** streetscape and other public improvements ~~that enhance to~~ Downtown focus areas and gateways.

Synopsis

This amendment is sponsored by Councilmember Volan and Rollo and makes a number of changes to the Programs outlined in the “Downtown Design” Chapter. The previous Program bullet points were passive, redundant and unclear, (e.g., "urban design guidelines"). They have been restructured and combined for directness and clarity.

September 12, 2017 Special Session Action: *Pending*
(September 7, 2017)

**** Amendment Form for Res 17-28 (To Adopt the City's Comprehensive Plan) ****

Amendment #: 22

Submitted By: Cm. Volan, District VI and Cm. Rollo, District IV

Date: September 7, 2017

Proposed Amendment:

1. Chapter 4 (Downtown), Programs, "Downtown Transportation and Parking" page 56, first bullet point, shall be amended by deleting and adding text as follows:

- ~~Continue to improve~~ **Create a plan for improving** multimodal connectivity with the Downtown area.

2. Chapter 4 (Downtown), Programs, "Downtown Transportation and Parking" page 56, second bullet point, shall be amended by deleting and adding text as follows:

- **Create and P**romote programs to encourage bike ~~sharing use~~ and car sharing among employees ~~or~~ **and** residents ~~within specific districts~~.

3. Chapter 4 (Downtown), Programs, "Downtown Transportation and Parking" page 56, third and fourth bullet points, shall be amended by being combined and by deleting and adding text as follows:

- ~~Develop a Parking Management Plan/Program for the Downtown area that supports alternative transportation modes.~~
- ~~Work with Task~~ the City's Parking Commission to ~~implement Downtown parking strategies and policies.~~ **lead the development of a Parking Management Plan that includes programs to promote alternative transportation modes.**

4. Chapter 4 (Downtown), Programs, "Downtown Transportation and Parking" page 56, fifth bullet point, shall be amended by deleting and adding text as follows:

- ~~Encourage covered vehicle parking in~~ **Cover public** parking lots ~~or~~ **and** structures ~~through the use of tree with canopies of trees and/or photo-voltaic solar panels canopies,~~ **and incentivize private lots to do the same.**

5. Chapter 4 (Downtown), Programs, “Downtown Transportation and Parking” page 56, shall be amended by deleting the sixth bullet point.

- ~~Task the Parking Commission and Plan Commission to undertake a joint planning study that develops guidelines and innovative approaches for improving the aesthetics of Downtown public parking and open space/common areas.~~

6. Chapter 4 (Downtown), Programs, “Downtown Transportation and Parking” page 56, seventh bullet point shall be amended by deleting and adding text as follows:

- ~~Encourage~~ **Increase** covered bicycle parking for visitors downtown ~~bicycles~~.

Synopsis

This amendment is sponsored by Councilmembers Volan and Rollo and makes a number of changes to the Programs outlined in the “Downtown Transportation and Parking” Chapter. Sections 1, 3 and 4 cited in the amendment are language and structural changes made in the interest of directness and clarity. Sections 2, 5, and 6 make substantive programmatic changes to text. The change and the rationale for those changes are as follows:

1. Frankly, since there is already a master thoroughfare plan and a whole division to implement it, this point should be eliminated.
2. Eliminates reference to bike “sharing” and eliminates reference to bike and car sharing within “specific districts.” This point was unnecessarily narrow. Promoting “bike use” does not exclude the possibility of developing a bike sharing program. Both bike use and car sharing help decrease motor vehicle miles traveled. We want both employees and residents to reduce VMT everywhere, not just “in specific districts.”
5. Eliminates the call for a joint study by the Parking Commission and Plan Commission to address aesthetics of Downtown parking and open spaces. The best way to improve the aesthetics of parking spaces, lots or garages is to build anything in their place other than parking spaces, lots or garages. Improving the aesthetics of “open space/common areas” is already the jurisdiction of the Plan Commission, and should also be the jurisdiction of the Arts Commission and the Assistant Director for the Arts, not the Parking Commission.”
6. This change makes clear that there should be more covered bike parking for all Downtown users.

September 12, 2017 Special Session Action: *Pending*
(September 7, 2017)

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City of Bloomington Comprehensive Plan





transportation

Overview

Transportation is a basic need that enables residents and visitors to connect with people, services, and places in the community. Rights of way are the foundation of the transportation system and must accommodate the diverse needs of the population, from a child walking to school to a delivery truck taking products to a local restaurant. The City's right of way is the City's largest asset, and functions as more than a space to move from point A to point B. The City's right of way also serves as a place to interact socially, to conduct business, and to gather for events such as markets, parades, or festivals. Additionally, space surrounding streets is where utilities such as telecommunications, water, sewer, and more are typically located. Transportation and the right of way it generally occurs within is complex and impacts our lives, health, economic prosperity, and environment in many ways.

This chapter discusses transportation concepts and provides a perspective on the role they can play in the Bloomington transportation network. Although the document discusses each of these categories separately, they are interconnected and must be considered together to create an equitable, multimodal transportation system.

Multimodal Transportation Planning

The transportation modes and routes utilized depend on many variables such as what modes are available, what paths are available, the safety of the routes, and the travel time required. It also depends on the relative cost, the quality of the experience, and more.

Since the 1950s, transportation systems across the United States have focused on motor vehicles, specifically on moving lots of motor vehicles quickly through spaces. As cities began to stretch outward, land use policies increased the distance between destinations while auto-focused designs increased the travel speeds: farther and faster. The repercussions of this approach are widely documented and include inequality, increased emissions, and an inefficient system that is expensive to maintain. Many cities across the globe are working actively to diversify their transportation systems and change transportation's focus from one mode to many; from a focus on throughput to a focus on place. Taking this focus it is helpful to replace the word transportation with the phrase "mobility management."

A multimodal transportation system that is accessible to all users has numerous benefits for the entire community. According to the Federal Highway Administration, households, on average, spend 19% of household income on transportation, second only to housing. However, the portion of income dedicated to transportation varies dramatically depending on the home's location and the context: ex-urban locations spend nearly 25% of household income on transportation, whereas homes in compact, connected areas spend only 9% of household income on transportation. Investing in multimodal transportation can result in a reduced cost of living for Bloomington residents: Paying less for transportation means having more disposable income for other necessities (housing, food, etc.) or amenities (shopping at local businesses, dining at local restaurants, etc.). More importantly, approximately 20% of Bloomington's population has a disability (Council for Community Accessibility).



Ensuring greater access to the transportation network can result in better mobility throughout the community for the disabled. By prioritizing our walking, bicycling, and transit networks, more destinations will be more accessible for all residents. Our entire community will receive large returns from transportation investments.

Connectivity within the existing network, and linkages between modes, play a key role in improving a multimodal transportation system. Installing bike racks on transit buses is an easy way to expand the service area for either bicycle or transit users by creating a simple linkage between modes. This can reduce travel times to and from transit stops and increase the area for destinations, compared to a pedestrian using transit. “Smart vehicle” technology is another consideration that can improve the safety and efficiency of the network. Real-time route selection, anti-crash sensing, and self-driving vehicles are examples that offer benefits. The “sharing economy” also contributes to improving the multimodal network. Ride, car, and bike share programs skirt the economic barriers to vehicle ownership and offer very good options over typical mode choices. These are important aspects to incorporate into multimodal transportation planning.

Multi-modal transportation planning is an essential component of Transportation Demand Management (TDM). Many communities including Bloomington and the Indiana University-Bloomington campus pursue TDM, which is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. Managing demand can be a cost-effective and environmentally friendly alternative to increasing capacity, both for vehicle movement (traffic lanes and streets) and for parking.

Health Impacts of Transportation

Obesity and physical inactivity are serious public health problems that are related to transportation. According to the Center for Disease Control, approximately 80% of adults do not regularly get the recommended amount of aerobic and muscle-strengthening activity per day. Nearly 70% of adults are either overweight or obese, and childhood obesity (ages 1-19) is also rising across the country. In 2016, for Monroe County, 21% of adults were considered obese (Centers for Disease Control). Improvements in the transportation network that encourage walking and bicycling will result in healthier and more active lifestyles.

Transportation crashes also have a significant impact on health. Nationally, in 2014, accidents were the fourth leading cause of death (136,053); of these fatalities, 35,398 were traffic crashes (Centers for Disease Control and Prevention - National Center for Health Statistics). Locally, from 2012–2014, there were 12,448 car crashes reported in Monroe County, with approximately 21% resulting in injuries or fatalities, and a total of 21 fatalities (BMCMPPO 2012–2014 Crash Report). That is an average of over 4,000 traffic crashes per year, or 11 crashes per day.

Around the world, cities and towns are taking a bold new approach to reducing transportation crashes and their associated injuries and deaths. Vision Zero takes the simple stance that traffic crashes are not “accidents,” but rather preventable incidents that can be systematically addressed. By using a multifaceted approach to enforcement, education, better roadway engineering and design, and improved emergency response, Vision Zero has transformed attitudes regarding traffic death and injury to a series of actions that can be changed or prevented. Advocates of Vision Zero note that improved safety is possible without losing freedom or mobility. The program aims to reduce speeding, driving under the influence, and other risky behaviors. Sweden successfully chartered Vision Zero in 1997, and the approach continues to pay dividends in that country today. More recently, the Netherlands and many cities in the U.S., such as New York City, San Francisco, Chicago, and Austin, have implemented similar efforts. The United States Department of Transportation has also launched a Road to Zero coalition with a goal of achieving zero fatalities nationwide within the next 30 years. Bloomington should take note of what this concept has to offer and work to reduce the frequency and severity of crashes on our road network.

Pedestrian Transportation

Bloomington is a walking town. Nearly 15% of Bloomington workers walk to work regularly. This percentage is among the highest in the nation (American Community Survey). Beyond walking to work, nearly everyone is a pedestrian at some point in their day, whether by parking a vehicle and walking to the final destination, walking to a transit stop, or walking the entire way. Despite the fact that most people walk every day for a portion of their trips, few people identify as pedestrians.

Many City initiatives have helped make walking a transportation option for many Bloomington residents. People are more likely to choose walking when there are places to walk to and the route is safe, convenient, and enjoyable. In order to ensure there are places to walk to, land uses should be mixed in order to develop destinations. To make walking safe and convenient, infrastructure such as sidewalks, paths, or trails need to be provided and well connected. To be sure that walking transportation is enjoyable, street trees, benches, and streetlights should be included in the right of way as part of the transportation system. Interesting buildings, outdoor seating areas, and public art or creative spaces also greatly contribute to pedestrian interest and enjoyment.

As an example, for more than 20 years, Bloomington has been actively working to improve walking in the community. In 1992, the Common Council established the Alternative Transportation Fund, which receives excess revenues from the Residential Neighborhood Parking permit program. The City Council Sidewalk Committee oversees a portion of the funds and prioritizes projects. The funds are used to improve and build sidewalks across the City in order to enhance walking transportation.

