

**CITY OF BLOOMINGTON
PLAN COMMISSION – Special Session
June 5, 2017 @ 5:30 p.m.**

❖ City Council Chambers - Room #115

ROLL CALL

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

CONTINUED to June 19, 2017 Special Session

MP-12-17 Amendments to the Comprehensive Plan for the City of Bloomington

Amendments to the May 2017 draft:

144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, and 172

Case Manager: Scott Robinson

CONSENT AGENDA:

MP-12-17 Amendments to the Comprehensive Plan for the City of Bloomington

Amendments to the May 2017 draft:

5, 8, 14, 19, 20, 24, 25, 26, 27, 32, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 51, 54, 55, 56, 57, 67, 86, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 119, 120, 121, 122, 123, 125, 126, 128, 129, 130, 131, 134, 135, 136, 138, 140, 141, 142, 143

Case Manager: Scott Robinson

PETITIONS:

MP-12-17 Amendments to the Comprehensive Plan for the City of Bloomington

Amendments to the May 2017 draft:

2, 3, 4, 6, 7, 9, 10, 11, 12, 13, 15, 16, 17, 18, 21, 22, 23, 28, 29, 30, 31, 33, 42, 43, 48, 49, 50, 52, 53, 58, 59, 63, 65, 66, 75, 77, 79, 83, 90, 115, 124, 127, 132, 133, 137, 139

Case Manager: Scott Robinson

****Next Special Meeting July 19, 2017**

Last Updated: 6/2/2017

**Auxiliary aids for people with disabilities are available upon request with adequate notice.
Please call [812-349-3429](tel:812-349-3429) or e-mail human.rights@bloomington.in.gov.**

Name/Organization of Author (required): **James j McLary, independent Consultant**

Contact email/phone number: **james.mclary@gmail.com**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

The future of transportation is changing. The focus needs to change to mobility not just transportation. The evolution of “Uber/Lyft” type apps is only a piece of the mobility picture. The estimate is that by 2030, 25% of all automobiles will be autonomous. There are new options available such as Blue Indy, Zip cars (hourly rental cars), coordinated transportation efforts. I don’t believe that the current plan reflects the changing forms of transportation/mobility.

#2 Proposed Amendment

My only suggestion is that it not limit itself to the items mentioned, but expand to a broader issue of mobility management. It is not about transportation, but finding the right solution to multiple mobility issues. There are many solutions available, we just have to select the correct solution for the problem.

Objective 6: item 16connected system of transportation (delete) - add "mobility options that include"

Chapter 6 is missing a discussion on the future impact of technology (uber type apps, hourly rental cars, autonomous cars, ride sharing (car pooling and van pooling) and real time demand response service for low density areas. There should be a discussion on voucher type programs that help low income individuals, and a recognition that the growth of the senior population requires different types of mobility options (volunteer programs such as RSVP, etc.)

Name/Organization of Author (required):
Jacqui Bauer, COB Sustainability Coordinator

Contact email/phone number:
bauerj@bloomington.in.gov,

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

- 1) Infrastructure, not just services, is a critical part of community health and resilience, and should be identified specifically as a focus area.
- 2) Language is redundant
- 3) We are highly dependent on infrastructure that we may not necessarily control, so should call out the need to coordinate with the entities who do control that infrastructure – namely energy and waste infrastructure, without which our economy would fall apart.

Other justifications are included below.

Proposed Amendment (must provide the exact text that will be considered):

#3 Community Services & Economics

- 1) p11: Rephrase bullet #2 under Objective #1 to read “Deliver efficient, responsive, and forward-thinking local government services **and infrastructure.**”
- #4** 2) p11: Remove bullet #6 under Objective #1 since it repeats language included in bullet #5.
- #5** 3) p22: Change second heading from “Municipal Services” to “Municipal Services and Critical Infrastructure” and add further explanation, such as:

Municipal government services **and critical infrastructure** directly affect daily life for residents and businesses – whether it is simply going to the kitchen for a glass of water, **turning on a light**, having your street plowed during a late night snowstorm, finding a new dog or cat for your family, having a place for the kids to go swimming on a hot summer night or a fitness center for adults to stay fit, knowing that rental properties in your neighborhood are safe, **having waste landfilled or recyclables processed**, or hearing a dispatcher answer your 911 call during an emergency. These services not only allow a community to function, but also impact its overall quality of life. In order to deliver these services efficiently without interruption, municipal governments, **in partnership with other critical service providers like utilities and waste management companies**, must actively plan and budget for necessary infrastructure, facilities, employee training, and program delivery to the community.

- #6** 4) p25: Move the policies focused on parks, trails, open space to Goal 1.3 since that is explicitly focused on these types of services/facilities. This includes policies 1.4.3 through 1.4.6, some of which could be merged with policies listed under Goal 1.3. Use Goal 1.4 to focus on community services (e.g. street maintenance, public safety, critical infrastructure) that are not already highlighted in Goal 1.3. Possible policies could include (these are just examples, and could be refined with input from the relevant departments):

- a. Reduce non-violent crimes to rates at or below the levels in peer communities, and violent crimes to zero.
- b. Respond to all resident-identified complaints in public rights-of-way within 72 hours.
- c. Implement infrastructure plans and projects that anticipate growth and future-proof the community from vulnerabilities.
- d. Partner with the utility and other companies and local organizations to create plans for the safe, efficient, and future-facing maintenance and development of energy and waste management infrastructure.
- e. If goals like these are included, modify programs to also reflect support of these goals.

- #7** 5) p25, policy 1.6.2: define or clarify “traded/basic” employers. Is this a standard term?
- #8** 6) p26, bullet #6 – “Work with City departments to provide safe and enjoyable sidewalks, trails, or side paths as routes to parks, **workplaces, schools, and other destinations.**”

- #9 7) p28: Outcomes and indicators: none of the policies or goals focus on public safety, but this is cited as an outcome. Policies/goals around solving income equality are weak, and should probably be pulled out as a stand-alone goal. Otherwise, Goal 1.1 could be modified to incorporate this.

Environment

- #10 1. Reframe each subsection in this chapter to follow a basic framework: National or broad framing of the topic, how that topic impacts Bloomington (or particular challenges we face), and a reference to trends, areas we need to focus on, next steps, etc. that set the stage for the goals, programs and policies.
- a. Use this framework would especially strengthen the Urban Ecology, Solid Waste and Air Quality sections. For example, the Solid Waste section (p41) could specifically identify the lack of recycling in apartment buildings/businesses, the distance to the landfill, and the monopoly control of our waste infrastructure as particular challenges we need to be conscious of as we set our goals and policies.
 - b. Make sure the emphasis of each section lines up with the Goals, Policies, and Programs that follow. I am happy to help rework these sections if the commission is supportive of this approach – the Energy section largely follows this pattern, as an example.
- #11 2. Broaden the justification for environmental protection
- a. p40: Restate the opening sentence as “Energy plays a key role in community development” to emphasize the critical role this plays in community resilience. Reference the impact of utility costs on both the local economy and individual households to tie energy to social equity and economics. As written, this section provides a fairly one-sided argument for environmental protection.

Downtown:

- #12 1. p51: Delete Goal 4.2, and include this as a policy under Goal 4.3 into one goal that addresses transportation issues.
- #13 2. Develop additional goal(s) that emphasize enhancing downtown as an economic engine, equity/affordability/safety/service challenges that have impacted downtown, and/or emphasizing the importance of downtown reflecting general community priorities (including building in greenspace, providing recycling, installing solar panels, etc.). For example:
- a. Envision and develop downtown as a model of Bloomington’s core community values, with a particular focus on inclusivity, safety, and sustainability.
 - b. Enhance downtown’s role as the economic and cultural engine of the community.

Housing and neighborhoods

- #14 1. p54: In “Today’s Context,” in addition to transportation costs associated with housing, note the impact of utility costs, which can be another 20% of expenses for a low-income household. Specifically note the challenge of split incentives in rental housing, which makes it difficult to improve efficiency, neighborhood aesthetics, safety, etc. Suggested modified language:

“Currently, 82% of households in Bloomington spend more than 45% of their annual income on housing and transportation costs (Center for Neighborhood Technology H+T Index). For low-income households, utility costs can account for as much as another 20% of household expenses, and the high percentage of rental properties creates an additional “split incentive” problem that disincentivizes landlords from making significant improvements to rental housing. Therefore, there is a concern that many residents looking for quality rental or owner-occupied housing within the City are being priced out of the market.”

Transportation

- #15 1. Overall: This section primarily emphasizes infrastructure for transportation. Consider either beefing up the education and encouragement components of this chapter, by adding a goal (some of the programs already address these, but could be strengthened), or consider adding those components to the transportation section in the Environment chapter.
- #16 2. pp68-69: Goals #6.1 and 6.2 are very similar to each other. Consider rewording Goal 6.1 to say “Establish and strengthen land use policies that promote sustainable transportation” and Goal #2 to say “Maintain and enhance a efficient, connected, accessible, and safe transportation network for all users.” As Goal 6.2 is currently worded, the focus on “efficiency” could be interpreted in ways that may not support some of the other priorities we’re trying to build into the plan.
 - o If these changes are made, some of the policies may need to be reallocated between the two.
 - o Likewise, if Goal 6.2 is worded this way, Goal 6.5 could be absorbed into it.
 - o Consider having a public-transit-specific goal.
- #17 3. p69: It’s unclear what issue Policy 6.2.4 is trying to solve. Is there inadequate opportunity for construction and maintenance in public right-of-way and parks? Are we encouraging more construction and maintenance in these areas?
- #18 4. p72, 3rd bullet from top: “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, **ideally paired with solar panels to minimize use of coal-based electricity.**” EVs are not necessarily a good thing in coal country.