Bloomington will continue to improve walking transportation, and more residents will be comfortable choosing to walk for transportation. Planning and designing for pedestrians results in a town that is more accessible and enjoyable for all. A successful walking transportation system should be comfortable to people in wheelchairs or with other mobility aids, young children, families with strollers, and senior citizens.

Bicycle Transportation

Bloomington residents ride bicycles for transportation, fitness, and enjoyment. According to the 2014 American Community Survey (ACS), 5.3% of Bloomingtonians use a bicycle as their primary transportation to commute to work. This number has been growing steadily as the City has improved its transportation network to better accommodate people on bicycles. Increased bicycling benefits not just those who bicycle, but the whole community by helping to achieve goals in every chapter of the Comprehensive Plan. These benefits are similar to those achieved through increased pedestrian transportation: reduced traffic congestion, improved health, an activated public realm, reduced environmental impact, encouragement of compact and connected development, improved affordability, and much more.

In recognition of Bloomington's commitment to improving bicycle transportation, the League of American Bicyclists identified the City of Bloomington as a Bicycle Friendly Community with a bronze designation in 2003, a silver designation in 2010, and a gold designation in 2014. Bloomington established a goal to achieve platinum designation, which is held by only a few municipalities nationwide, by 2016.

To achieve that goal, a Platinum Biking Task Force was established in 2010 to assess Bloomington's strengths and weaknesses in regard to bicycling and to create a plan for the City to achieve a platinum designation. The resulting report, *Breaking Away: Journey to Platinum*, was adopted by the City Council in 2011. While Bloomington was not awarded a platinum designation in 2016, the recommendations of this report and the subsequent Bikeways Implementation Plan are well underway, with a 94% increase in mileage of bikeways, trails, and paths since 2010. In order to achieve a platinum designation and to realize the full benefits that bicycling can offer to the entire community, Bloomington continues working to provide transportation infrastructure that attracts more people to use a bicycle for transportation.

Bloomington's enormously popular rails-to-trails project, the B-Line Trail, was completed in 2011. The trail links many neighborhoods that did not previously have a separated biking and walking route to Downtown. People use the trail for a wide variety of reasons, from transportation and fitness to festivals and people-watching. The B-Line's strong north-south pedestrian and bicycle connection has led to greater demand from residents for other connections that provide improved safety and comfort for bicyclists and pedestrians; such connections should link people's residences with the businesses, parks, schools, restaurants, and other destinations throughout the City.



Photo Credit of Mark Stosberg

Recent improvements to the bicycle and pedestrian transportation network have increased users and general interest. However, safety, level of comfort, and seamless integration with other modes remain significant challenges. Safety is a top priority that benefits every user. Improving the level of comfort for a wide range of users provides more options and is more inclusive regarding age and ability. Seamless integration improves connectivity and accessibility such that all modes are more or less equal overall. Addressing these challenges will be an important focus going forward.

A celebrated aspect of Bloomington is its close cultural association with bicycles, brought to national attention with the acclaimed 1979 movie *Breaking Away*. The film features the Little 500 bicycle race, an annual IU event since 1951. “Little 5” is one of the most well-known collegiate traditions. Additionally, the Hilly Hundred is a major non-collegiate bicycle touring event held in the area that attracts thousands of bicycling enthusiasts. These and other recreational activities are integral parts of Bloomington’s bicycle culture. Leveraging them is a way to sustain and broaden participation in the bicycle transportation network.

Public Transportation

Public transportation is an important option for community members. Driving is not always an option; in Bloomington, approximately 11% of residents are too young to drive (US Census, 2011-2015 American Community Survey 5-year Estimates), and among adults, driver’s license rates are decreasing in most age groups (University of Michigan Transportation Research Group, January 2016, Report number UMTRI-2016-4). For some, the cost of owning and maintaining a motor vehicle is too high. Efficient and frequent public transportation allows residents of all ages and abilities to function independently, avoid isolation, and access destinations around town.

Bloomington Transit has an impressive track record over the last decade. The agency was named the 2010 Outstanding Public Transportation System in North America (Small Transit Category). Ridership has increased 70%, from 2.06 million in 2004 to 3.45 million riders in 2016. Bloomington Transit now offers service to previously underserved areas, such as from the Arlington Park area to the Clear Creek Shopping Center.

Service has been extended until 11:30 p.m. on some routes, includes Sunday service for a few others, and even includes a “Night Owl” service that operates near the IU Campus until 3:30 a.m. on Friday and Saturday nights. The opening of a modern downtown Transit Center, investments in hybrid buses, and implementation of a live bus-tracker system have also helped to bolster Bloomington Transit’s ridership and success. Indiana University’s Campus Bus Service and the Area 10 Agency on Aging’s Rural Transit also operate within the City of Bloomington and carry many riders each year.

Even with a great performance record and wide support for transit, service gaps remain. Weekend, Sunday, and extended hours can be improved. Headway time, or the time between buses on a transit route, is another consideration as some headway times are an hour. Reduced headway times make transit a more appealing option to consider, especially when they are less than a half hour. Locating multifamily housing, employment, and other intensive land uses near or along transit routes helps to improve access, and vice-versa. For example, transit oriented developments (TOD) are high density or multifamily communities that are compact, pedestrian-oriented, walkable, and located within close proximity to transit service. TOD is one method used to consider new development with transit service. Using access to transit as an analysis tool is necessary for land use decisions. It can improve ridership, mitigate traffic, and lower a household’s transportation expenses.

Motor Vehicle Transportation

The City of Bloomington owns and maintains more than 230 center lane miles of streets and 82 traffic signals. This infrastructure, complemented by numerous other State and County facilities, provides an extensive network for motor vehicle use. Personal motor vehicles, delivery vehicles, emergency response vehicles, bikes, and public transit all use this network to reach destinations within and around the City.

With the exception of areas of new development, this network has very few opportunities for new connections. Investments in infrastructure for motor vehicles should focus on maintenance, improved efficiency within existing space, and reductions in crash risk and severity. High motor vehicle speeds are a constant cause for complaints from nearby residents, other drivers, and people using other transportation modes.

Speed is directly related to crash severity. Enforcement and education are critical to achieve low speed driving behavior. Urban infrastructure can also be designed to encourage low that lowers speeds and minimizes crash risk and severity for all users.

Transportation Investments

Transportation investments are significant undertakings, and costs are always a limiting factor. The daily operation and maintenance costs of these facilities are substantial. The total costs associated with network improvements must account for engineering, design, land acquisition, construction, inspection, and maintenance.

The city does not have the space or resources to significantly expand roads and intersections within the built-out, urban environment. Many medium and large-sized cities with similar challenges are using transportation demand management to reduce travel demand, or to redistribute travel demand in space or time. Cities also manage congestion and improve transportation long-term by investing in multiple transportation modes such as walking, bicycling, and public transportation rather than solely building motor vehicle capacity. While investments in active and public transportation most obviously benefit users of those modes, every person walking, cycling, or in a bus represents one less car on the street.

The on-going construction of Interstate 69 through Bloomington presents a number of challenges to the community. Alterations to highway access points and local roadway configurations near the corridor will impact residents and the businesses they seek to access. Traffic diverted to new routes on local roads may force the City to re-evaluate its priorities for future transportation projects. In addition, bicycle and pedestrian accessibility across the Interstate 69 corridor are important future considerations. The city must also carefully manage development around highway interchanges to ensure that only the most appropriate land uses develop in those areas. Making new investments in the transportation network should be carefully evaluated, not only considering fiscal, locational, and demand contexts, but also the implications for climate change, economic prosperity, and community health. One tool to foster such evaluations for our transportation objectives is the Master Thoroughfare Plan. Understanding that the “shared” or “access” economy and “driverless” or autonomous vehicles will also have long-term effects.

Master Thoroughfare Plan

As a requirement of Indiana code IC-36-7-4-502, the comprehensive plan must contain a “statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.” The Master Thoroughfare Plan fulfills this requirement by establishing general policy guidance for public ways. Other chapters provide policy guidance on the development of public places and lands (such as parks), public utilities, services, and structures. The Master Thoroughfare Plan establishes a means to plan for various investments needed to address a wide range of community transportation needs.

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

In the past, the Master Thoroughfare Plan (MTP) served Bloomington well in this basic fashion. It established right-of-way needs for roadways and utility infrastructure for a growing community. The Plan shaped street design to handle traffic flows and addressed general safety concerns through typical cross sections. All of this was achieved by using a standard functional classification system commonly used throughout the U.S. However, the 2002 MTP does not always respect context and focuses on the automobile mode. The City currently focuses on context and the multimodal transportation system as a whole. As an example, the forthcoming Transportation Plan will combine what has traditionally been contained within a thoroughfare plan and an active transportation plan.

National trends in context-sensitive solutions and “Complete Streets” are being embraced. New approaches balance speed, traffic flow, and roadway design while enhancing historic neighborhoods and natural features, which support sustainability goals, in order to create streets that support vibrant work, living, and shopping areas. Streets are public spaces that must interact with and enhance surrounding land uses, both existing and planned.

Therefore, Bloomington is adopting a new approach in planning and designing public streets that will draw on the concept of Complete Streets and focus on the movement of people using inviting, context-sensitive design.

The MTP update should include a local classification system to provide spatial guidance for the application of its general policies. Major future public ways (for example, Adams Street) that will provide main connections would be identified and classified in the plan, while minor future connections (for example, new connections off of Adams Street) would not be identified but are expected to be consistent with the MTP, most specifically Goal 6.1 of this section.

Purpose of the Master Thoroughfare Plan (MTP):

- Preserve and establish rights of way
- Establish street design guidelines that follow Complete Streets policy and provide continuity for each mode: pedestrians, bicyclists, transit, and motor vehicles
- Promote context-sensitive designs for the many different land uses and natural contexts within the community that the transportation system serves and/or transects
- Coordinate the upgrade or development of new transportation system investments

Operations and maintenance programs should use roadway classifications as criteria when prioritizing work. Other factors may include pedestrian and bicyclist use, presence of transit routes, and quantitative condition ratings. Operations and maintenance programs include, but are not limited to, the following:

- A. Establishment of emergency routes
- B. Establishment of truck routes and delivery zones
- C. Establishment of snow removal routes and priorities
- D. Establishment of paving and signal needs and priorities
- E. Establishment of detour routes

General Policies of the Master Thoroughfare Plan:

Provide and maintain a safe, efficient, accessible, and connected system of transportation that emphasizes walking, public transit, bicycling and shared travel methods to enhance options that reduce our overall dependence on the individual automobile.

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

Ensure that the safety and convenience of all users of the transportation system are accommodated in the daily operations and maintenance of the existing transportation network, and that future transportation system investments likewise accommodate all users.

Recognize the City's constrained ability to expand or widen most roadways within an urban and built context, such that retrofitting existing roadways and designing innovative solutions for pedestrians, transit users, shared riders, and bicyclists are considered before roadway widening.

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

Goals & Policies

Policies in this chapter respond to the adopted 2013 Vision Statement objectives to:

“Meet basic needs and ensure self-sufficiency for all residents”; to

“Fortify our progress toward improving public safety and civility”; to

“Invest in diverse high quality economic development that provides equitable job opportunities to our residents, supports an entrepreneurial small business climate, enhances the community’s role as a regional hub, and is responsive towards larger concerns of sustainability,” to
“Ensure all land development activity makes a positive and lasting community contribution”; to

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

“Enhance the community’s role as a regional economic hub.”

Goal 6.1 Create and maintain a sustainable transportation system.

Policy 6.1.1: In land use decisions, require sufficient density to promote infill, redevelopment, and reuse of vacant or under-utilized parcels and also to support multimodal transportation.

Policy 6.1.2: Locate transit and multimodal facilities near higher-density developments and employment and retail centers.

Policy 6.1.3: Balance economic, environmental, accessibility, and equity issues in local transportation decisions.

Policy 6.1.4: Support public transit access to regional destinations, high-density residential areas, social services, community facilities, and employment centers.

Policy 6.1.5: Encourage the provision of seating, lighting, and signage (including real-time arrival information) at transit stops to increase rider comfort, safety, and convenience.

Policy 6.1.6: Prioritize pedestrian and bicycle infrastructure within Bloomington and to connect with surrounding communities.

Policy 6.1.7: Encourage and require (where legally feasible) new private developments to dedicate easements or right of way and provide improvements for pedestrian and bicycle facilities to complete the connectivity in the networks.

Policy 6.1.8: Enhance the pedestrian and bicycle network with benches, pedestrian-scaled lighting, bicycle parking, street trees and landscaping, interpretive stations, public art, and/or other features to further improve the physical conditions that support walking and biking.



Policy 6.1.9: Encourage, and when possible require, pedestrian-friendly design features.

Policy 6.1.10: Continue to support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from vehicles.

Policy 6.1.11: Ensure City transportation and land use decisions are coordinated with anticipated developments in automated/autonomous vehicles, such that City decisions complement multimodal transportation, improve safety and mobility, and support urban growth without encouraging sprawling development with longer commutes.

Goal 6.2 Maintain an efficient, accessible, and safe transportation network for all users.

Policy 6.2.1: Maintain a local Master Thoroughfare Plan, as required by state law, that plans for all modes of transportation.

Policy 6.2.2: Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities.

Policy 6.2.3: Focus on increasing capacity through multimodal improvements and optimization of the existing transportation system.

Policy 6.2.4: Permit the use of public right of way and parks for activities such as construction, maintenance, and special events as appropriate.

Policy 6.2.5: Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.

Policy 6.2.6: Evaluate city roads, sidewalks, paths, trails, ramps, and traffic devices regularly and implement an adequately funded maintenance program.

Goal 6.3 Protect neighborhood streets that support residential character and provide a range of local transportation options.



Policy 6.3.1: Implement traffic calming measures where safety concerns exist to manage motor vehicle traffic on residential streets.

Policy 6.3.2: Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods.

Policy 6.3.3: Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools.

Goal 6.4 Plan and develop parking for cars and bicycles with a focus on efficiency and equity.

Policy 6.4.1: Implement creative parking strategies to minimize inefficiencies and facilitate equitable use of public space, including potential adaptive reuse of structures as needs may evolve.

Policy 6.4.2: Encourage attractive and environmentally sensitive parking areas.

Policy 6.4.3: Prioritize on-street parking spaces for equitable and environmentally conscious uses, such as for people with physical handicaps, or spaces set aside for carpools or car sharing.

Policy 6.4.4: Encourage provision of covered bicycle parking.

Goal 6.5 Increase residents' safe use of transportation options that minimize negative environmental and infrastructure impacts.

Policy 6.5.1: Educate drivers, bicyclists, and pedestrians on sharing the public right-of-way safely.

Policy 6.5.2: Collaborate with community organizations to educate residents about using public transit and bicycling.

Policy 6.5.3: Utilize enforcement programs to support desired motorist and active transportation user behavior.

Programs

General

- Update the existing Master Thoroughfare Plan to include pedestrian and bicycle facilities in addition to traditional motor vehicles. The Plan should be updated regularly, identify long-term needs for preservation purposes, and provide a mechanism for prioritizing projects.
- Formally adopt a city-wide Complete Streets Policy that requires accommodation for users of all ages, abilities, and modes.
- Create City Street Design Specifications and Standards that are consistent with Complete Streets best practices, and long-term maintenance costs.
- Enhance safety for all modes by reducing motor vehicle speeds through engineering, enforcement, and education.
- The City Capital Improvement Plan (CIP) should spread capital investments geographically through the City.
- Prioritize connectivity improvements on bicycle and pedestrian use while also supporting motor vehicle connections.
- Partner with private developers to expand the transportation network and improve pedestrian and bicycle facilities.
- Require installation of vertical curbs, rather than rolled curbs, when constructing, maintaining, or modifying roadways.
- Encourage appropriate community events at appropriate locations and times.
- Enhance the understanding of and standards for approvals, maintenance of traffic, and ADA compliance.
- Manage right of way use and excavation policies, permits, and work to meet desired standards and specifications.
- Utilize Smart City technology to improve efficiency, energy savings, and signal preemption for transit.
- Utilize experimentation, temporary traffic countermeasures, and pilot programs to improve streets and control traffic.
- Implement measures to increase civic participation, and educational outcomes through art and other creative activities in the public right of way.
- Evaluate facility, equipment, vehicle, material, and staffing demands to assure appropriate maintenance capabilities for evolving and growing transportation network
- Maintain traffic devices (e.g., traffic signals, signage, pavement markings, guard rails, etc.) in compliance with applicable standards and regulations.
- Quickly respond to immediate safety concerns like potholes, missing stop signs, etc. 24/7/365.
- Require all transportation facilities (e.g., sidewalks) to be acceptably constructed before accepting streets into the City's inventory.
- Inspect all capital projects (City and non-City) to assurance compliance with applicable standards and specifications.
- Develop standards and specifications for street trees and landscaping to minimize maintenance and sight line concerns, and maintain trees and landscaping to not obstruct use of streets, sidewalks, etc.

Mass Transit

- Develop transit-oriented development standards.
- Coordinate with area transit providers (BT, IU, Rural, etc.) for opportunities to enhance service and efficiencies from a regional perspective.
- Work with area transit providers (BT, IU, Rural, etc.) to study opportunities for Park & Ride at strategic locations around the community.
- Work with Bloomington Transit to expand bicycle storage on public transit vehicles.
- Support statewide initiatives to assist in funding area transit.
- Develop a plan to expand transit service (days, times, service areas) and accessibility to transit stops (sidewalks).

Bicycle and Pedestrian Transportation

- Update the Unified Development Ordinance (UDO) to ensure pedestrian-friendly buildings and pedestrian interest along streets.
- Design, maintain, and construct pedestrian facilities to be compliant with Public Rights Of Way Access Guidelines (PROWAG) and the Americans with Disabilities Act (ADA).
- Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, neighborhoods, shopping centers, and more.
- Implement the prioritized bicycle and pedestrian facilities improvements included in the most recent Transportation Plan.
- Identify, prioritize, and program/fund pedestrian roadway crossings that should be improved.
- Support the creation of a pedestrian environment for all ages and abilities through improvements to accessible curb ramps, elimination of tripping hazards, landscape maintenances, lighting, benches, and other innovative strategies.
- Use engineering, enforcement, and educational tools to improve traffic safety on City sidewalks, paths, trails, and roadways. Monitor the performance of safety initiatives.
- Partner with Indiana University to further investigate and analyze a bike-sharing program and facility improvements to better serve trips between the University and the City.
- Continue to periodically publish a local area bicycle route map in coordination with adjacent jurisdictions.
- Install bicycle parking corrals in on-street parking locations in order to increase the availability and convenience of bicycle parking, especially where demand is high.
- Maintain a sidewalk, path, trail, and curb ramp maintenance program.

Motor Vehicles

- Continually monitor traffic patterns and evaluate changes (e.g., signal timing adjustments) to enhance efficient flow of traffic.
- Make safety improvements in infrastructure, design, or regulations that reduce crashes.
- Update the Neighborhood Traffic Safety Program to aid in the identification of appropriate contexts and tools for traffic calming.
- Assess the new Bloomington Hospital campus and its influence on access, emergency response, and general trip-generation demands.

- Measure and consider the effects of street modifications on emergency vehicle response time. Any negative effects to response time should be carefully weighed against potential safety benefits achieved by the modifications.
- Employ an annual monitoring program to identify locations with high crash risk, and use that information to prioritize infrastructure investments.
- Adopt a City-wide Vision Zero policy that recognizes traffic crashes as preventable incidents and establishes a goal of eliminating all transportation-related fatalities and serious injuries.
- Promote incentives and create public-private partnerships to establish programs within the City that help reduce emissions of greenhouse gases and pollutants, such as vehicle-sharing, electric- or alternative-fuel vehicles, and other strategies to increase multimodal trips.
- Promote programs to encourage ride-sharing among employees within specific districts.
- Further encourage the installation of facilities that support alternative-fuel vehicles by reviewing and amending the UDO where appropriate.
- Update City policies and codes as necessary to address the needs and impacts of emerging forms of transportation like ride sharing, autonomous vehicles, and electric vehicle charging stations.
- Develop on-street parking design and typical application standards and specifications, according to professional best practices.
- Evaluate the existing electronic, communication, and information technology transportation infrastructure and prioritize investments to operate and maintain an accessible, safe, and efficient network.
- Manage and operate an efficient and effective street sweep and snow removal program.
- Develop targets to meet desired street pavement conditions and implement an asset management plan to achieve these targets.
- Coordinate the street maintenance and capital project programs with utility providers and their project programs to minimize cuts in facilities with good pavement condition indexes.

Motor Vehicle Parking

- Regularly examine parking demand, utilization, and alternatives in the Downtown area and City-wide.
- Develop a Parking Management Program for the Downtown area that supports downtown businesses while encouraging a walkable, urban core.
- Provide clear information about parking and transportation options, such as educational materials about the parking meter hours and garage locations.
- Develop criteria and standards for neighborhood parking applications.
- Assess appropriate ADA/PROWAG design and compliance for on-street parking locations.
- Assess layout configurations to minimize safety risk (sight distance, bike lanes, space, function).
- Utilize on-street parking to assist in managing traffic speeds.
- In existing parking areas, encourage and develop incentive-based approaches to beautify, reduce negative environmental impacts (heat, storm water, etc.), promote ADA compliance, and improve safety.
- Update City ordinances to encourage parking areas that reduce stormwater runoff, increase compatibility with street trees, and add visual interest.
- Explore the use of both temporary and permanent “parklets” in parking areas to diversify public space, promote local businesses, and improve livability.
- Prioritize accessible parking spaces in compliance with the City’s adopted accessibility guidelines.
- Plan, prioritize, and designate on-street parking spaces for car-share vehicles.
- Encourage special events, like Open Streets and balance them with their impacts on mobility, parking, business, and emergency response and consider parking needs and access for the special events.