Name/Organization of Author (required): Helen Hempfling/ First Christian

Church Contact email/phone number: helenhempfling@gmail.com

Please accept the THREE Amendment Requests Below:

- #19 1. Justification for Amendment:
PAGE 25: Goal 1.5
In order to include social service agencies, places of worship, and the not for profit sector, please amend Goal 1.5 to read as follows (see yellow highlights):

Proposed Amendment (must provide the exact text that will be considered):

Commit to, and plan for, transparency, open government, and effective, accessible and inclusive public engagement so that exemplary services are provided to our residents, businesses, **not-for-profit organizations**, and visitors to promote more participatory citizenship.

- #20
2. Justification for Amendment:
PAGE 48, in paragraph that describes Main Street Corridors.
In order to 1) acknowledge the ways that historic places of worship add to the community, and 2) not capitalize downtown, please amend the paragraph as follows (see yellow highlights):

Proposed Amendment (must provide the exact text that will be considered):

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.

- #21
3. Justification for Amendment:
PAGE 72, top of second column under first set of outcomes.
In order to acknowledge the need for people to access transportation to places in addition to work or school, please amend the list as follows (see yellow highlights):

Proposed Amendment (must provide the exact text that will be considered):

Outcome:

- The transportation network supports all travel modes for people of all ages and abilities.
- Percent of people walking to work
- Percent of people bicycling to work
- Percent of people taking transit to work
- **Percent of people walking, bicycling, taking transit, or driving to places of worship**
- **Percent of people walking, bicycling or driving to locations of volunteer service**
- **Percent of people walking, bicycling or driving to places of shopping or other forms of personal business**
- Percent of students walking and bicycling to school
- Percent of people
- City-wide vehicle miles traveled (VMT)
- Percent of people driving alone to work
- Motor vehicle lane, sidewalk, path, trail, and bike lane
- mileages

Name/Organization of Author: BTCC/ACHIEVE

Contact email/phone number: btccbloomington@gmail.com

Brief synopsis/justification for Amendment:

Under Comprehensive Master Plan Mandate (CMP, draft, page 6, “Indiana State Statute (IC 36-7-4-501) provides for a comprehensive plan prepared by each Plan Commission to promote the **public health [emphasis added]** safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development.”

#22

Yet, there are few mentions of public health in the CMP itself. We propose adding explicit references to recognized public health measures, as promoted by the Centers for Disease Control and Prevention and that has been utilized by other cities in promoting public health through the built environment.

**Proposed amendment to
Chapter 5, Policy 5.2.4**

Currently:

“Seek to ensure that all neighborhoods enjoy reasonable access to local, small-scale commercial developments that can serve the daily needs of neighborhood residents.”

Amend by adding the section in bold:

“Seek to ensure that all neighborhoods enjoy reasonable access to local, small-scale commercial developments that can serve the daily needs of neighborhood residents **and support their physical and mental health per the concept of the 20-minute neighborhood.**”

Source of the concept of the 20-minute neighborhood:

<http://planningpa.org/wp-content/uploads/HealthinAllPolicy-PA-DOH-WalkWorks-.pdf>

Name/Organization of Author: BTCC/ACHIEVE

Contact email/phone number: btccbloomington@gmail.com

Brief synopsis/justification for Amendment:

Under Comprehensive Master Plan Mandate (CMP, draft, page 6, “Indiana State Statute (IC 36-7-4-501) provides for a comprehensive plan prepared by each Plan Commission to promote the **public health [emphasis added]** safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development.”

Yet, there are few mentions of public health in the CMP itself. We propose adding explicit references to a recognized public health primary prevention strategy, as promoted by the Centers for Disease Control and Prevention. Specifically, “Safe, Stable, Nurturing Relationships and Environments,” or SSNREs, are part of the CDC’s tool kit for how to reduce violence and child maltreatment in a community. Relating this concept to the built environment, we define SSNREs as follows:

- Safe Relationships and Environments: Safety occurs from the presence of people, not simply through laws or police. Social isolation increases risk. For example, research shows that older adults who experience social isolation have more health issues; loneliness increases the risk of hunger, addictions, and domestic violence.
- Stable Relationships and Environments: This relates to the question of sustainable infrastructures, whether services or built structures, meaning that they are created with

- #23
- sufficient connections and funding to continue into the future. For example, we require investment in infrastructure to support reliable transit, public schools, roads, sidewalks.
- Nurturing Relationships and Environments: This focuses attention on welcoming spaces that foster social connection, that contribute to our ability to be available to others in the community and respond to their needs on an individual and collective basis.

Proposed amendment to Goal 1.2

Currently:

“Engage the community by working with regional partners, schools, businesses, and non-profits to create partnerships that provide community services and programs for all age groups.”

Amend by adding the section in bold:

Engage the community by working with regional partners, schools, businesses, and non-profits to create **Safe, Stable, Nurturing Relationships and Environments** for all age groups.

Source for SSNREs:

Information on SSNREs can be found on the Centers for Disease Control and Prevention website: <https://www.cdc.gov/violenceprevention/childmaltreatment/essentials.html>

Name/Organization of Author: BTCC/ACHIEVE

Contact email/phone number: btccbloomington@gmail.com

Brief synopsis/justification for Amendment:

It is already a Program in Chapter 6 to assess the expansion of bus services. We would like to ask that it be stated more forcefully for the following reasons:

- To support access and equity.
- To make sure that people are not left out of cultural activities, religious services, and events in the downtown area.
- To help those that rely on public transportation (or who have unreliable transportation) for work.

#24

Proposed amendment to Chapter 6, Programs, p. 71

Currently:

“Assess the expansion of transit service (days, times, service areas) and accessibility to transit stops (sidewalks).”

Amend to:

Develop a plan to expand transit service (days, times, service areas) and accessibility to transit stops (sidewalks).

Name/Organization of Author: BTCC/ACHIEVE

Contact email/phone number: btccbloomington@gmail.com

Brief synopsis/justification for Amendment: The number of landlords enrolled in Section 8 program has decreased, limiting affordable housing choices for those receiving assistance. We propose naming that specific mention of Section 8 be added to the CMP.

#25 Proposed Amendment to Chapter 5, Housing and Neighborhoods, under Programs, Affordable Housing, p. 60

Currently:

No specific mention of Section 8.

Add:

Work with Bloomington Housing Authority to expand pool of landlords who offer Section 8 housing.

Name/Organization of Author: BTCC/ACHIEVE

Contact email/phone number: btccbloomington@gmail.com

Brief synopsis/justification for Amendment: Chapter 4 addresses the need for Downtown to support a more diverse age-range of residents and users. As the CMP addresses the built environment and vision for how this will happen, we would like to recommend that outcome measures reflect specific services that will support residents and employees in the Downtown area.

In doing so, the city will also be addressing broader issues, as follow:

- One, Bloomington lacks sufficient quality day-care/childcare/early childhood education spots, especially in the infant-toddler age range. Providing services that support early childhood, especially before the age of three, is a simple and cost-effective way to improve health, lower stress for families, and make a long-term investment for the future.
- Two, affordable housing is not the only barrier to living and working downtown. Services must be in place so that it truly is affordable, accessible, and feasible to live downtown. When we have services close to where we live, it lowers our stress and encourages us to use alternate transportation (walking, biking). Downtown is already supportive and accessible for walking and biking with reasonably good bus service, grocery, and now a drugstore. Adding early childhood education services/locations to Downtown would make the area even more attractive to families and benefit those who work there. (We mean one more in addition to MCUM taking over FUMC’s Parents Day Out program, as they will quickly fill up and have a waiting list)

#26

Proposed Amendment to Chapter 4, Downtown, under Outcomes, p. 52

Currently:

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

- Number of Downtown facilities that offer ongoing community programming for all ages
- Number of participants in Downtown community programming by age range

Amend by adding the words in bold:

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

- **Number of early childhood education facilities in Downtown [alternatively or in addition to: “or Downtown overlay districts”]**
- Number of Downtown facilities that offer ongoing community programming for all ages
- Number of participants in Downtown community programming by age range

Name/Organization of Author: BTCC/ACHIEVE

Contact email/phone number: btccbloomington@gmail.com

Brief synopsis/justification for Amendment:

The term “well-being” is vague and not sufficiently specific; the “surrounding neighborhood” could be about buildings without reference to the people who live in them.

#27

Proposed amendment to Chapter 5, Policy 5.2.1

Currently:

Evaluate all new developments and redevelopments in light of their potential to contribute to the overall well-being of the surrounding neighborhood.

*Amend by adding the words in **bold**:*

Evaluate all new developments and redevelopments in light of their potential to contribute to the overall **health and well-being of the people who live in** the surrounding neighborhood.

Name/Organization of Author (required): Bill Brown by Steve Smith, Smith Brehob and Associates; Plan Commissioner Brad Wisler

Contact email/phone number:

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

*Change to make **Employment Centers Mixed Use***

These changes make “employment centers’ mixed use areas with emphasis on employment but also including support and convenience retail, residential and green open space and amenities. The draft as written describes a business parks of the 1990’s rather than true mixed use employment centers of the future.

The two attached conceptual plans illustrate the difference. The color map is for an industrial park prepared by Duke Energy’s consultant in the shovel ready program. It shows seven lots along the high service roadway. One lot has a conceptual plan showing a 142,000 sf warehouse with a long row of parking on the front and a long row of truck docks on the back. The second is a mixed use concept plan. A plan with a mix of uses, a grid of streets with on street parking, buildings at the build to line, residential units tucked into the woods, multi-story professional buildings (some with first floor commercial) and very light manufacturing.

The introduction to Chapter 7 “Land Use” on page 13 of the draft plan states “The policies within the chapter place a strong focus on land use that is aimed not at separating uses but instead on mixing uses.” We see this mixing of uses throughout the draft. The significant exception to this policy is the “Employment Center” land use and particularly the large employment centers in the southwest sector of the community.

The land area extending from Fullerton Pike on the south to Tapp Road and then north along Weimer Road is by far the largest extent of open land to be planned in the community. Yet the draft only provides for employment and minimal support commercial in these areas. These areas provide a very unique and possibly the only opportunity in the planning area to truly develop new mixed use.