Outcomes and Indicators

Outcome: The transportation network supports all travel modes for people of all ages and abilities.

- Percentage of people walking to work
- Percentage of people bicycling to work
- Percentage of people taking transit to work
- Percentage of students walking and bicycling to school
- City-wide vehicle miles traveled (VMT)
- Percentage of people driving alone to work
- Motor vehicle lane, sidewalk, path, trail, and bike lane mileages
- Estimated household transportation cost
- Estimated walk trips per household per day
- Estimated total hours that the average commuter spends in traffic each year
- Total number of buses per hour in both directions for all stops within one-quarter mile
- Percentage of age and ability-friendly signs related to transportation of all kinds

Outcome: Public streets and rights of way have positive public health impacts.

- Number of fatalities and incapacitating injuries
- Crash rates for people walking and bicycling
- Motor vehicle crash rates
- Average pavement condition index by road typology
- Number of known sidewalk and ramp ADA violations
- Percentage of transit stations and vehicles that are ADA-accessible
- Percentage of streets that meet the “complete streets” criteria

Outcome: Public parking demands are managed efficiently and effectively.

- Downtown public parking utilization rates



land use

Overview

The built environment varies across Bloomington and is ever-evolving. Many factors influence the form and function of our built environment, including the natural environment, socioeconomics, and transportation. Bloomington must continue to direct future population growth toward a compact, well connected, integrated, and sustainable urban community, while balancing these goals with economic development and access for many to a higher quality of life. Sound land use planning and design practices can address several of these important community issues. Examples include providing fair housing opportunities, protecting sensitive natural habitats, and reducing dependence on the private automobile.

This chapter identifies a range of land use categories (“uses”) and their respective intents, their context, and their site design characteristics. This is important for establishing baseline land use expectations when considering historic preservation, zoning changes, site and building design, infrastructure needs, and community services to better prepare for future growth and redevelopment. It also helps to provide a spatial context for how various policies and programs within this Plan can indirectly be tied to land uses and design policies.

The Plan’s land use categories are organized in the following Districts: Mixed Urban Residential, Urban Village Center, Downtown, Neighborhood Residential, Urban Corridor, Regional Activity Center, Employment Center, Institutional/ Civic, and Parks/Open Space. The Plan further identifies several Focus Areas to provide additional policy guidance for locations that are expected to see the most immediate or anticipated development/redevelopment interest over the next decade.

The Future Land Use Map establishes spatial land use and design objectives for Bloomington’s future development as required by Indiana Code IC 36-7-4-502. The Map illustrates “broad-brush” depictions of land activities including Focus Areas and Districts. The boundaries are drawn using streets, natural features, alleys, and/or spatial landmarks. The boundaries too are “broad-brushed” and are intended to be flexible when evaluating parcel level or sub-block level considerations. The Map is used as a foundation and guide and should not be confused with zoning: Land use describes the type of activity on the land, where zoning is the legal mechanism to define and separate land uses. Actual patterns of land development activity may vary somewhat, but the District’s background and intent, urban services, and site design principles should be maintained and used as a decision-making guide by the public, City staff, the Plan Commission, and the City Council in the following instances:



- Development petitions for site plans, variances, Planned Unit Developments, and rezone requests that seek to establish land use development intensity, neighborhood transitions, and other levels of land use and design context (e.g. to maintain, to enhance, or to transform);
- Amendments to the official Zoning Map;
- Amendments to zoning regulations on building height, bulk, architecture, and site design;
- The use of incentives such as, but not limited to, tax abatement, bonding, and public-private partnerships for employment, affordable housing, and other community benefits;
- Provision of public art, public or common space, and natural habitat protection;
- Investment, siting of public facilities, and/or providing economic development incentives that provide long-term public benefits;
- Prioritizing locations for detailed sub-area planning and redevelopment studies;

- Leveraging high-value activity nodes for property transformations to facilitate additional investment opportunities; and
- Consideration of pilot programs and experiments that are aimed towards long-term goals and may need more flexibility to implement; for example, for Urban Village Centers, Transit Oriented Developments, and “Tiny House,” accessory dwelling unit, and co-housing proposals.

The following section provides information on land use Development themes, land use Districts, and Focus Areas. Maintain, Enhance, and Transform are Development themes used to bring a higher level of context in regards to future land use policy for urban services, site design, and land use development approvals. The Development themes, can be used along with the Future Land Use Map to identify locations where today’s land uses are expected to change or remain similar over the next five to ten years.

Development Themes for Land Use Classifications

Maintain

Locations where the prevailing existing built and natural attributes should be maintained, protected, and replicated throughout. Generally these areas are mostly uniform in both the built and natural contexts, but can vary from one to another in regards to their attributes (architectural style, block pattern, natural features, etc.). These attributes vary depending on the time period when the built context was created, any natural or man-made barriers that define their respective borders and edges, and other key elements that influenced an area such as socioeconomic conditions. For example, an older residential area versus a newer residential area can have very different built and natural attributes that should be maintained, protected, and replicated. This does not mean that infrastructure investments and mixing of complementary land uses should not be introduced into older, well established areas of the community, or that newer neighborhoods should not evolve in the future as housing needs and demographic changes cause new requirements for different housing options and consumer needs. Past examples of Maintain areas include Restaurant Row, single-family residential infill on platted vacant lots, and areas with neighborhood conservation districts.

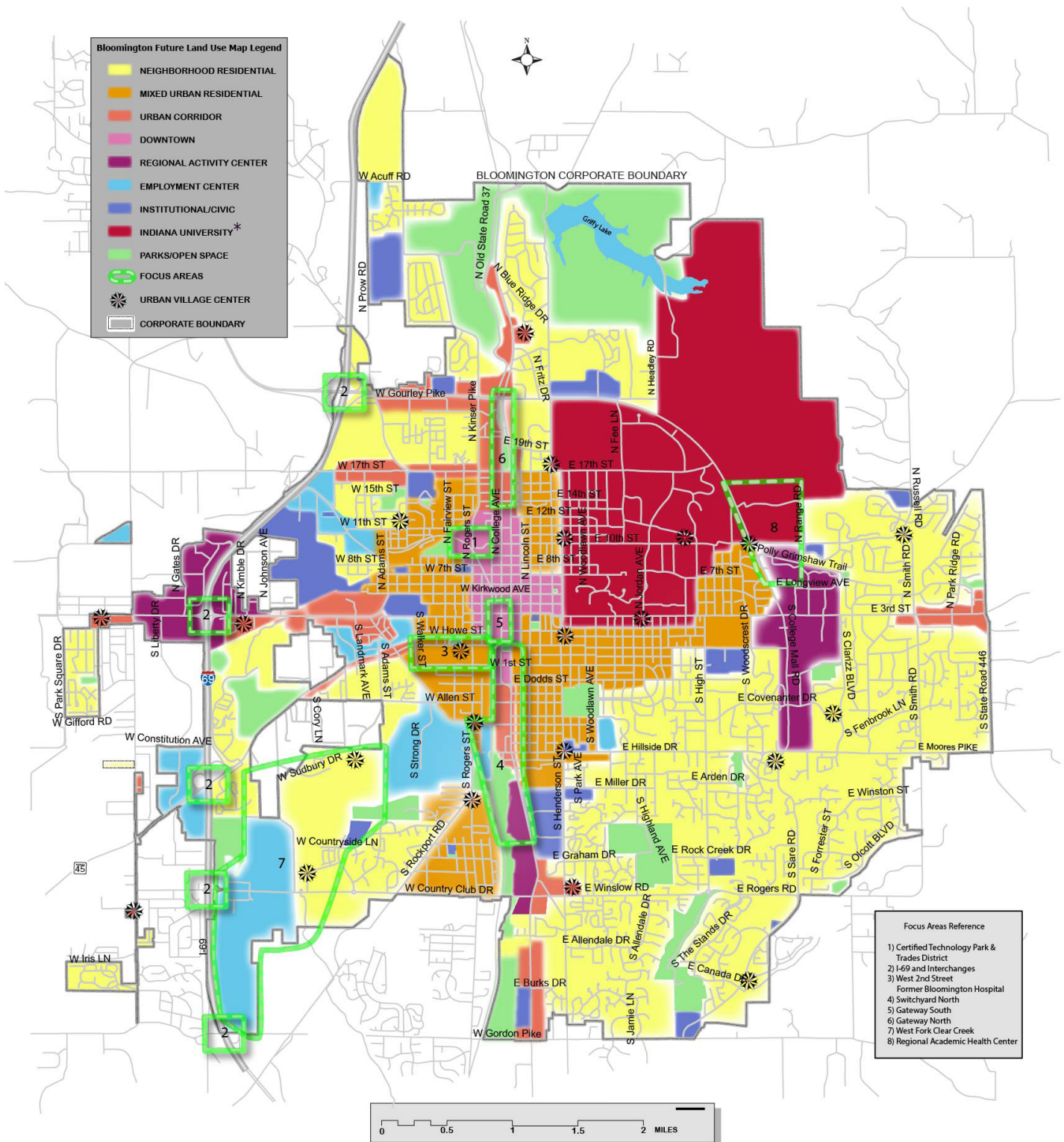
Enhance

Locations that draw upon the existing, more desired surrounding land uses to enhance the area over time. Generally these areas have lost a contextual uniformity in both the built and natural contexts, but have desired remnant attributes to build upon and enhance. These areas can vary greatly from one to another in regards to their characteristics (architectural style, site design, natural features, etc.) because of the general lack of a strong contextual uniformity. Important attributes may vary based upon the time period the built context was created. Likewise, we need to identify important natural or man-made barriers that define their respective borders and edges, and other key elements that influenced an area such as socioeconomic conditions. Careful examination of these features and elements are necessary when determining which ones to enhance and replicate. Past examples of enhanced areas include the Broadview Neighborhood, the Downtown Edges, and North Walnut Street/College Avenue. Efforts to modernize infrastructure in the Broadview Neighborhood have established new sidewalks and walking paths at the neighborhood edges, new sanitary sewer lines, and a neighborhood park (all were originally lacking in this residential neighborhood). At the edge of the Prospect Hill Neighborhood, historic rehabilitation of the I-Fell building, along with some sidewalk and on-street parking improvements, supports an appropriate pedestrian-scaled, mixed-use area as a transition from the Downtown into the older neighborhoods. Stormwater improvements and public space investments at Miller Showers Park, along with redevelopment activity, continue towards mixing uses along North Walnut Street/College Avenue to create a higher density context near Indiana University.