The draft plan discusses jobs of the future being professional and institutional with declines in manufacturing. Employers in this area are not expected to be large manufactures or distributors. More likely they will be tech oriented but need a bit more space and less expensive space than is available downtown. These areas will not be an industrial park of the '90s.

The HT in August of last year quoted Cook President Pete Yonkman... "When you think about it, particularly the younger, more tech savvy parts of our business, like IT teams, the marketing teams...they don't work the same way anymore. They don't like going to some office park and then that's all they do from 9 to 5."

The tech companies of the future will expect not an office park but a work environment within a planned area with retail, housing, open space, trail connections and so forth.

Retail service is an integral part of a mixed use neighborhood and employment center. Experience here in Bloomington has shown that this retail component requires passer by traffic to be viable. There was an attempt to place convenience retail in the center of large residential PUD's over the past 20 years with very little success. These have included the Fieldstone, Woolery and Sudbury PUDs. But retail requires much more activity than a single neighborhood can provide. Yet it is desirable to have a neighborhood coffee shop, drugstore, brew pub and so forth. These employment areas and their interchanges with I-69 and their connecting east west thoroughfares provide the traffic to make the retail viable; the retail that is such a desirable component of the mixed use employment neighborhood.

We should be planning for a mixed use employment area for employers (and employees) of the future, not an industrial park from the '90's.

Proposed Amendment (must provide the exact text that will be considered):

Change to Make Employment Centers Mixed Use

- #28 1. *(add to the end of the first paragraph on page 86) The larger employment center areas in the southwest area of the community are large enough to include and should include a true mix of land uses that the employee of the present and future expects. These large areas provide a unique opportunity to provide employment, residential and support/convenience retail and open space within a walkable neighborhood.*
- #29 2. *(add to the end of the paragraph on top right of age 86) The larger employment center areas in the southwest area of the community should be mixed use to attract current employers and employers of the future. The employers may need larger buildings and space than is available in the downtown, but still want and need a mix of uses. These areas should be planned to have a minimum of 50% to 80% of the useable land area devoted to employment. They should also include 20% to 30% of the useable land area for support/convenience retail. Residential use is also encouraged utilizing 20% to 30% of the useable land area. The wooded, sloped and otherwise sensitive land in these areas*

can provide quality green space for the area. These areas also have the opportunity for higher quality retail by the retail also serving I-69 users. The areas provide a unique opportunity for mixed use walkable neighborhoods.

#30

3. *(change the second to last bullet in the left column on page 87) Development phasing should emphasize the creation of the office, research and light manufacturing base but also understand that these areas are very expensive and difficult to develop and that typically the retail uses will be in the front (along the thoroughfare) and may need to be developed early in the process to pay for critical infrastructure needed for site development.*

#31

4. *(change the sentence in the second paragraph from the top in the right column on page 90 following (for example, Tapp and Fullerton Pike) with the following) will take on a mixed use character with employment as the emphasis but also with important retail and residential components.*
-

As amended by IPS

Name/Organization of Author (required): City of Bloomington Commission on Aging

Contact email/phone number: staffor@indiana.edu

Brief synopsis/justification for Amendments (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the amendment is proposed to change):

The City of Bloomington Commission on Aging has closely followed the development of the City of Bloomington Comprehensive Plan, offering comments throughout the process. We firmly believe that the vast majority of Bloomington citizens seek a community in which people of all ages and abilities can live with independence, sustain and develop new relationships and age in place. A healthy community for aging in place goes beyond the simple provision of services to individuals but, indeed, focuses on the broad qualities of place that enable full participation of adults of all ages and abilities in the daily life of our town. Hence, the comprehensive plan, with its attention to environment, housing, neighborhoods, transportation, culture, downtown, and land use is of direct relevance to the quality of life for older people.

We believe that the outcomes and indicators selected for the plan have the most significant impact on our future. We have drawn upon an extensive literature in the field of aging studies to suggest changes, deletions and additions to outcomes and indicators. Several indicators recommended are taken from the recently developed AARP Livability Index and represent validated, nationally available data points currently being employed by over 450 cities and communities around the world and over 170 cities and towns in the U.S.

We use the following conventions to identify our proposed amendments:

- The heading “**AMENDMENT (Followed by a brief explanation in parentheses)**” is used to introduce each outcome/section for which we have suggestions. Within each of those sections,
- Deletions are indicated by ~~text with strikeover~~, and
- Additions (either new text to replace deletions, or text being added where none existed in the current draft) are indicated by *text in boldface italics*.

#32 Proposed Amendments (must provide the exact text that will be considered):

Chapter One, Community Services & Economics, pages 28-29

AMENDMENT (New outcome and indicators are proposed; we suggest they be inserted immediately after the previous outcome/indicators for “Public safety is enhanced”)

Outcome: Public health is enhanced.

- *Tobacco use (estimated smoking rate)*
- *Obesity prevalence (estimated obesity rate)*
- *Healthcare professional shortage areas (severity of clinician shortage)*
- *Preventable hospitalization rate (number of hospital admissions for conditions that could be effectively treated through outpatient care per 1,000 patients)*

AMENDMENT (Addition of indicators to existing outcome)

#33 Outcome: Engagement processes are inclusive and representative.

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

Put these under outcome "Community engagement is strong."

- *Opportunity for community involvement (number of civic, social, religious, political, and business organizations per 10,000 people)*
- *Social involvement index (extent to which residents eat dinner with household members, see or hear from friends or family, talk with neighbors, and do favors for neighbors)*

- ~~*Perceptions regarding effectiveness of Bloomington’s policies in making Bloomington an age friendly community (a community that has taken steps to prepare for the aging of the US population)*~~
- ~~*Perceptions regarding effectiveness of Bloomington’s human rights commissions*~~

AMENDMENT (Addition of an indicator to existing outcome)

#34

Outcome: Income inequality is reduced across and between all ages, races, and genders.

- *Income inequality (Gini coefficient—the gap between rich and poor)*
 - Household income and education levels
 - Percent of population living below the poverty line of non-student/adult-led households
 - Percent of 65+ population living below the poverty line, as compared to similar Midwestern college towns
-

AMENDMENT (Deletion of an outcome/indicator combination that is too broad and vague as stated, and for which more specific indicators are proposed elsewhere in the document)

#35

~~Outcome: Overall community wellbeing is good for the eight dimensions of wellness.~~

- ~~• Evaluate emotional, environmental, financial, intellectual, occupational, physical, social, and spiritual choices available to residents.~~
-

AMENDMENT (Addition of an indicator to existing outcome)

#36

Outcome: Career pathways and training are engaging residents and businesses.

- *High school graduation rate (adjusted four-year HS cohort graduation rate)*
 - Number of training programs matched to community job opportunities
 - Percent of eligible residents, by age, enrolled in training programs
 - Employment/unemployment rates by sector
 - Workforce retention, recruitment, and growth by sector
-

AMENDMENT (Addition of an indicator to existing outcome)

#37

Outcome: Wages, jobs, and GDP are outpacing population growth.

- Real per capita personal income
 - *Jobs per worker (number of jobs per person in the workforce)*
 - Payroll employment
 - Per capita GDP
 - Trends in sector employment
-

Chapter Two, Culture and Identity, page 36

AMENDMENT (Addition of an indicator to existing outcome)

#38

Outcome: Attendance at cultural events is high.

- Number of residents to number of attendees and cultural events within the city
- Number of public at and/or activities annually.

- *Number of cultural, arts and entertainment institutions*

#39 AMENDMENT (Change in wording of outcome and addition of indicators)
 Outcome: Measure the benefits of *Enhance the arts and culture industry for in Bloomington*

#40 AMENDMENT (Proposed new outcome and indicators)
 Outcome: *Celebrate all forms of difference in Bloomington*
 Number of cases investigated and resolved through

- *Municipal anti-discrimination laws*
- ~~*Age diversity rates of retiree attraction and retention*~~

-- Number of local festivals and events that celebrate diverse cultures (racial, ethnic, sexual, artistic, etc)

Chapter Three, Environment, page 45

#41 AMENDMENT (addition of indicator to existing outcome)
 Outcome: Detrimental environmental impacts from the built environment are reduced.

- Changed policies and programs that encompass new green building codes
- Development of protocols for new City projects
- Number of LEED and/or Energy Star Certified buildings
- *Number of LEED/ND certified projects or environments*

#42 ~~AMENDMENT (addition of an indicator to an existing outcome)~~
 Outcome: Green space has increased.

- Parks and green space area
- Vegetative cover in the downtown area
- Percent of tree canopy coverage
- Number of community garden plots used and available
- Square footage of green roofs
- *Policies incentivizing green development are in place.*

City policies are not an "indicator," but rather they follow logically from the Comp Plan. Our policies are the next step.

#43 AMENDMENT (Proposed new outcome and indicators)
 Outcome: *High levels of air quality are produced and sustained.*

- *Asthma rates*
- *Hospitalization and deaths from pulmonary diseases*

-- Air Quality Index values are consistently below 50 (considered "good")

Note that we currently have no mechanism for measuring air quality in Bloomington. But I think this should be discussed so we can find a way to measure it.

AMENDMENT (Change in wording and addition of indicator)

#44

Outcome: A local food culture has been promoted and protected.

- Number of restaurants and businesses serving *and/or producing* local food products
 - Number of home gardens and community gardens
 - Economic value of local food economy
 - Local regulatory framework facilitates local food production and distribution
 - *Food desert inventory*
-

Chapter Four, Downtown, page 52

AMENDMENT (Addition of indicator to existing outcome)

#45

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
 - Parking turnover and utilization rates
 - *Number of cultural or arts venues in downtown*
-

AMENDMENT (Addition of indicators to existing outcome)

#46

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
 - ~~• *Perception of downtown safety and civility*~~
 - *Increase in assessed value for downtown properties*
 - *Occupancy rate for downtown commercial space*
-

AMENDMENT (Addition of indicator to existing outcome)

#47

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

- 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*

AMENDMENT (Change existing outcome statement and deletion and addition of indicators)

#48

Outcome : ~~Housing is affordable and well maintained.~~

Limit text of this Outcome to the highlighted phrase.

Outcome: *Increase the range of affordable housing options that are universally designed*, and environmentally sustainable enabling neighborhood stability, aging in place and occupation by people of all ages and abilities. *universally designed refers to the design of public and private places that are aesthetic and usable to the greatest extent possible regardless of age, ability, or status in life. (after Ronald Mace). It is not restricted to the narrower definitions of public accessibility covered in the ADA.*

Outcomes should be short and should follow from the previous text - no further justification needed.

- ~~• Percent of dwelling units prices at various affordable levels.~~
- *Block group measures of housing cost burden (</> 30% of income to gross housing costs) relative to Median Household Income.*
- *Availability of subsidized housing by block group*
- Percent of dwelling units occupied.
- Housing and Transportation Affordability Index (H +T) Score relative to Median Household Income
- Percent of dwelling units in poor condition.
- Long term affordability – greater than ten years
- Percent ownership
- ~~• Tenure of affordability~~
- *Basic passage: Percentage of housing units with no-step entrance*
- ~~• Local inclusive design laws.~~
- ~~• Local ordinances protecting residents of manufactured housing communities from the negative effects of forced relocation.~~
- *Neighborhood housing type diversity index*

AMENDMENT (Change existing outcome statement and change wording of and add indicators)

#49

Outcome: ~~Housing access to parks, open space, and basic necessities is improved.~~

Outcome: *Improve access of neighborhood housing to community amenities and essential services.*

- Percent of population within a 0.25 mile walk of public *and private* indoor or outdoor recreation *and socialization spaces*.
- ~~Block group~~ Walk Scores™ of US Census block groups within the city
- Walk and transit scores of parks, schools, community service centers *providers, health care* facility locations, *and subsidized housing*.

- Percent of dwelling units within a 0.25-mile and 0.5 mile walk of a grocery store *and/or farmer's market.*
- *Number of parks within a half-mile by block group.* US Census
- ~~• *Number of libraries within a half-mile by block group*~~
- *Number of jobs accessible within a 45-minute transit commute (EPA Smart Location Database)*
- *Mix of jobs within a mile by block group (US Census)*
- *Annual comprehensive inventory of sidewalk conditions by neighborhood. (multiple extant methodologies)*

Not relevant for a small city like ours with only one library.

AMENDMENT (Change existing outcome statement and change wording of and add indicators)

#50

Outcome: ~~Neighborhood diversity has increased.~~

Outcome: Increase cultural, racial, gender, age, and ability diversity within neighborhoods.

- ~~• Index of housing by category and costs by neighborhood or census-determined geography.~~
- ***Neighborhood housing type diversity index***
- Ratio of rental to ownership units by city and neighborhood
- ***Range of income levels within neighborhood***
- ~~• Non-mono-culture neighborhood characteristics.~~
- ***Intergenerational diversity index***

Chapter Six, Transportation, page 72

AMENDMENT (Addition of indicators to existing outcome)

#51

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

- Percent of people walking to work
- Percent of people bicycling to work
- Percent of people taking transit to work
- Percent of students walking and bicycling to school
- City-wide vehicle miles traveled (VMT)
- Percent 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***

We're getting ahead of ourselves - these are not currently allowed.

- ~~• Designated, well-designed networks available and accessible to Low Speed Vehicles (LSV) and Golf Carts.~~
- ~~• Number of licensed LSV's and Golf Carts~~
- ~~• Policies guiding the approved use of LSV's and golf carts.~~
- Percent of age and ability-friendly signs related to transportation of all kinds

AMENDMENT (Deletion of existing and addition of indicators to existing outcome)

#52

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
- ~~• City wide obesity levels~~
- 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*
- *Percent of streets that meet the "complete streets" criteria*
- ~~• Benches per block or other recommended dimensions~~
- *Annual comprehensive inventory of sidewalk conditions by neighborhood*

This only seems relevant in limited areas.

Name/Organization of Author (required): Anne Bono, Greater Bloomington Chamber of Commerce

Contact email/phone number: abono@chamberbloomington.org;

#53 **Brief synopsis/justification for Amendment** (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 11 – under Objective 1 add another statement to address market forces.

As the voice of business for over 860 members, The Chamber believes it’s important for this comprehensive plan to take into account the role economic forces play in the built environment. Another statement should be added to Objective 1 to recognize the role and impact of the market.

Proposed Amendment (must provide the exact text that will be considered):

Application of the Comprehensive Plan and UDO must recognize, understand and adapt to economic forces shaping our local markets, physical environments and challenging accepted norms of economic vibrancy.

Name/Organization of Author (required): Anne Bono, Greater Bloomington Chamber of Commerce

Contact email/phone number: abono@chamberbloomington.org;

#54 **Brief synopsis/justification for Amendment** (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

In Chapter 7, the statements throughout the chapter that address placing utilities underground should have consistent language and include ‘feasible.’

Ex. Pages 80 and 85 have statements on placing utilities underground but do not include ‘feasible.’

Proposed Amendment (must provide the exact text that will be considered):

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.

Name/Organization of Author (required): Anne Bono, Greater Bloomington Chamber of Commerce

Contact email/phone number: abono@chamberbloomington.org; 812-336-6381

#55 **Brief synopsis/justification for Amendment** (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 78 – under site design.

Replace pre-WWII with compatible.

Pre-WWII is too limiting and does not offer flexibility. Compatible recognizes there are other architectural styles that may not be pre-WWII design but still fit within a neighborhood.

Proposed Amendment (must provide the exact text that will be considered):

“The district must continue to emphasize compatible neighborhood characteristics regarding building mass, scale, landscaping, and other site planning features.

Name/Organization of Author (required): Anne Bono, Greater Bloomington Chamber of Commerce

Contact email/phone number: abono@chamberbloomington.org;

#56 **Brief synopsis/justification for Amendment** (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 80 – add “when economically supported.”

A community of our size has to recognize the limitations of our slower population growth and lack of urban density to support such uses. Ex. Bloomingfoods (Elm Heights)

Proposed Amendment (must provide the exact text that will be considered):

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.

Name/Organization of Author (required): Anne Bono, Greater Bloomington Chamber of Commerce

Contact email/phone number: abono@chamberbloomington.org; 812-336-6381

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#57 Page 76 – add additional language to the ‘transform’ section.

The new hospital location contains a convergence of IU, regional activities center, neighborhood residential and mixed urban residential. The impact the hospital will have on these areas is unknown and we should remain open to transforming the uses and the way the area best serves the community.

The demand for ancillary MOB uses around the new hospital currently cannot be accommodated with the current land use map.

Proposed Amendment (must provide the exact text that will be considered):

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.

Name/Organization of Author (required): **Anne Bono, Greater Bloomington Chamber of Commerce**

Contact email/phone number: abono@chamberbloomington.org;

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#58 Page 86 – first bullet under ‘Land Use Development Approvals’

As a community we should be open to a variety of quality architectural styles that allows for innovative design so as not to create a vanilla community.

Proposed Amendment (must provide the exact text that will be considered):

Site and architectural design should embrace functional yet varied styles to reflect the diversity of our community.

Name/Organization of Author (required): **Anne Bono, Greater Bloomington Chamber of Commerce**

Contact email/phone number: abono@chamberbloomington.org;

#59 Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 52 – add bullet point to:

Outcome: The Downtown business environment is vibrant and sustainable.

If we want to promote downtown as an employment center we must recognize the availability and vibrancy of the downtown office market.

Proposed Amendment (must provide the exact text that will be considered):

Office and professional services revenue

Good Afternoon:

Members of the BCOS hereby submit a packet of suggested amendments to the latest draft of the CMP, which is formatted to the specifications posted at the City of Bloomington’s webpage for the CMP. We are also including amendments suggested by our staff liaison, Jacqui Bauer, the City’s Sustainability Coordinator.

We thank you for your hard work and commitment to making this pivotal planning document a functional roadmap to the growing, resilient, and sustainable future that the Bloomington community wants, needs, and deserves! At this point in time, we only have minor amendment suggestions and we are grateful for your consideration.

Please feel free to contact us with any questions, comments, or concerns.

**Cordially,
Ryan T. Conway
Secretary – City of Bloomington Commission on Sustainability (BCOS)**

#63 (4) Brief synopsis/justification for Amendment:

The proliferation of pictures can be somewhat disorienting, if community members don't know what the pictures are depicting or where the pictures are taken. Hence:

Proposed Amendment:

All pictures should be labeled to indicate what they are and where they are taken.

#65 (5) Brief synopsis/justification for Amendment:

Section: "Community Profile"

Page: 15

In some of the exhibits and related graphics, the information is not clear. What is the point of Exhibit 1? Hence:

Proposed Amendment:

Exhibit 1 - %-change lines are confusing. Consider a substitute metric, visual, or delete Exhibit 1.

#66 (6) Brief synopsis/justification for Amendment:

as edited by IPS - At least answer the following question related to the graphic: Are these jobs we need to create in order to accommodate for population growth, or are they projections?

Section: "Community Profile"

Page: 16

We suggest that the information on this page be further discussed. There is too much on the page without further explanation in the text. There is some mention of the creative production jobs on page 17 but no direct connection to the numbers on page 16.

Relatedly: The graphic on Page 16 is confusing. Are these the jobs we need to create in order to accommodate for population growth, or are they projections? Where is the "9,912 creative professional jobs" number coming from, and what is a "creative professional"? Another important question: are these part-time or full-time positions? Over recent years, the trend has been towards the creation of more part-time jobs and contract work, not full-time jobs. Are we accounting for or noting this trend? Hence:

Proposed Amendment:

Please clarify the information on page 16, especially with respect to the questions posed in the above synopsis of this proposed amendment.