Transform

Locations that establish a brand new identity for land use and natural attributes in order to significantly change the area from its current condition. Generally these areas are mostly undeveloped or have great opportunities to redevelop into a transformed built and natural environment. These areas can have the most variability from one to another in regards to their desired attributes (architectural style, site design, natural features, etc.) because of their opportunity to establish a new contextual identity. Natural and man-made barriers, such as environmental constraints, neighborhood edges, and historic considerations, should still be respected when defining borders and transition areas. Development principles in these areas include introducing mixed-use, green building principles, re-establishing grid circulation where feasible, promoting higher densities, and diversifying housing types. Past examples of transformed areas include properties adjacent to the B-Line Trail south of 6th Street to Allen Street, and the redevelopment of the area southwest of Patterson Drive and 3rd Street. Additionally, while the land use map has defined areas of use, we must recognize that some use areas are transitional in nature and the community must be prepared to rethink existing land use designations.

Future Land Use Map



* Indiana University is within the Institutional/Civic Land Use Category, but it is illustrated differently because it does not fall under the City's land use planning jurisdiction.

Land Use Districts

Mixed Urban Residential

Background and Intent: Mixed Urban Residential refers to older neighborhoods that were developed using a traditional block and grid-like street pattern. Many of these are the most central neighborhoods of Bloomington. The district includes both single-family residences and larger 2-4 story apartment buildings. They are built at higher densities than the Neighborhood Residential district: Overall densities range from 2 units to 30 units per acre. Architectural styles largely consist of cottages and bungalows of less than two stories that were mostly built prior to the 1950s. Many structures are architecturally and historically distinctive, drawing upon their respective era's influence in design, scale, and use of materials. Neighborhood-serving mixed-use properties also exist along higher volume street corridors and nodes within neighborhoods. The district is essentially built out; the most appropriate development activity is the rehabilitation of older structures for residential uses. Most areas are urban in context with mature landscaping and trees, with few natural habitats or unsuitable areas for development. Protecting and/or restoring sensitive habitats within this district is a priority.

Given the grid-like street system, with alley access to garages and small building setbacks, on-site parking is purposely limited to the rear of buildings. Furthermore, on-street parking is encouraged and heavily utilized. This supports the mixture of single-family and multifamily residential buildings within the district. The continuous network of blocks connected by streets and sidewalks provides great access to parks, schools, and other neighborhood destinations.

Urban Services: The Mixed Urban Residential district has complete access to a full complement of urban services. (Water, sewer, storm sewer, sanitation, police, fire, and other public services offer very good coverage.) Existing public streets, sidewalks, and other facilities provide access and mobility at a "20-minute neighborhood" level of service. However, aging infrastructure and capacity limits may result in deficient services. Capital investments and upgrades are necessary to maintain adequate levels of services for this district, which is the main objective for these areas.

Site Design: The majority of centrally located neighborhoods have been built out, so major changes will occur with redevelopment and property turnover. Redevelopment and rehabilitation of existing structures must respect the unique character and development pattern of adjacent properties. Although there may be various architectural styles that would be appropriately compatible with the existing architecture in these older neighborhoods, the district must continue to emphasize pre-WWII neighborhood characteristics regarding building mass, scale, landscaping, and other site planning features.

Land Use Development Approvals: New and redevelopment activity for this district is mostly limited to remodeling or new construction for single-family residential uses. In some instances development activity will involve larger lots (larger than one acre) where attached single-family residential, accessory dwelling, and minor subdivision is appropriate. Both instances require the Maintain theme for development approvals. A few locations may support increases in density and multifamily residential uses when adjacent to higher volume roads, or near major destinations, or located along neighborhood edges that may support small-scaled neighborhood mixed uses (see Urban Village Center). These instances require the Enhance theme for development approvals. It is important to protect the existing single-family housing stock within this district. The conversion of dwellings to multifamily or commercial uses should carefully balance market demand with overall neighborhood integrity towards single-family residential. The following provide additional land development policy guidance:

- Historic designations are common within this district, and adjacent infill activities must respect the historic character of adjacent properties. Vacant lots should be redeveloped with compatible infill that reflects the desired character of the neighborhood.
- Accessory dwelling units for single-family residential offer options to consider for affordability, aging in place, and to meet other housing needs. Safeguards should be considered to hinder or reverse the conversion of owner-occupied residential units to multifamily units.
- Allow context sensitive multifamily redevelopment along higher volume roads, along district edges, and near major destinations when appropriately integrated with adjacent uses and styles.
- Support incentive programs that increase owner occupancy and affordable housing.

- Promote neighborhood enhancements of public improvements such as sidewalks, streetlights, street trees and landscaping, and playgrounds and play areas.
- Preserve, repair, or upgrade the capacity of aging utilities within the district.
- The close proximity to the downtown, Indiana University, and area employers, along with good access to urban services, makes this district a priority area for affordable housing initiatives.
- In new development or redevelopment projects, utilities could be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.
- Develop additional guidance for infill and redevelopment through a form-based code approach, creating one or more overlay districts for the Mixed Urban Residential areas.

Downtown

Background and Intent: The Downtown district is the vibrant core of Bloomington. It is crucial to the principle of a compact, urban, high intensity, mixed-use center that serves regional, community-wide, and neighborhood markets. The district serves as the social and economic heart of Bloomington by providing land use choices that accommodate residents, businesses, shoppers, and visitors.

Seven unique “character areas” (zoning overlay areas) further identify architecturally distinctive areas within the Downtown (see the Downtown Vision and Infill Strategy Plan Map in the Appendix). These character areas help to further describe the many unique built-environment aspects needed to accommodate growth, sustain the vibrancy of the district, and to further slow sprawl at the city’s edge. Overall the district embodies a classic Main Street appeal (display windows, outdoor seating, trees, benches, street lights, on-street parking, walkable distances) while also welcoming innovation and progress through a well designed, vibrant, and appealing built environment.

Urban Services: Downtown Bloomington, as the developed core of the City, has the full range of urban services including, but not limited to, utilities, a traditional grid roadway network, sidewalks, public open spaces, and transit services. Many services must be enhanced or expanded in order to sustain a flourishing Downtown. Opportunities to improve the entire portfolio of public urban services to meet the growing demand must be planned well before reaching capacity levels of service.

Site Design: The Downtown district is diverse, but care must be taken to see that future development complements the urban look and feel of the seven character areas.



Site planning standards must ensure that development activity within each of the character areas is compatible in scale and design. Overall site design must safeguard first-floor architectural and site design features that provide a vibrant pedestrian-scale environment — large sidewalks, plaza space, public art, planters, activated storefronts, and minimal building setbacks. Furthermore, architectural and site designs must stay within the context of each character area for height and bulk. Special attention must be given to the protection, restoration, and/or reuse of historic structures. Parking must not discourage or harm the pedestrian nature of the Downtown, but must at the same time be sufficient to support its diverse land use mix and economic vitality.

Land Use Development Approvals: Downtown development activity must be consistent with the respective character areas of the district. The Courthouse Square character area anchors the historic center of downtown, and therefore the Maintain theme should be used for development approvals. University Village and the Downtown Edges character areas are important as transitions to adjacent districts, and therefore the Maintain theme should also be used for development approvals. The two Gateway character areas, along with the Downtown Core character area, offer the most potential to urbanize into the intent of their respective areas; therefore the Transform theme should be used for development approvals. The Showers Technology Park character area has a mix of historic structures and opportunities to urbanize. It is adjacent to other districts and also serves as a transition area; therefore the Enhance theme should be used for development approvals.

The following provide additional land development policy guidance:

- For the past 10-15 years, housing pressure for this district has been strong for multifamily residential that targets Indiana University students. Preference towards other multifamily markets, affordable housing units, and owner-occupied housing is necessary to balance the housing market within the Downtown Gateway, Downtown Edges, and Showers Technology Park character areas. In these instances, higher density developments and minimal mixed-use aspects are appropriate.

- The Trades District, within the Showers Technology Park, and locations associated with the Convention Center are necessary for employment and business growth. These highly valued goals must be preferred when considering development approvals.
- In order to develop higher residential densities Downtown, increased building heights and diversified density calculations for new unit types should be considered in the Downtown Core character area.
- Curb cuts along Downtown streets are strongly discouraged. Rather, site access should be primarily from sidewalks for pedestrians or alleys for vehicles.
- Downtown green space should be improved by encouraging plazas and common streetscape themes, in coordination with new development and redevelopment.
- Surface parking lots and drive-through uses should be highly restricted within the Downtown area.
- First-floor uses can vary within the district and can be largely dependent upon the respective character area. In some locations, office and retail space is appropriate along the first floor as long as the scale and architectural design does not conflict with a vibrant pedestrian and Main Street context. In other locations along main roadways, the ground level should primarily be oriented toward retail.
- The mix of retail goods and services should be expanded and diversified when economically supported at both the neighborhood and community levels of activity, including such uses as groceries, drug stores, and specialty item stores.
- Land dedicated to parking should be minimized by building, preferring multi-story parking garages to surface parking lots, and by encouraging active transportation (bicycling and walking).
- Utilities improvement projects, especially those dealing with stormwater drainage, must be coordinated with streetscape improvement projects to minimize impacts on Downtown businesses and residents.
- Development along the B-Line Trail requires a higher level of site design, with a preference for residential uses facing the trail, and mixed or retail uses located near trail intersections with public streets.
- In new development or redevelopment projects, utilities could be placed underground where feasible and located so as to minimize potential conflicts with trees and other landscaping features.

Neighborhood Residential

Background and Intent: Today, these areas are largely built out, homogenous neighborhoods, but some vacant tracts of land exist as well as opportunities for small-scale neighborhood redevelopment activity (see Urban Village Center). The Neighborhood Residential district is primarily composed of residential land uses with densities ranging from 2 units per acre to 15 units per acre. Single family residential development is the dominant land use activity for this district. Other land use activities include places of religious assembly, schools, small-scale commercial, and some multifamily housing. Buildings are no more than three, but most often two stories or less and have natural or landscaped front, side, and rear yards. The architectural building styles vary greatly within and between neighborhoods and/or subdivisions for this district.

The wide range of architectural styles is a characteristic that should be maintained for this district. Sensitive habitats and unsuitable areas for development should be protected and restricted from high-intensity human activities. Public streets, sidewalks, and other facilities provide good access to other uses within the district, to area parks and schools, and to adjacent districts. Water, sewer, storm sewer, sanitation, police, fire, and other public services offer very good coverage.



Urban Services: Neighborhood Residential districts have full access to all modern public and private services including transit, police, fire, sewer, sanitation, water, storm sewer, natural gas, electric, and telecommunication services. Public streets, sidewalks, and other facilities provide limited access and mobility at a level of service using a “20-minute neighborhood” metric: Some destinations are accessible within a 20-minute walk. Using “Complete Street” guidance to achieve a well connected, active transportation network is a priority, especially since these areas typically do not have a traditional street grid and have longer blocks, making trips more circuitous. Thus, the main urban services objectives for this district are to maintain and enhance adequate levels of service for the 21st century residents of Bloomington.