#67 (7) Brief synopsis/justification for Amendment:
Section: “Community Profile”

Page: 17

Acronyms can be overwhelming and confusing for community members seeking to engage with the document. Hence:

Proposed Amendment:

The acronym NSWC should be spelled-out in its first use – Naval Surface Warfare Center.

#75 (15) Brief synopsis/justification for Amendment:

As amended by IPS Goal 5.1 (pg. 58) should be cross-referenced on pg. 26
Section: “Community Services and Economics”

Page: 26

Programs mention affordable/workforce housing when this isn’t explicitly identified in any of the goals. Hence:

Proposed Amendment:

Add another goal, or add this component to one of the existing goals.

#77 (17) Brief synopsis/justification for Amendment:

Section: “Community Services and Economics”

Page: 27

Some of the bulleted items overlap and create redundancy. Hence:

Proposed Amendment:

Consolidate bullet #1 under “Local Government Partnerships” and bullet #1 under “Annexation.”

#79 (19) Brief synopsis/justification for Amendment:

Section: "Environment"

Pages: 38 & 42

Plans that supplement the CMP, adding specific detail on important content areas in City planning, should be referenced to notify community members that these content areas are being given special and extensive attention. This is especially important for new and innovative content areas, such as Environmental Sustainability. Hence:

Proposed Amendment:

Add a reference to the forthcoming Environmental Sustainability Plan. For example, this could even be accomplished through adding a policy under Goal 3.1, which could read "Develop an Environmental Sustainability Plan for the City."

#83 (23) Brief synopsis/justification for Amendment:

as amended by IPS - This should be added as a program on pg. 44, under Urban Ecology.

Section: "Environment"

Page: 42

Planning for enhanced greenspaces can be better managed with more specific outcome measures. Hence:

Proposed Amendment:

Under Goal 3.2, related to Policy 3.2.2, we would like the City to adopt a greenspace area *per capita* goal, based on the City's population. We recommend revising Policy 3.2.2 to read, "Increase the overall greenspace by developing an greenspace per capita goal, and increase protection for environmentally sensitive areas."

#86 (26) Brief synopsis/justification for Amendment

Section: "Downtown"

Page: 48

Request for clarification:

Proposed Amendment:

Eliminate the apostrophe in “Farmer’s Market” because farmers do not own the market; hence, replace with “Farmers Market.”

#90 (30) Brief synopsis/justification for Amendment:

Section: “Downtown”

Page: 52

Planning terminology needs to be clarified for the Bloomington community members interested in the plan. Hence:

Proposed Amendment:

Define “form-based.”

AMENDMENTS TO CITY OF BLOOMINGTON COMPREHENSIVE PLAN (3rd edition), MAY 2017 DRAFT

Stephen G Volan, Member, District VI, Common Council, City of Bloomington, Indiana

r1 * last updated 2017 May 30 * created 2017 May 30

Table of Contents

General Changes19
Changes Regarding the Relationship of Bloomington to Indiana University.....21
Scrivener’s Errors.....23

General Changes

#99 1. On page 6, end of first paragraph, add: “This is the third edition of the city’s comprehensive plan; it renames and replaces the Growth Policies Plan of 2002, which in turn replaced the Growth Policies Plan of 1991.”

#100 2. Before page 11: The Vision Statement approved by Council in 2013 was materially changed, reorganizing the 16 bullet points into categories and omitting the supporting explanatory text. The Vision Statement as approved by Resolution 13-01 should be inserted verbatim on its own page before the Major Objectives. The page should simply be called “Vision Statement.”

#101 3. On page 11: Rename the page “Major Objectives” (cut “and Vision Statement”). Edit the first sentences as follows:

The 16 statements adopted by Resolution 13-01 are ~~listed below~~, categorized below into six major objectives of the Plan. These objectives ~~are further organized into~~ correspond with the first six of the seven chapters within the Plan. These six chapters that follow, which serve as the strategic component of the Plan.

#102 4. On page 11: The subtitles of the six major objectives do not adequately summarize the main goal of each section, based on the 16 statements they attempt to organize. These new summaries should become the title and subtitle of each corresponding chapter, and should also appear in the table of contents.

Objective 1: Community Services — Fortify Community and Economic Vibrancy

Objective 2: Culture & Identity — Sustain and Celebrate the Arts and Education

Objective 3: Environment — Work Toward a Resilient, Environmentally Responsible Community

Objective 4: Downtown — Nurture Our Vibrant Town Center

Objective 5: Housing & Neighborhoods — Enhance Quality of Place

Objective 6: Transportation — Reduce Dependence on the Automobile

Changes Regarding the Relationship of Bloomington to Indiana University

The draft says, “Even with a substantial amount of employment in the public sector related to IU, local government, and schools, the private-sector economy still supports 74% of the local employment base” (p.17). Yet other parts of the text imply that IU is the only active purveyor of the local economy and culture (rather than one passive purveyor, however large).

The draft notes that “The Bicentennial Strategic Plan for IU is organized around a master plan and lays the groundwork to assure that the University as a whole continues to thrive” (p.30). But in the 326 pages of that 2010 IU master plan, while the word “Bloomington” appears 138 times, it is mostly to modify “Indiana University” or “campus.” The phrase “city of Bloomington” appears 13 times, but never to describe the city’s government or any action taken by it. Of the city’s extensive planning efforts, or the city’s current comprehensive plan, the 2002 Growth Policies Plan, no mention is made at all.

Indiana University’s campus is for all practical purposes a separate town, over which Bloomington has no more jurisdiction than it has over Ellettsville. (The draft also correctly says on p.87, “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.”) Using, therefore, phrases like “IU contributes” or “the link between town and gown is strong” is like saying that “Martinsville contributes to Bloomington” or “the link between Bloomington and Bedford is strong.” The campus does not actively participate in the development of Bloomington. If anything, the campus is like a city, and Bloomington is like a county in which that campus-city resides; that campus-city has de facto authority to annex adjacent land. Unlike

in regular cities that annex unincorporated land, when the campus-city annexes land, it's removed completely from all local governments' tax rolls.

Left unaddressed, the overall effect of this down-talk is an unnecessary self-shortening of Bloomington's self-esteem. The following edits rephrase certain parts of the text to characterize IU as a more passive participant in the city's growth and planning.

#103 5. On p. 30, col. 2, line 7:

~~“The university’s growth~~ has greatly contributed to the growth and development of the town-
~~Indiana University contributes to~~ and IU shares with Bloomington’s its distinctively
progressive, tolerant, diverse, and innovative character.”

#104 6. On p. 32, col 2, the “Arts and Tourism” section: That Bloomington has a large college is not all Bloomington is. Most of this section acknowledges that, but the opening lines are all about IU, and neither “arts” nor “tourism.” Replace the first three sentences of the first paragraph with the first sentence of the second paragraph, minus the words “indeed” and “and economy”, as follows:

~~“Being a college town brings Bloomington distinct opportunities. With so many students, professors, professional staff, and local alumni living here, the link between town and gown is strong. As a venue for Big Ten athletics, Bloomington is synonymous with Indiana University’s sports teams. Similarly,~~ “Arts are an important part of the culture of Bloomington. The renowned IU Jacobs...”

(Also, remove the first sentence of the second paragraph.)

#105 7. On p. 33, third paragraph: “Indiana University represents arts and sports represent a major tourism draw, though there are many non-university amenities that attract tourists as well.”

Scrivener's Errors

- #106 **8. On p. 7:** "Growth Policies Plan" is spelled wrong
- #107 **9. On p. 32, col. 2:** "women-owned" and "minority-owned" should be hyphenated throughout the document

Comp Plan Amendments:
Proposed by Jan Sorby & Isabel Piedmont-Smith
Sponsored by Isabel Piedmont-Smith

- #108 **Amendment #1:**
Justification: The most sustainable building is one which is reused, and not built from scratch.
Amendment text: Ch. 3 Environment, **Page 44:**
PROGRAMS: Built Environment
(ADD NEW BULLET): •"Encourage adaptive reuse and rehabilitation as a viable option to demolition of existing facilities."
(ADD NEW BULLET): •"Develop strategies and incentives that ensure new development is sustainable and adaptable to the changing needs of market forces."

- #109 **Amendment #2:**
Justification: Bloomington is no longer a small town. The qualities of downtown we want to keep are more appropriately called "main street." Also, the term "innovative" is tossed around a lot, but it is not defined and could actually produce something most Bloomingtonians would think is ugly. We need to be careful with this term.
Amendment text: Ch. 4 Downtown, pg. 51
Goal 4.1: Ensure that the Downtown retains its historic character and small-town
(CHANGE TO) "main street" feel, encouraging innovative redevelopment that complements and does not detract from its character.

- #110 **Amendment #3:**
Justification: The Downtown section talks about the importance of historic preservation to maintain Bloomington's unique character, but it does not currently recognize historic preservation as an economic development tool. People want to come to Bloomington to live, start or expand a business, or visit partly because of our historic downtown character.
Amendment text: Ch. 4 Downtown, pg. 51
Under Goal 4.1 ("Ensure that the Downtown retains its historic character and small-town feel, encouraging innovative redevelopment that complements and does not detract from it character")

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

- #111 **Amendment #4:**

Justification: Diversification of housing downtown should include not only affordable housing but other types of non-student housing. We are lacking housing types that are between multifamily and single family, types that would appeal to families and couples downtown. Having non-student adults live downtown on a long-term basis will stabilize the downtown population and enable a broader range of businesses to flourish.

Amendment text: Ch. 4, pg. 51

PROGRAMS: Downtown Vitality and Sense of Place

(ADD NEW BULLET): •” 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).”

#112 Amendment #5:

Justification: Many people have said that Bloomington’s downtown has too much student housing, and the current text of the comp plan emphasizes affordable housing downtown. However, we also should emphasize housing that caters to families and non-student adults.