Site Design: Neighborhood Residential districts contain a mixture of densities, housing types (single-family and multifamily), and a curvilinear street network of local, often with limited connectivity, low traffic volume streets. Buildings face the primary street with a range of small to large front yards in relation to the building setback from the street. For lower density developments (four units per acre), limited on-site parking is often provided within the front or side yard areas. Higher density developments (greater than four units per acre) provide on-site parking in the side or backyard areas. On-site parking is not the dominant site

design feature, and on-street parking is available on at least one side of the street. Sidewalks and front yard landscaping further establish a more traditional residential context. Natural and landscaped areas are important to buffer adjacent uses, protect and enhance natural resources, and to further reconnect the urban to our natural environment.

Land Use Development Approvals: New and redevelopment activity for this district is mostly limited to remodeling existing or constructing new single-family residences. These instances require the Maintain development theme for development approvals. For larger lots (larger than one acre), attached single-family residential, accessory dwelling, and minor subdivision are appropriate residential uses and require the Enhance theme for development approvals.

For larger tracts of land, single-family, attached single-family (duplex, triplex, and fourplex buildings), bungalow courts, townhouses, row houses), and multifamily residential uses may be appropriate, and in some instances small-scaled neighborhood mixed use is also appropriate (see Urban Village). These instances require the Enhance theme for development approvals. The following provide additional land development policy guidance:

- Developments larger than one acre should emphasize neighborhood context and draw upon surrounding densities, building scales and types, landscaping, and other surrounding neighborhood features.
- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations.
- Create neighborhood focal points, gateways, and centers. These could include such elements as a pocket park, formal square with landscaping, or a neighborhood-serving land use. These should convey a welcoming and open-to-the-general-public environment.
- Ensure that appropriate linkages to neighborhood destinations are provided.
- Respect historic and environmental assets through site design, transportation networks, and architectural design strategies.
- Redevelopment or rehabilitation of existing structures, or new infill development of single lots or developments less than one acre, should complement the context of the surrounding land uses. Furthermore, single lots or small-scaled developments should not dominate or detract from the neighborhood context.
- In new development or redevelopment projects, utilities could be placed underground if feasible and located so as to minimize potential conflicts with trees and other landscaping features.
- Large developments should develop a traditional street grid with short blocks to reduce the need for circuitous trips.

Urban Village Center

Background and Intent: The Urban Village Center is a neighborhood-scaled, mixed-use node that serves as a retail, business, and service destination for neighborhood residents. Urban Village Centers are found in several districts throughout Bloomington. They should be designed to serve the neighborhood adequately while also balancing usage from surrounding areas. First floor uses are mostly retail-oriented, with upper floors focusing on residential and office uses. The Urban Village Center can lead to environmental, social, and economic progress by reducing the neighborhoods's carbon footprint, improving neighborhood diversity and interaction, and providing employment opportunities and convenient access to goods and services. Attracting interest for redevelopment and employment is an important part of strengthening and sustaining these neighborhoods. Given the potential benefits, consideration of appropriate new Urban Village Centers is warranted for the future.

Urban Services: For maximum service, Urban Village Centers are best located within existing developed neighborhoods in order to support their retail, office, and residential uses. Most urban services have been previously provided and can support the increased activity that a Center can bring into a neighborhood. Existing public streets, sidewalks, and other facilities provide good access and mobility. The Urban Village Center can fulfill the "20-minute neighborhood" level of service by locating desired uses and services closer to neighborhood residents. This type of development is preferable to strip commercial, which typically focuses on automobile access.

Site Design: An Urban Village Center represents the smallest scale of commercial and mixed land use that serves as a high activity node and destination within a neighborhood. The introduction of an Urban Village Center into a primarily residential area requires a high level of site design, compatible building mass and scale, and responsiveness to the needs of the surrounding residents. Sidewalks, street trees, pedestrian-scale lighting, outdoor seating or plaza space, and decorative features such as public art must be standard elements in site design. Urban Village Centers must not significantly detract from the livability of these neighborhoods through unreasonable traffic, lighting, noise, litter, or other impacts.



Balancing the benefits of Urban Village Centers with the livability of neighborhoods necessitates careful planning and can vary from one location to another. It requires thorough neighborhood outreach, from preliminary concepts through final project approval.

Land Use Development Approvals: Urban Village Centers typically involve larger lots and the assembling of multiple parcels of land, for a combined total of at least one acre and no more than five acres. Development activity for this district is mostly new construction through redevelopment; in some instances it may include the restoration of historic or other significant structures. Centers should locate along higher volume roads and along neighborhood edges or easily accessible destinations within a neighborhood. Urban Village Centers significantly change the existing land use to a more active context; therefore the Transform theme should be used for development approvals. The following provide additional land development policy guidance:

- Residential uses should be limited to multifamily development on floors above street-level retail and office uses.
- On-site parking should primarily serve any residential units that are a part of the development and must be located beneath or on the side or rear of buildings, with access from an improved alley system or from minimal street cuts. On-street parking must be provided.

- Public transit is a key support of Urban Village Centers: A transit stop should be within a 10-minute walk, though preferably less.
- Incentivize increased energy efficiency and use of renewable energy sources, such as wind and geothermal energy.
- Consider sustainable stormwater management strategies, such as rain gardens, that can also be landscaped as public amenities for plazas and as spaces for public art.
- Consider opportunities for affordable housing set-asides and incentives that will draw residents of all income levels.
- Consider a mix of retail and office uses that brings essential services such as pharmacies, groceries, education, and health services to neighborhood residents.
- Increase the connectivity and walkability to and between Urban Village Centers through pedestrian and bicycle connections via cul-de-sacs or dead-end streets and pass-through connections between long blocks.
- In new development or redevelopment projects, utilities should be placed underground where feasible and located so as to minimize potential conflicts with trees and other landscaping features.

Urban Corridor

Background and Intent: The Urban Corridor district is designed to transform strip retail and commercial corridors along major roadways into a more urban mixed-use district that will serve as an appropriate transition area from higher, more intensive uses to other districts, Focus Areas, and regional activity centers. The district serves nearby neighborhoods, but also the larger community. Integrating multifamily residential uses into existing retail and commercial areas within the district can apply a mixed-use approach within individual buildings sites or between adjacent properties. The district is larger in scale and higher in intensity than the Urban Village Center district. It is intended to incorporate a balance of land uses by taking advantage of the proximity to other land uses and urban services. The size, scale, and intensity should not reflect that of a Regional Activity Center.

Urban Services: Urban Corridor districts have excellent access to major roadways, utilities, and other services like transit, fire, and police service. This access reduces the need for extensions of sewer, water, and road facilities, compared to locations that are not currently developed or not within close proximity to existing urban services. In some instances, upgrading capacity for utilities and multimodal transportation amenities may be required (or provide an incentive) to develop or redevelop some locations.

Site Design: Many sites within this district are currently built out using design templates based on single-story buildings, large front-yard building setbacks, and large surface parking lots. Site design must reimagine the built context into a mixed-use district. Emphasis must be placed on urban design and the creation of a distinctive design style in each area. Site design features to consider include building to street frontages, structures that are multistory and pedestrian-scaled, and indoor and outdoor public gathering spaces. To transform the existing automobile-centric context into a mixed-use district, it is essential to provide safe and convenient access for pedestrians.

Strategies for parking will become more important in order to avoid large open areas of asphalt. Site design must consider building height and mass, building orientation, uses, landscaping, and other features to appropriately transition from one district to another.

Land Use Development Approvals: The Urban Corridor district generally has existing high intensity uses and has some levels of past zoning protections in place for adjacent, less intensive zoning districts. The district is expected to change by incorporating mixed uses and increasing activity. For locations that have some level of existing mixed uses, changing to a more robust and active mixed-use context is not a significant change; therefore the Enhance theme should be used for development approvals. For locations that have a dominant single-use context, changing to a robust and active mixed-use context is significant; in such cases, the Transform theme should be used for development approvals. The following provide additional land development policy guidance:

- Buildings should be developed with minimal street setbacks, with parking located behind the building, and with an emphasis on minimizing pedestrian obstacles to accessing businesses.
- To increase pedestrian and transit accessibility, street cuts should be limited as much as possible to reduce interruptions of the streetscape, tree plots, and sidewalks.



- Affordable housing units are an important component of the Urban Corridor district.
- Access to public transit service is an important component of the Urban Corridor district.
- Connections to a network of City trails, paths, and bikeways create access to other destinations and provide active, healthy means of transportation.
- Districts are located along major roadways in order to provide convenient pedestrian, bicycle, transit, automobile, and truck (e.g. delivery) access.
- In new development or redevelopment projects, utilities could be placed underground where feasible and located so as to minimize potential conflicts with trees and other landscaping features.
- Consider opportunities for infill and redevelopment to increase residential densities, with housing types such as duplex, triplex and fourplex buildings, courtyard apartments, bungalow courts, townhouses, row houses and live/work spaces.

Regional Activity Center

Background and Intent: The Regional Activity Center district is a large regional commercial area that provides high intensity retail activity. The district serves both the Bloomington community and other communities in the region. Regional Activity Centers contain higher intensity uses such as national retailers, offices, food services, lodging, and entertainment. Uses in the Regional Activity Center will include typical “big box” and/or “anchor” retailers. Large-scale department stores, movie theatres, hardware/home improvement stores, and similar uses are typically located in these centers. Accessory uses, such as restaurants, banks, or additional retail stores are supported. The district may also incorporate medium- to high-density multifamily residential uses. As the City continues to urbanize, this district must shift the existing dominant automobile orientation to a more balanced orientation by increasing access for transit, bicycle, and walking modes of transportation. The main purpose of the district is to provide semi-urban activity centers that complement, rather than compete with, the Downtown district.

Urban Services: No new Regional Activity Centers are identified. All three existing regional activity centers have good access to all urban services. As sites redevelop and users change, infill and redevelopment projects will offer opportunities to upgrade urban services, including improved access to transit, complete sidewalk networks, alternative stormwater management practices, reduced impervious surface areas, green building technology, renewable energy, and other mitigation practices for very high intensity uses.

Site Design: This district is oriented around major thoroughfares and prominent intersections to provide convenient access. A Regional Activity Center consists of aggregated uses that require several hundred thousand square feet of space: predominantly large one-story structures, often with covered walkways or main entrances that are subdivided to contain a mix of uses. Each Regional Activity Center has a cohesive architectural style. With redevelopment and infill, centers should be updated with site designs that use high-quality materials and provide landscaping, lighting, pedestrian accommodations, and open space if over a certain size. Opportunities must be seized to minimize automobile impacts while retooling on-site parking strategies, circulation, and site design. To mitigate traffic congestion, the district must employ access management strategies and improve cross-access easements between businesses (connecting parking lots). Bicycle traffic should be accommodated in parking areas with clearly marked paths to bicycle parking to improve the safety of cyclists and thus encourage bicycle use. Sites have been designed to accommodate an excess of peak demand parking for a few times a year. On-site vehicle parking is an important component to Regional Activity Centers, where spillover beyond the district should rarely occur.