Text of amendment: Ch. 4, Downtown, pg. 51

Under Goal 4.4 (“Encourage a range of diverse housing types downtown, with an emphasis on affordable and workforce housing”)

Add 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.

#113 Amendment #6:

Justification: We are lacking housing types that are between multifamily and single family, types that could be intermingled with existing neighborhoods without negatively affecting the neighborhood fabric, especially along the edges. Also, these missing housing types are actually quite traditional, but underutilized in Bloomington.

Amendment text: Ch. 5, Housing and Neighborhoods, pg. 59

Policy 5.3.1:

Encourage opportunities for infill and redevelopment across Bloomington with consideration for increased residential densities, ~~innovative-complementary~~ design and ~~non-traditional underutilized~~ housing types such as accessory dwelling units, **(ADD) “duplex, triplex and fourplex buildings, courtyard apartments, bungalow courts, townhouses, row houses and live/work spaces.”**

#114 Amendment #7

Justification: Form-based code is a more proactive way to protect older residential neighborhoods from inappropriate development than relying on neighborhood groups to taking the initiative to establish historic districts. Also, adjacent higher-density land uses must blend with the existing primarily single-family residential neighborhoods.

Amendment text: Ch. 7, Land Use, pg. 78: Mixed Urban Residential

(ADD NEW BULLET): ”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.”

(REVISE THIRD BULLET POINT): Allow **(ADD): “context sensitive”** multifamily redevelopment along higher volume roads, along district edges, and near major destinations when appropriately integrated with adjacent uses and styles.

#115 **Amendment #8**

Justification: A lot of people think we have already allowed heights downtown that are too great. This needs to be a community discussion.

Amendment text: Ch. 7, Land Use, pg. 80: Downtown

• In order to develop higher residential densities Downtown, increased building heights and diversified density calculations for new unit types should be ~~encouraged~~ **discussed as possibilities** in the Downtown Core character area.

#116 **Amendment #9**

Justification: More detailed description of attached single-family homes, addition of bungalow courts as options in single-family residential neighborhoods.

Amendment text: Ch. 7, Land Use, Neighborhood Residential, bottom of pg. 81
Development Approvals (add text in red)

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).

#117 **Amendment #10**

Justification: Raingardens and other green stormwater mitigation strategies are more appropriate for suburban areas. Urban Village Centers should be urban in design, with any greenspace dedicated to active, rather than passive, use.

Amendment text: Ch. 7, Land Use, Urban Village Center, pg. 83

Delete:

• 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.

Replace with:

• **Encourage underground solutions for stormwater management.**

#118 **Amendment #11**

Justification: Once again, we should try to fill in the “missing middle” of housing forms between large multifamily buildings and single-family homes for both diversity and affordability.

Text of Amendment: Ch. 7, Land Use, Urban Corridor, **Page 84:**

ADD NEW BULLET: **”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.”**

Name/Organization of Author (required): Isabel Piedmont-Smith, Plan

Commissioner Contact email/phone number: piedmoni@bloomington.in.gov,

#119 Amendment 5-1:

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Goal is to clarify language.

Current text: Pg. 57, first paragraph under Neighborhoods.

Appreciating Bloomington's existing neighborhoods and understanding previous neighborhood planning efforts helps to demonstrate the importance of preserving and revitalizing urban neighborhoods.

Proposed Amendment (must provide the exact text that will be considered):

Change text to:

Appreciating Bloomington's existing neighborhoods and understanding previous neighborhood planning efforts is important in our efforts to preserve and revitalize urban neighborhoods.

#120 Amendment 5-2:

Synopsis:

Goal is to clarify language.

Current text: Pg. 57, column 2, second paragraph:

Changing markets and consumer demands creates opportunities to consider that furthers the diversification of existing housing stock and neighborhoods.

Proposed amendment

Change text to:

Changing markets and consumer demands creates opportunities to further the diversification of existing housing stock and neighborhoods.

#121 Amendment 5-3:

Synopsis:

Goal is to clarify that Bloomington already has local historic designations, and to divide one long paragraph into two.

Proposed amendment:

Current text: Last paragraph pg. 57 (carries over to pg. 58)

Start a new paragraph after the sentence "Unchecked, this practice can lead to the large-scale loss of a community's historic integrity and also the loss of affordable housing stock."

New paragraph:

- Keep existing sentence “The City’s Demolition Delay Ordinance was specifically developed to address this situation and protect the fabric of historic neighborhoods.”
- Delete sentence: “Another method that municipal governments can consider for addressing this issue is historic preservation legislation.”
- Then add: “The City of Bloomington applies the demolition delay to certain structures and neighborhoods that have been designated as historically significant. Protected structures are also subject to review, in some cases, when additions, major renovations, or exterior remodeling are planned.”
- Then continue with the rest of the paragraph.

#122 Amendment 5-4:

Synopsis: Revise language so we don’t promise what may not be economically feasible.

Proposed amendment:

Policy 5.2.4 (pg. 59)

Current language – Seek to ensure that all neighborhoods enjoy reasonable access to local, small-scale commercial developments that can serve the daily needs of neighborhood residents..

Proposed new language – Encourage the development of local, small-scale commercial developments close to all neighborhoods to serve the daily needs of residents.

#123 Amendment 5-5:

Synopsis: Revise language to make it more clear, and to acknowledge historic district restrictions on design (as noted in Policy 5.2.2)

Proposed amendment:

Policy 5.2.5 (pg. 59)

Current language – Encourage diverse architectural design considerations that support a wide range, from traditional to contemporary designs.

Proposed new language – Encourage diverse architectural designs, from traditional to contemporary, except as restricted in designated historic areas.

#124 Amendment 5-6:

Synopsis: Make it clear that we do not want to encourage vacant land development except when the land is already partially or fully surrounded by development.

Proposed amendment:

Goal 5.3 (pg. 59)

Current language:

Housing Supply: Help meet current and projected regional housing needs of all economic and demographic groups by increasing Bloomington's housing supply with infill, reuse, and vacant land developments.

Proposed new language:

Housing Supply: Help meet current and projected regional housing needs of all economic and demographic groups by increasing Bloomington's housing supply with infill development, reuse of developed land for housing, and developments on vacant land if it is at least partially surrounded by existing development.

#125 Amendment 5-7:

Synopsis: Recognize the legal limitations of local government to fix neighborhood eyesores.

Proposed amendment:

Goal 5.4 (pg. 59)

Policy 5.4.3.

Current – Turn abandoned and/or neglected properties back into neighborhood or community assets.

Proposed – Work with private property owners to encourage the conversion of abandoned and/or neglected properties back into neighborhood or community assets.

#126 Amendment 5-8:

Synopsis: Outcome – Neighborhood Diversity has increased. What are non-monoculture neighborhood characteristics? Would this be a measure of the demographics of a neighborhood to determine diversity of ages, professions, income levels, etc.?

- Index of housing by category and costs by neighborhood or census-determined geography
- Non-monoculture neighborhood characteristics
- Ratio of ownership to rental units by city and neighborhood

Proposed amendment: Replace second bullet on page 61 with the following:

- Diversification of demographic characteristics such as age, professions, and income levels.

Amendments for Chapter 6

Submitted by: Isabel Piedmont-Smith, Plan Commissioner

#127 Amendment 6-1

Justification: Goal 6.4 isn't directly related to the policies listed under it.

Text of amendment: Goal 6.4, pg. 70

Current: Balance demands for public parking and the function it serves in transportation and economic development with other community needs.

New: Plan and develop on-street parking for cars and bicycles with a focus on efficiency and equity.

#128

Amendment 6-2

Justification: Clarify two policies under Goal 6.4

Text of amendment:

Policy 6.4.1 – Implement creative parking strategies to minimize inefficiencies and; facilitate equitable use of public space, and adhere to best practices for parking 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 – Develop on-street parking design and typical application standards and specifications, according to professional best practices.

Policy 6.4.5 – Encourage provision of covered bicycle parking.

#129

Amendment 6-3

Justification: Clarify a program point under Motor Vehicles, and remove language inappropriate to a long-range planning document.

Text of amendment: pg. 71, second bullet point under Motor Vehicles:

- Make safety improvements in infrastructure, design, or regulations that reduce crashes. ~~Quickly respond to emergencies.~~

#130

Amendment 6-4

Justification: Clarify a program point that is currently too long, encompasses too many different ideas, and references a concept that most people don't know about.

Text of amendment: Pg. 71, 6th bullet point from the top. Program under the heading: "General."

Current: Utilize options for experimentation, the use of temporary traffic countermeasures, and pilot programs or Urban Mechanics that increases civic participation, improves streets, and boost educational outcomes through art and other creative activities.

New: Two bullet points –

- 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.

Amendment 6-5

#131

Justification: Transportation Demand Management is a common strategy for planners throughout the world to address ever-increasing automobile use in a holistic way, recognizing that it is unsustainable to simply continue to build street capacity. Many aspects of TDM are routinely employed in Bloomington and others should be implemented.

Text of amendment: Pg. 63, second paragraph, remove the first word "Finally". After this paragraph, add:

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.

Comprehensive Plan Amendments – Chapter 7
Isabel Piedmont-Smith

Amendment 7-1

#132

Justification: Make sure we only allow the creation of new parking garages or lots in the context of a Transportation Demand Management system. We only want to dedicate space for cars (instead of people) if it's really necessary.

Amendment text: Ch. 7 Land Use, Downtown, pg. 80
7th bullet point, right column

Current text: As an alternative to surface parking lots, multi-story parking garages should be constructed and active transportation services should be expanded, allowing for more land to be developed as mixed-use buildings.

New text: New parking garages or lots should only be approved in the context of a Transportation Demand Management system while also encouraging more active transportation (bicycling and walking).

Amendment 7-2

#133

Justification: To ensure height of buildings in Urban Village Centers blends with surrounding residential neighborhoods.

Amendment text: Ch. 7 Land Use, Urban Village Center, pg. 83

Land Use Development Approvals

Add bulletin point – Height of Urban Village Center buildings should step down to surrounding residential land uses and should not overshadow residential neighborhoods.

Amendment 7-3

#134

Justification: Avoid redundancy

Amendment text: Ch. 7 Land Use, Urban Corridor, top of pg. 84

Current text: *Urban Services:* Urban Corridor districts have excellent access to most urban services because of their proximity to major roadways, utilities, and other services like transit, fire, and police service.

New text: *Urban Services:* Urban Corridor districts have excellent access to major roadways, utilities, and other services like transit, fire, and police service.

Amendment 7-4

#135

Justification: Clarify that green space beyond basic landscaping should be provided for large developments. “Open space” could be interpreted as something other than green space and could be impermeable, adding to increased stormwater runoff. We must recognize the benefits of green infrastructure (trees as carbon sinks, natural stormwater benefits, shading for pedestrians, etc.).

Amendment text: Ch 7 Land Use, Regional Activity Center, pg. 85

In section *Site Design*

With redevelopment and infill, centers should be updated with site designs that use high-quality materials and provide landscaping, lighting, pedestrian accommodations, and **even-open green** space if over a certain size.

In section *Land Use Development Approvals*

Third bullet point, bottom of page

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 as well as** multiuse paths and trails that connect to nearby neighborhoods.

Amendment 7-5

#136

Justification: Currently, Regional Activity Centers are very unfriendly to bicyclists and pedestrians, which could be greatly improved through marked bicycle paths in and around parking lots.

Amendment text: Ch. 7 Land Use, Regional Activity Center, pg. 85

In section *Site Design*:

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.

#137 **Amendment 7-6**

Justification: If you think about the College Mall area or the westside stripmall, adding additional stories and on-site residential uses would be a major change. The bullet points in this section do point to significant changes from the current layout in RAC's, so this amendment would not necessitate change in the language of the bullet points.

Amendment text: Ch. 7 Land Use, Regional Activity Center, pg. 85

In section *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 ~~not~~ a significant change; therefore the **Enhance Transform** theme should be used for development approvals.

#138 **Amendment 7-7**

Justification: As a matter of sustainability and local resilience, we should explore plantings that produce food in city parks, as well as an expansion of the community gardens program. Also, correction of a typo in Griffy Lake Nature Preserve.

Amendment text: Ch. 7 Land Use, Parks/Open Space, pg. 86

In section *Background and Intent*:

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 ~~Nautre~~ **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.

#139 **Amendment 7-8**

Justification: Clarify the guidelines to be considered for development in focus areas. The sustainability paragraph is currently unclear, the historic preservation paragraph is currently very general and not localized, and the Urban Design Toolkit is not defined anywhere.

Amendment text: Ch. 7 Land Use, Focus Areas, pg. 89

(A) Sustainability

Current Text:

To improve environmental, social, and economic performance at both the individual site level and the neighborhood level. Trends in land use and design continue to push the envelope in these arenas. Demographic shifts favor more urban development that offers interconnectedness and mobility, downplays physical space and privacy, and prefers green amenities. Often, transforming an area depends upon changes in the highest and best use. These changes can also account for capital gains realized through sustainable practices.

New text:

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.

(B) 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 ~~national~~ 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.

(C) ~~Urban Design Toolkit~~ 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 a ~~form-based code~~ this approach can offer more predictability than flexible Planned Unit Development processes offer.

#140

Amendment 7-9

Justification: To recognize the problem of gentrification in the Trades District as part of the city's overall goal of increasing affordable housing. Plus, correct a typo.

Amendment text: Ch. 7 Land Use, Certified Technology Park and the Trades District, pg. 90

Land Use Development Approvals: Land use policy guidance shall first utilize ~~The~~ 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. ~~Furthermore, the~~ 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.

Amendment 7-10

#141

Justification: This large undeveloped area within the city is an excellent opportunity to encourage local food production to increase sustainability and resilience of our community.

Amendment text: Ch. 7 Land Use, West Fork of Clear Creek, pg. 92

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.**

Name/Organization of Author (required): Brad Wisler

Contact email/phone number: brad@sproutbox.com

Brief synopsis/justification for Amendment:

The Solid Waste section on page 41 laments the emissions from collection and disposal of solid waste going to the landfill, but fails to address the same problem with disposing of our recyclable materials. It also assumes that our recyclable materials are permanently diverted from the landfill, which has not always been the case. We must find local buyers, processors, and end users for our recyclable materials in order for our recycling program to have a net positive environmental impact.

#142 Proposed Amendment:

After the sentence:

Trucks drive all around Bloomington to collect our wastes; then they drive about 55 miles to dispose of it in the Sycamore Ridge Landfill.

Insert the following:

Even recyclable materials may be transported long distances by truck before being processed, and may ultimately be redirected to a landfill.

Amend the sentence:

Diverting solid waste from landfills also reduces greenhouse gasses.

To read:

Diverting solid waste from landfills to local recyclers and re-users also reduces greenhouse gasses.

Add the following sentence to Policy 3.5.1

Work to ensure sustainability of our recycling program by encouraging local processing and use of our recyclable materials.

#143

Brief synopsis/justification for Amendment:

Use of two-wheeled motorized vehicles is increasing due to the cost effectiveness and reduced environmental impact. We should encourage this trend by providing parking that is dedicated for these vehicles.

Proposed Amendment:

Add the following to Policy 4.2.1:

Increase efficiency of our parking inventory by providing dedicated parking for two wheeled motorized vehicles.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

#144

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 16 Infographic & Page 19, column 1, paragraph 2:

Between 2010 and 2030, Ratio Architects Inc. project that the Bloomington area will need about 7,500 new housing units. In addition, some current housing will need to be replaced, a figure projected at 6,100 units. Add replacement to new housing, and there will be demand for 13,600 new housing units between 2010 and 2030.

Values listed on Page 19 are different than those on the Page 16 infographic. Something is incorrect.

I like infographics but the one on Page 16 isn't very clear and it doesn't add technical value.

Proposed Amendment (must provide the exact text that will be considered):

Delete infographic on Page 16 or modify it to be clearer. Values in infographic and reported later in the document should be consistent and accurate.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

#145

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 24, column 2, paragraph X:

Goal 1.1 includes the public's safety but there is no policy statement that addresses that need.

Proposed Amendment (must provide the exact text that will be considered):

Addition:

Policy 1.1.X: Prioritize appropriate staffing, resources, and training for the City Police and Fire Departments.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#146

Page 40, column 2, paragraph 3:

In 2015, to prepare and transport clean water for human consumption, the City of Bloomington Utilities Department accounted for 46% of energy use and 60% of greenhouse gas emissions.

Source of information is not provided. It is unclear what the percentages are of (e.g., 46% of whose energy use?)

Proposed Amendment (must provide the exact text that will be considered):

Add source and clarify data meaning.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#147

Page 42, column 2, paragraph 7:

Policy 3.2.3: Encourage and facilitate tree planting on both public and private properties.

Trees create significant maintenance and accessibility concerns along City sidewalks and other facilities.

Proposed Amendment (must provide the exact text that will be considered):

Policy 3.2.3: Encourage and facilitate tree planting on both public and private properties with developed standards to minimize damage to critical infrastructure like sidewalks.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

#148

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 42, column 2, paragraph X:

Goal 3.2 is about reducing the built environment's environmental impacts. Pervious surfaces are frequently utilized to address this but maintenance requirements don't exist even though maintenance is critical to their success.

Proposed Amendment (must provide the exact text that will be considered):

Addition:

Policy 3.2.X: Implement maintenance requirements for green infrastructure such as pervious parking surfaces.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

#149

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 52, column 2, paragraph 1:

Parking turnover and utilization rates

This indicator is listed under the “Downtown events are frequent and well attended” Outcome but would more appropriately be placed under the “Downtown business environment is vibrant and sustainable” Outcome.

Proposed Amendment (must provide the exact text that will be considered):

Move to the “Parking turnover and utilization rates” indicator to the “Downtown business environment is vibrant and sustainable” outcome

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

#150

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 56, column 2, paragraph 1:

New multifamily housing projects catering largely to students must be better planned and distributed adjacent to campus or in underdeveloped commercial corridors along transit routes outside Downtown, but still relatively close to the university.

This is the background section of the Housing & Neighborhood Chapter. The statement is not a background statement but more of a policy statement belonging elsewhere in the document. The statements prior to this in the document provide some related background information.

Proposed Amendment (must provide the exact text that will be considered):

Delete the highlighted text from this section of the report.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#151

Page 59, column 2, paragraph 1:

Policy 5.3.4: Evaluate the cumulative impact of regulations and the development review process and how it affects the ability of housing developers to meet current and future housing demand.

This appears to be better suited as a program activity than a policy statement.

Proposed Amendment (must provide the exact text that will be considered):

Move the current policy statement to the program section of the plan.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

#152 **Brief synopsis/justification for Amendment** (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 62, column 1, paragraph 1:

Transportation enables us to connect with people and places in our community, but transportation is more than just covering the distance between destinations. Streets are our largest public space in terms of land area, and public streets have long functioned as places to interact socially, to conduct business, or to gather for events such as markets, parades, or festivals. Rights of way are the foundation of our transportation system and must accommodate the diverse needs of our population, from a child walking to school to a delivery truck taking products to a local restaurant. 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.

While extremely related, this paragraph appears to confuse transportation and public space (or right of way).

In prior Plan Commission Comp Plan meetings a citizen requested that the Plan make it clear that transportation is a basic need for all. It seems appropriate to start off the transportation chapter with that statement.