Land Use Development Approvals: The Regional Activity Center district is built out with established high-intensity retail uses. The district is expected to change with increasing activity through infill and redevelopment. Incorporating multifamily residential within the district is supported. Changing the context of the district towards mixed uses is a significant change; therefore the Transform theme should be used for development approvals. The following provide additional land development policy guidance:

- The typical “big box” site design should not be an element of new construction within a Regional Activity Center. Infill and redevelopment projects within this area should work toward creating a more unified urban design theme.
- Less intense commercial uses should be developed adjacent to residential areas to buffer the impacts of such development. Multifamily residential and office uses could likewise serve as transitional elements.
- The mix of uses is predominantly retail, with office and residential being secondary in the district.
- Redevelopment within the district should be encouraged to grow vertically, with the possibility of two- or three-story buildings to accommodate denser office development, residential multifamily, structured parking, and improved multimodal connectivity.
- Internal roadway networks must provide sidewalks and walkways so that once users have parked, they can circulate throughout the development on foot.
- Public open spaces, including green spaces, should be a standard element of redevelopment within a Regional Activity Center. This open space could come in the form of public plazas or pocket parks, and include multiuse paths and trails that connect to nearby neighborhoods.
- The goal for redevelopment is to create a few high-density (retail with office and residential) activity nodes.
- In new development or redevelopment projects, utilities could be placed underground where feasible and located so as to minimize potential conflicts with trees and other landscaping features.

Employment Center

Background and Intent: The Employment Center district includes professional and business offices, light assembly plants, flex-tenant facilities, and research and development centers. Well planned employment centers will allow Bloomington to keep pace with the changing economy — the main purpose of the district. Employment Centers should have good access and connectivity to main thoroughfares as well as good access to transit service. The Employment Center district should contain a mix of office and light/high-tech manufacturing uses that provide quality employment opportunities for the Bloomington community. Quality job creation is essential as the community continues to grow.

Urban Services: The provision of urban services is essential to the development of Employment Centers. Such sites offer an incentive for recruitment and retention of quality employers, a factor that should be considered when providing or upgrading urban services. Large conglomerations of employers and light manufacturing buildings need a high level of support from utilities, roadways, and other urban services. These centers must be carefully designed to provide essential services such as sewer, water, and fiber optic connections to online networks and databases. Renewable energy and green building techniques within the district offer strategies to mitigate the overall impact. The City must be proactive in extending such services to these districts to support and attract high quality employers.

Site Design: Land uses in the district focus on corporate headquarters, major employers, and light/high-tech manufacturing. Attention should be paid to architecture, building orientation, landscaping, and signage to ensure a cohesive design that will protect existing property investments and attract future investors. This district may produce the greatest amount of large truck traffic and will require access management along the roadway network. Employment Centers may also generate noise, vibration, dust, and odors; such factors may create a need to locate large lots that are separated from adjacent residential areas. Perimeter fencing, landscaped berms, and vegetative screening may be necessary. Site design should support the commercial uses integrated within an Employment Center. These commercial uses should typically be at a scale that primarily serves the Employment Center.

Land Use Development Approvals: The Employment Center district has a mix of established employers and other existing uses. Some large vacant land exists, but it may have environmental or urban service constraints. Because existing spatial context within the district varies greatly, and because the trend is toward research, high-tech, and light manufacturing employment uses, the spatial context is expected to change significantly. Therefore, the Transform theme should be used for development approvals. The following provide additional land development policy guidance:

- In a traditional Employment Center, site and architectural design throughout the Center should reflect a consistent style. This includes adjacent uses that may co-locate within a Center. Architectural themes should be replicated throughout the Employment Center site. Consistency within each Employment Center can further aid in an overall recruitment and retention strategy.
- Common space that serves the various areas of the development should be provided for employees, along with connections to trails and non-motorized transportation facilities for alternative means of travel to work.
- Distinctive entry features provide site users with a means to identify the development.
- Where Employment Center sites have exposure to multiple street frontages, a 360-degree building profile should be utilized for facades facing these frontages.

- Extend fiber optic conduit and other key utilities to important employment sites as an incentive for new and redevelopment opportunities of quality employers.
- Employment Center developments must not have an undue impact on existing local roadway networks, and should also have carefully planned internal roadway systems to create efficient flows of traffic.
- Coordination with public transit is important to develop incentives for employee ridership programs.
- Development phasing must emphasize the creation of the office, research, and light-manufacturing base before, or concurrently with, the commercial areas that will serve them.
- In new development or redevelopment projects, utilities could be placed underground where feasible and located so as to minimize potential conflicts with trees and other landscaping features.
- Some Employment Centers of the future are likely to utilize newer models based on an integration of employment, commercial, housing, and recreational uses. For such non-traditional Employment Centers, consistency of architectural and site design may not be as important as innovative design that serves the needs and preferences of employees who choose to live and play in close proximity to their places of employment. Phasing may also need to be more flexible to encourage such newer development models. The zoning code should be flexible enough to accommodate these new kinds of Employment Centers as well as more traditional ones.



PREPARED FOR:
CITY OF BLOOMINGTON / BLOOMINGTON REDEVELOPMENT COMMISSION

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TRADES DISTRICT - SITE & INFRASTRUCTURE IMPROVEMENTS
VIEW FROM MADISON STREET OF THE MILL PLAZA



Institutional/Civic

Background and Intent: The Institutional/Civic designation includes uses such as libraries, schools, cemeteries, municipal buildings, fire stations, and utility stations as well as hospitals and similar land uses essential to the City's efficient operation and residents' overall well-being. The intent of this district is to provide adequate land to support the activities of compatible government, social service, and limited non-profit entities. These uses are distributed community-wide; special attention should be paid to how they interact with adjacent properties, especially residential uses. Careful site planning and appropriate architectural design is important to establish the tone, image, and identity of the community. Furthermore, the uses must attain high standards that demonstrate a commitment to reaching the community outcomes detailed within this plan.

Indiana University is part of this land use category, but the Future Land Use Map separates and highlights the general ownership by the Board of Trustees. While institutional/civic coordination and collaboration frequently occur, under state law the City has no authority over site design, land use, or urban service decisions that are made by the Indiana University Board of Trustees, except as it affects city maintained right of way.

Urban Services: No public, semi-public, or institutional use should be allowed to locate at a site that does not already have adequate urban services to support its respective use and purpose. It is critical that civic and institutional uses that directly provide on-site community services are easily accessible via all modes of transportation. Sites and buildings must meet the standards of the Americans with Disabilities Act and/or the Public Right of Way Access Guidelines. All new developments must be required to connect to municipal utilities and services.

Site Design: The Institutional/Civic district has a variety of different uses that support a wide range of community needs. Uses must consider the most appropriate architectural and site design, based upon the level of public use and its impacts on adjacent uses. Some uses, such as a wastewater treatment site, require screening, limited access, and buildings with a more basic utilitarian architectural design.



Others, such as a community recreation center, require a well designed site plan with full access and a detailed architectural design for buildings. The baseline measure for site design must be that it serves the public interest.

Land Use Development Approvals: The Institutional/Civic district is mostly built out with established and existing public and semi-public uses. The district encompasses properties controlled by public and private institutions such as schools (including Indiana University); non-profit facilities; government facilities; hospitals and research parks; and cemeteries. The district is not expected to change much over time, with the exception of updating facilities in response to growth demands, functional obsolescence, or to comply with respective facility operation standards and/or requirements. Changes to context of the district, at most, would be to improve public services or at least to sustain an adequate level of public service. Therefore, the Enhance theme should be used for development approvals. The following provide additional land development policy guidance:

- Public agencies (City of Bloomington, Indiana University, Ivy Tech Community College, Monroe County Community School Corporation, Monroe County government, and IU Health) should periodically meet to coordinate future facilities needs in advance of land acquisition/construction.
- Non-profit land uses should be located in every sector of the community to provide a balanced distribution of services.
- Land dedications must have clear agreements in place — including dates and timelines — as part of the land development approval process.
- Uses in this category should provide measures to mitigate undesirable operational impacts such as light and noise pollution, traffic congestion, and spillover parking.

Parks/Open Space

Background and Intent: The Parks/Open Space district includes neighborhood and community parks, natural areas, multi-use trails, golf courses, and other recreational amenities. Parks/Open Space areas should provide opportunities for both active and passive recreation, as well as opportunities to produce local food through community gardening and the planting of fruit trees. These areas also provide natural habitat, conservation areas, and other protection areas important for their environmental and/or cultural significance. For example, the Griffy Lake Nature Preserve is used for recreation, but much of this area is characterized by steep, forested hills, bluffs, and cliffs; it offers many other benefits for conservation and natural habitat. The intent of this district is to maintain and expand the inventory of public/private parks and open spaces for the residents of Bloomington.

Urban Services: Some urban services may not be necessary for certain parks or open space areas. However, all are public property, so they must meet minimum levels of urban services. Programming of activities, events, and other functions can affect the range and level of urban services necessary. Thus, public access is essential and can further the success of an individual park or open space. Sites and buildings must meet the standards of the Americans with Disabilities Act and/or the Public Right of Way Access Guidelines. Access to large community parks must accommodate community-wide needs; smaller, neighborhood-sized parks should focus more on serving the needs of the immediate surroundings. Parks and open spaces should be well connected to schools, shopping areas and neighborhoods.

Site Design: Traditionally, parks and open spaces have not had to struggle with issues of compatibility with surrounding uses. By a vast majority, most community residents are supportive of such facilities and benefit from living in proximity to a park or other open space. Appropriately increased residential density around parks and open space is supported, particularly to protect affordable housing around public parks. When updating facilities and making new investments in parks and open space, site design must maximize accessibility. Improved connections for access — within $\frac{1}{4}$ to $\frac{1}{2}$ mile from the park or open space — should be considered. Preservation and restoration of sensitive natural areas is a priority in site design. Low-impact development practices can further enhance the passive and active recreation value that this district provides to residents.

Land Use Development Approvals: The Parks/Open Space district is mostly developed and offers various programs and services. The district is not expected to significantly change even with facility updates and other public investments. Changing the context of most parks and open spaces is a gradual and long-term process; therefore the Maintain theme should be used for development approvals. The following provide additional land development policy guidance:

- Use the City of Bloomington Parks and Recreation Master Plan for policy guidance and site-specific details. This is especially important for land development activities adjacent to existing parks and open space, and to help identify opportunities for expansion of parks and open spaces.
- Consider land dedications for environmentally sensitive areas in sectors that are underserved by neighborhood-serving parks and open space.
- Land dedications must have clear agreements in place — including dates and timelines — as part of the land development approval process.
- Adjacent land uses should support increased residential densities.
- Access to and from parks and open space should provide connections within $\frac{1}{4}$ to $\frac{1}{2}$ mile.
- In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.



Focus Areas & Strategies

Specific areas for additional policy guidance are listed below and identified on the Land Use Map. Focus Areas are locations expected to see significant change in land use activities over the next decade; however, they should follow their respective development themes (Maintain, Enhance, and Transform) as noted within each area. Focus Area boundaries are flexible when considering parcel level or sub-block level issues. Each area has unique economic, spatial, and other characteristics, such as parcel ownership and developed or undeveloped composition. The overall aims of the Focus Areas are to better coordinate public and private investments and to attract appropriate development interests. Coordinating and attracting investments and interests can be achieved by using one or more of the following strategies:

Sustainability

To ensure the health of the environment, social equity, and economic prosperity are enhanced and not harmed by development at the individual site level and the neighborhood level. Sustainability goals are incorporated into many new trends in urban design, so our community should be open to new ideas in this area. Demographic shifts favor more urban, interconnected development with increased mobility and green amenities. Often, transforming an area depends upon changes in the highest and best use for the community as a whole. Sustainable development is almost always the best long-term investment of private and public funds.

Historic Preservation

To enhance our sense of community, to preserve the stories of older cultures found in the landmarks and landscapes we visit, and to protect the memories of people, places, and events honored in our local monuments and markers. Historic preservation can apply to individual buildings or neighborhoods and is an essential component to maintaining the unique character of our community.

Form Based Code

To better respond to the relationship of buildings to the street, architectural massing, shape and design, and the location of on-site parking. A form-based code focuses on the physical shape and configuration of the built environment rather than land uses. Using this approach can offer more predictability than flexible Planned Unit Development processes offer.

Livability or Lifetime Community

To leverage opportunities outside of land use zoning and controls that can account for sustainability, demographics, and affordability, such that each area represents a diversity of household incomes and interests. Such districts are designed to promote social, physical, mental, and emotional well-being for all ages and abilities.

Certified Technology Park and the Trades District

Background and Intent: The Bloomington Certified Technology Park (CTP) encompasses 65 acres of Downtown and is home to several technology companies as well as other professional offices with mixed-use components. The State-certified designation allows for the local recapture of up to \$5 million of state and local tax revenue, which can be invested in the development of the park to attract technology-focused businesses that will create jobs. The Trades District is within the CTP and represents an area within Downtown that offers employment and residential opportunities — a live-work district — and is a top priority of the City. The vision of this Focus Area is that of an urban district, in the immediate proximity of Downtown, that fosters networking and new, dynamic employment uses through a well connected, campus-like context. With open spaces and historic structures, it is a vibrant, high-performance district that nevertheless embraces its historical heritage.

Land Use Development Approvals: Land use policy guidance shall first utilize the 2013 Certified Technology Park Master Plan and Redevelopment Strategy to aid in land development approvals. Subsequently, land use policy guidance shall then refer to the underlying Land Use District designations within this chapter and apply the Enhance development theme for approvals. The aforementioned principle of Historic Preservation should be used to coordinate and attract investments and interests, and the principle of sustainability should be considered to ensure social equity through access to affordable housing as well as the provision of green space.

I-69 and Interchanges

Background and Intent: I-69 may reduce east/west mobility across the corridor, but it will significantly increase vehicular mobility to and from other regional centers. These changes in mobility will impact the existing land uses in the vicinity of the I-69 corridor and especially around interchanges. These locations have significant employment or commercial interests, and the completion of I-69 is expected to increase these interests. Interchanges offer key opportunities as premier entry points into Bloomington. More importantly, while serving regional employment and commercial interests, the overarching context along the corridor should convey a sense of arrival to Bloomington.

The interchanges must welcome and invite everyone to access the whole community and not simply provide a generic respite along an interstate highway. Commercial, employment, and multifamily residential uses along the corridor offer opportunities to re-imagine and redevelop in order to attract and retain employers, employees, and residents.

Land Use Development Approvals: Locations along the I-69 corridor should utilize the underlying Land Use District designations within this chapter and apply the Enhance and Transform development themes for approvals. Furthermore, the aforementioned principle of Sustainability should be used to coordinate and attract investments and interests.

While specific interchanges should create unique land use environments, a balance of uses should be present at each to avoid creating isolated destinations. Care should be taken that the land uses are balanced at each interchange so that they do not cannibalize each other and dilute the specific development markets. Coordination with Monroe County can provide additional policy guidance.

West 2nd Street – Former Bloomington Hospital

Background and Intent: The IU Health Bloomington Hospital is expected to vacate the original hospital site in or around 2020 or 2021. This change will present a redevelopment challenge and opportunity. The hospital site encompasses nearly an entire large city block, and with adjacent supportive professional offices and parking lots, the Focus Area encompasses a much larger expanse. Because of the challenges and opportunities presented by this move, a detailed Focus Area plan will be developed in a process that includes a community charette. Once the plan is completed, it shall serve as the primary planning policy document for redevelopment of this Focus Area. Until that time, land use policy shall defer to the underlying districts.

Land Use Development Approvals: Until a Focus Area plan is developed, land development activity is not encouraged. The Focus Area plan will better define the intent and context in order to identify the most appropriate development theme. However, in the interim, locations should utilize the underlying Land Use District designations within this chapter and apply the Maintain development theme for approvals.

Switchyard North

Background and Intent: The B-Line Trail connects a number of redevelopment opportunities throughout the community, drawing private investment and acting as a “string of future redevelopment pearls.” The Trades District, Gateway South, and the Switchyard North are three Focus Areas that are part of the B-Line’s redevelopment pearls. Investment in the B-Line Trail has already spurred redevelopment opportunities. Coupled with the pending development of the Switchyard Park, the adjacent corridors near the Switchyard should attract redevelopment interest. This Focus Area extends roughly from South Drive to 1st Street and along mostly the west side of South Walnut Street to Morton Street. The City is making a long-term investment in the Switchyard Park, and redevelopment interests must focus on capitalizing on both the direct and indirect benefits of that commitment. These interests must serve multiple needs related to entrepreneurship, employment, single-family and multifamily housing, and green building.

Land Use Development Approvals: Non-motorized access and needs should be thoroughly considered. Properties adjacent to the Switchyard Park should use the Switchyard Park Master Plan for coordination of site plan details. Increases in residential densities around the Switchyard Park are strongly supported for both market rate and sustainably affordable units. Secondly, locations should also utilize the underlying Land Use District designations within this chapter and apply the Transform development theme for approvals. Furthermore, the aforementioned principles of Sustainability and Livability or Lifetime Community should be used to coordinate and attract investments and interests.

Gateway South

Background and Intent: Just north of the Switchyard North Focus Area is an important transition and gateway into the Downtown. This Focus Area includes the Monroe County Convention Center, which is important to the character of this Focus Area. Additional redevelopment opportunities can be supported along this corridor to strengthen Bloomington’s hospitality sector, especially retail, restaurant, and recreation opportunities that will appeal to Bloomington visitors and will complement the wide range of activities the Convention Center hosts.

Establishing a sense of arrival into the Downtown is an important gateway function. College Avenue and Walnut Street provide excellent access to and from the Downtown. The context of these heavily traveled corridors transitions from rural, suburban, strip commercial, and mixed urban, to an active Downtown urban context. While the Downtown context around the Courthouse Square is well established and highly desired, the gateways into the downtown have much to improve upon.

Land Use Development Approvals: Locations should utilize the underlying Land Use District designations within this chapter and apply the Transform development theme for approvals. Emphasis should be on architectural and site design characteristics that establish Gateway South branding. Approvals should also consider the importance and economic impact of the Convention Center, such that land uses should complement and not substantially hinder Convention Center activities. Streetscape development from a multimodal standpoint should be highly emphasized on the primary facades and walkways of new development.

Gateway North

Background and Intent: This Focus Area is the complement to the Gateway South Focus Area. It provides an important transition and gateway into the Downtown from the SR45/46 Bypass to approximately 14th Street. Due to its close proximity to Indiana University, the character of this Focus Area can support the diversification of housing types, including, but not limited to, multifamily residential and commercial uses — such as student housing and service facilities. While being sensitive to the diversity and mix of housing in this corridor, incentives can be used to steer the development toward underutilized markets and high quality design. Establishing a sense of arrival into the Downtown is an important gateway function. College Avenue and Walnut Street provide excellent access to and from the Downtown. The context of these heavily traveled corridors transitions from rural, suburban, strip commercial, and mixed urban, to an active Downtown urban context. While the Downtown context around the Courthouse Square is well established and highly desired, the gateways into the downtown have much to improve upon.

Land Use Development Approvals: Locations should utilize the underlying Land Use District designations within this chapter and apply the Transform development theme for approvals. Emphasis should be on architectural and site design characteristics that establish Gateway North branding. Streetscape development from a multimodal standpoint should be highly emphasized on the primary facades and walkways of new developments.

West Fork Clear Creek

Background and Intent: This area is one of the larger undeveloped areas currently within the City. Located in the southwest quadrant of the City, it is surrounded by developed areas with access to many urban services. Development activities have not come to fruition, as much of the area is regulated using a Planned Unit Development (PUD) that was approved almost 20 years ago. Land speculation, changing economic markets, and constraints associated with old PUD requirements may have hindered development activity. Changes to the PUD further add complexity to any development interests within this Focus Area. As the City continues to grow, there are few opportunities to accommodate growth within larger vacant tracts of land. This Focus Area offers a unique opportunity to reset and redirect development interests toward a vision consistent with this Plan.

Land Use Development Approvals: In order to assure integrated site design, this Focus Area should be developed under a master development plan. Until a master development plan is approved, land development activity is not encouraged. However, in the interim, locations should utilize the underlying Land Use District designations within this chapter and apply the Transformation development theme for approvals. Emphasis should be on architectural and site design characteristics, connectivity, and sustainability, and should make allowance for local food production.

Regional Academic Health Center

Background and Intent: The relocation of the hospital onto the Indiana University campus will allow for the hospital to grow and meet the needs of the region. However, there are many ancillary support services, businesses, and medical offices that also may relocate near the hospital. Together, the relocation of these uses will require that the performance of the transportation network surrounding the hospital meets high safety and access standards. These will be detailed within the updated Thoroughfare Plan, anticipated to commence in 2017. Improved coordination between all agencies is necessary for development opportunities around this Focus Area and connectivity to Griffy Lake.

Unincorporated Areas

Background and Intent: Locations outside of the corporate boundaries of the City of Bloomington may someday be incorporated into the City. While the City has no regulatory control over their land use and development, opportunities to evaluate unincorporated areas should be explored. These evaluations must follow mandated State procedures and should be carefully vetted in order to enhance and maintain fiscal responsibility. However, the evaluation process may consider other factors that support the Vision Statement objectives and/or outcomes identified within this Plan.

Once any areas are annexed into the City by ordinance, a separate process will evaluate and assign land use and City zoning districts as close to their existing land use and zoning designations as possible, or create new ones where necessary. The recently adopted Monroe County Urbanizing Area Plan will provide valuable guidance as part of this process, and close coordination with County officials and other interested parties should be pursued.