Proposed Amendment (must provide the exact text that will be considered):

Transportation is a basic need that enables ~~us residents and visitors~~ to connect with people, services, and places in ~~our the~~ community, ~~but transportation is more than just covering the distance between destinations.~~ Rights of way are the foundation of ~~our the~~ transportation system and must accommodate the diverse needs of ~~our the~~ population, from a child walking to school to a delivery truck taking products to a local restaurant. ~~Streets are our~~ 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 public space in terms of land area, and public streets have long functioned as places to interact socially, to conduct business, ~~or 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.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: cibora@bloomington.in.gov

#153 **Brief synopsis/justification for Amendment** (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 62, column 1, paragraph 3:

The transportation mode we choose—walking, bicycling, taking public transit, or driving—and the route we pursue depend on many variables such as what modes are available to us, what paths are available, the safety of the routes, and the travel time required.

This text can be enhanced.

Proposed Amendment (must provide the exact text that will be considered):

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.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: cibora@bloomington.in.gov

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 64, column 1, paragraph 1:

#154 *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.*

This is the background section of the Transportation Chapter and a paragraph about safety and Vision Zero. This statement is not a background statement.

Proposed Amendment (must provide the exact text that will be considered):

Delete the highlighted text from this section of the report.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: cibora@bloomington.in.gov

#155

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 65, column 1, paragraph 1:

Bloomington must continue working to provide transportation infrastructure that allows people of all ages and abilities to use a bicycle for transportation.

There are people that will not be able to use a bicycle for transportation (e.g., physical disabilities). This statement makes it seem the City needs to design infrastructure for all people to be able to use a bicycle for transportation.

Proposed Amendment (must provide the exact text that will be considered):

Bloomington continues working to provide transportation infrastructure that attracts more people to use a bicycle for transportation.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#156

Page 66, column 1, paragraph 2:

Driving is not always an option; in Bloomington, 11% of residents are too young to drive, and among adults, driver's license rates are decreasing in most age groups.

Request to add source.

Proposed Amendment (must provide the exact text that will be considered):

Add source

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#157

Page 66, column 1, paragraph 4:

Locating multifamily housing, employment, and other intensive land uses near or along transit routes helps to improve access.

I agree with this statement but I think it is also important for transit providers to provide transit service to areas with many potential transit users/land uses.

Proposed Amendment (must provide the exact text that will be considered):

Locating multifamily housing, employment, and other intensive land uses near or along transit routes helps to improve access, and vice-versa.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

#158

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 66, column 2, paragraph 3:

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.

There is limited space to enhance the network. Sometimes additional space is needed and acquired for accessibility and safety improvements (not just projects that increase vehicular capacity).

Proposed Amendment (must provide the exact text that will be considered):

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.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#159

Page 66, column 2, paragraph 4:

Speed is a key contributor to crashes involving people walking, on bicycle, and in motor vehicles, and it is directly related to crash severity. Enforcement and education are important for requiring appropriate speeds. We must also design urban infrastructure that lowers speeds and minimizes crash risk and severity for all users.

Speed is typically not the primary contributor to crashes but a contributor to the severity of the crash. For example, failing to yield at a stop sign may cause a crash. The speed one goes through the stop sign affects the severity. Emphasis needs to be placed on the 3 E's (Enforcement, Education, and Engineering). Frequently the focus is only on engineering.

Proposed Amendment (must provide the exact text that will be considered):

Speed is ~~a key contributor to crashes involving people walking, on bicycle, and in motor vehicles, and it is~~ directly related to crash severity. Enforcement and education are critical to achieve low speed driving behavior. ~~important for requiring appropriate speeds. We must also design urban-~~Urban infrastructure can also be designed to encourage low ~~that lowers~~ speeds and minimizes crash risk and severity for all users.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#160

Page 66-67:

The City does not have the space or resources to significantly expand roads and intersections within our built-out, urban environment. In addition, every medium and large-sized city that has attempted to reduce congestion by building more motor vehicle capacity has only induced more demand and created further congestion. The cities that have most successfully managed congestion and improved transportation long-term have done so by investing in walking, bicycling, and public transportation. While these investments most obviously benefit users of those modes, we must recognize that every person walking, on bicycle, or in a bus represents one less car on the street.

I'm concerned that this paragraph has a lot of statements without appropriate references. Building road capacity does not "only induce more demand and create further congestion". Further, many cities that promote active/public transportation investments still have significant congestion and typically also complete capacity building projects.

Proposed Amendment (must provide the exact text that will be considered):

The City does not have the space or resources to significantly expand roads and intersections within ~~our~~ the built-out, urban environment. Many ~~In addition, every~~ medium and large-sized

~~cities with similar challenges are city that has attempted attempting to manage reduce congestion and improve transportation long-term by investing in walking, bicycling, and public transportation rather than solely by building more motor vehicle capacity has only induced more demand and created further congestion. The cities that have most successfully managed congestion and improved transportation long-term have done so by investing in walking, bicycling, and public transportation. While these investments in active and public transportation most obviously benefit users of those modes, we must recognize that every person walking, on bicycling, or in a bus represents one less car on the street.~~

Name/Organization of Author (required): Andrew Cibor

Contact email/phone number: cibora@bloomington.in.gov

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

[Page 67, column 2, paragraph 2](#)

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

National trends in context-sensitive solutions and “Complete Streets” have begun to address these shortcomings. New approaches balance speed, traffic flow, and roadway design while enhancing historic neighborhoods and natural features in order to create streets that support vibrant work, living, and shopping areas.

[The MTP does not prioritize traffic flows, establish speeds, aid in maintenance schedules, or emergency routes. While that 2002 plan may be less than ideal, I’m concerned the text stretches the truth and dismisses a tool successfully used throughout the country.](#)

[Complete streets do all of these things but they also promote sustainability. The sustainability component is not highlighted in the draft plan.](#)

Proposed Amendment (must provide the exact text that will be considered):

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.

#161

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#162

Page 69, column 2, paragraph 2

Goal 6.2 Maintain an efficient transportation network for all users.

This goal is incomplete

Proposed Amendment (must provide the exact text that will be considered):

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

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#163

Page 69, column 2, paragraph 7

Add a new policy statement about evaluating, funding, and maintaining City transportation infrastructure.

Proposed Amendment (must provide the exact text that will be considered):

Policy 6.2.X: Evaluate city roads, sidewalks, paths, trails, ramps, and traffic devices regularly and implement an adequately funded maintenance program.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#164

Page 70, column 1, paragraph 5

Add a new policy statement about utilizing education and enforcement to help achieve the goal of protecting neighborhood streets and providing a range of transportation options.

Proposed Amendment (must provide the exact text that will be considered):

Policy 6.3.X: Utilize education and enforcement programs to support desired motorist and active transportation user behavior.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#165

Page 70, column 1, paragraph 8

Policy 6.4.3: Prioritize on-street parking spaces for equitable and environmentally conscious uses.

It is not clear to me what equitable and environmentally conscious parking uses are. Some examples may help better define this.

Proposed Amendment (must provide the exact text that will be considered):

Policy 6.4.3: Prioritize on-street parking spaces for equitable and environmentally conscious parking uses such as accessible parking spaces, car sharing, etc.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#166

Page 70, column 1, paragraph 8

Policy 6.4.4: Develop on-street parking design and typical application standards and specifications.

This statement is more appropriately located in the program section of the Plan

Proposed Amendment (must provide the exact text that will be considered):

Move Policy 6.4.4 to the motor vehicle parking program section.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

#167

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 70, column 1, paragraph 12

Policy 6.5.1: Prioritize safety and accessibility over capacity and level of service in transportation planning, design, construction, and maintenance decisions.

Level of service can represent quality and comfort of pedestrian, bicycle, and transit service.

Proposed Amendment (must provide the exact text that will be considered):

Policy 6.5.1: Prioritize safety and accessibility over capacity ~~and level of service~~ in transportation planning, design, construction, and maintenance decisions.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#168

Page 70-72

The Plan highlights many of the things desired but misses many of the things required. Several new programs are suggested for addition to the plan.

Proposed Amendment (must provide the exact text that will be considered):

General

- 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.

Motor Vehicles

- Evaluate existing intelligent transportation system (ITS) facilities and prioritize needed investments to operate and maintain an efficient transportation network.
- Manage and operate an efficient and effective street sweep and snow removal program.
- Develop targeted pavement condition indexes for the road typologies and implement an asset management plan to achieve the targeted thresholds.
- 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

Bicycle and Pedestrian Transportation

- Maintain a sidewalk, path, trail, and curb ramp maintenance program.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#169

Page 77

IU appears to be its own Land Use type in the Future Land Use Map. The Plan’s text makes it clear this is not the case but many people may just focus on the map.

Proposed Amendment (must provide the exact text that will be considered):

Add a note on the figure specifying that Indiana University is a part of the Institutional/Civic land use category

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#170

Page 82

The Neighborhood Residential land use category is defined with the following background characteristic:

“curvilinear street network of local, often with limited connectivity, low traffic volume streets”

While this is true in many locations I don’t think that would be the desire of a future neighborhood residential development.

Proposed Amendment (must provide the exact text that will be considered):

Add the following bullet to the land use development approval criteria:

- Large developments should develop a traditional street grid with short blocks to reduce the need for circuitous trips.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

Page 88, column 2, paragraph 1

#171

The Parks/Open Space district includes neighborhood and community parks, greenways and natural areas, multi-use trails, golf courses, and other recreational amenities.

Use of the term ‘greenways’ is not consistent and the word is not clearly defined.

Proposed Amendment (must provide the exact text that will be considered):

The Parks/Open Space district includes neighborhood and community parks, natural areas, multi-use trails, golf courses, and other recreational amenities.

Name/Organization of Author (required): **Andrew Cibor**

Contact email/phone number: **cibora@bloomington.in.gov**

Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change):

#172

Page 92, column 1

Land use development approval guidance is not provided to assist the Regional Academic Health Center Focus Area. This may have been omitted given much of this area is IU owned and operated (outside City jurisdiction); however, not everything within this Focus Area is outside of the City's land use jurisdiction.

Suggest staff draft some proposed approval guidance language for this focus area.

Proposed Amendment (must provide the exact text that will be considered):