

# City of Bloomington Common Council

## Legislative Packet

Containing legislation and materials related to:

Wednesday, 10 May 2023

Regular Session at 6:30pm



# CITY OF BLOOMINGTON COMMON COUNCIL

AGENDA AND NOTICE:  
REGULAR SESSION  
WEDNESDAY | 6:30 PM  
10 May 2023

*Council Chambers (#115), Showers Building, 401 N. Morton Street*

*The meeting may also be accessed at the following link:*

<https://bloomington.zoom.us/j/81823084385?pwd=RjBKKeE94TmJSUFDINWdzQmRmYVZHDz09>

- I. **ROLL CALL**
- II. **AGENDA SUMMATION**
- III. **APPROVAL OF MINUTES:**
  - A. 18 May, 2022 – Regular Session
- IV. **REPORTS** (*A maximum of twenty minutes is set aside for each part of this section.*)
  - A. Councilmembers
  - B. The Mayor and City Offices
    - i. Report on Addressing Deer Feeding
    - ii. Status report on Plexes/ADUs per Ordinance 21-23
  - C. Council Committees
  - D. Public\*
- V. **APPOINTMENTS TO BOARDS AND COMMISSIONS**
  - A. Approval of Bylaws Amendment for City of Bloomington Capital Improvements, Inc.
- VI. **LEGISLATION FOR SECOND READINGS AND RESOLUTIONS**
  - A. Ordinance 23-10 – To Amend Title 20 (Unified Development Ordinance) of the Bloomington Municipal Code – Re: Amendments and Updates Set Forth in BMC 20.03 and 20.04
  - B. Ordinance 23-08 – To Amend the Traffic Calming and Greenways Program Incorporated By Reference Into Title 15 (“Vehicles and Traffic”) of the Bloomington Municipal Code – Re: Amending the Traffic Calming and Greenways Program Incorporated by Reference into Bloomington Municipal Code Section 15.26.020

(over)

\*Members of the public may speak on matters of community concern not listed on the agenda at one of the two public comment opportunities. Individuals may speak at one of these periods, but not both. Speakers are allowed five minutes; this time allotment may be reduced by the presiding officer if numerous people wish to speak.

To request an accommodation or for inquiries about accessibility, please call (812) 349-3409 or e-mail [council@bloomington.in.gov](mailto:council@bloomington.in.gov).

**VII. LEGISLATION FOR FIRST READINGS**

- A. Appropriation Ordinance 23-04** – To Specially Appropriate from the General Fund, ARPA State and Local Fiscal Recovery Fund, Parks and Recreation General Fund, and Motor Vehicle Highway Street Fund, Expenditures Not Otherwise Appropriated (Appropriating a Portion of the Amount of Funds Reverted to Various City Funds at the End of 2022 for Unmet Needs in 2023)

**VIII. ADDITIONAL PUBLIC COMMENT \***

*(A maximum of twenty-five minutes is set aside for this section.)*

**IX. COUNCIL SCHEDULE**

**X. ADJOURNMENT**

\*Members of the public may speak on matters of community concern not listed on the agenda at one of the two public comment opportunities. Individuals may speak at one of these periods, but not both. Speakers are allowed five minutes; this time allotment may be reduced by the presiding officer if numerous people wish to speak.

To request an accommodation or for inquiries about accessibility, please call (812) 349-3409 or e-mail [council@bloomington.in.gov](mailto:council@bloomington.in.gov).



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

Minutes for Approval

---

18 May 2022



In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, May 18, 2022 at 6:30pm, Council President Susan Sandberg presided over a Regular Session of the Common Council.

COMMON COUNCIL  
REGULAR SESSION  
May 18, 2022

Councilmembers present: Matt Flaherty, Isabel Piedmont-Smith, Dave Rollo, Kate Rosenbarger, Susan Sandberg, Sue Sgambelluri, Jim Sims, Ron Smith, Stephen Volan (arrived at 6:34pm)  
Councilmembers present via Zoom: none  
Councilmembers absent: none

ROLL CALL [6:31pm]

Council President Susan Sandberg summarized the agenda.

AGENDA SUMMATION [6:31pm]

There were no minutes for approval.

APPROVAL OF MINUTES [6:34pm]

Volan reported on his signing on to a petition titled "Coalition Against Bigger Trucks" focused on preventing larger tractor-trailers on smaller roads not designed for them. He provided details.

REPORTS

- COUNCIL MEMBERS [6:34pm]

Sandberg spoke on her attendance of the 10<sup>th</sup> Annual Catholic Charities benefit luncheon and the group's work.

Ben Sharaf, Fellow in the Planning and Transportation Department, presented the Bloomington Habitat Connectivity Plan report. He discussed the Environmental Commission, five recommendations for habitat connectivity in the city, and reasons supporting the effort. He described deliverables including linking areas of greenspace, maps, pledge for landowners to voluntarily contribute to the connectivity efforts, next steps like community engagement, new funding channels, updating existing information, and to create binding goals and policies.

- The MAYOR AND CITY OFFICES [6:41pm]

Sgambelluri asked about community feedback.

Sharaf replied that there had been positive feedback but that it had not been from all neighborhood association members.

Sgambelluri asked about other objectives with increased funding.

Sharaf said that it was early in the process so he was not sure how much funding would be needed. He explained how the city could purchase native species at a low cost.

Rollo asked what the criteria was for evaluating greenspace.

Sharaf said the criteria included slope, density of forest, waterways, how well the soil could absorb water. He said it was from the Coberry Report.

Rollo mentioned the tree survey and other criteria to include.

Sharaf agreed and said that since he was graduating from Indiana University, hopefully the next Fellow would be able to continue the efforts.

Smith summarized the Plan Commission's recent work on changes to fees related to the Planning and Transportation department, Planned Unit Developments (PUDs) being considered, Trinitas Ventures project on Arlington Road, an apartment complex off of 17<sup>th</sup> Street, and the discussion regarding the avoidance of monolithic structures.

- COUNCIL COMMITTEES [6:56pm]

Flaherty asked Smith if the topic of maximum widths had been discussed.

Smith stated that it had not. But that the discussion was mainly focused on concerns with the Unified Development Ordinance (UDO) and the allowance of monolithic structures.

Marc Haggerty said that the Flying Haggerty's were performing with Cirque du Soleil, and discussed basketball courts at Switchyard Park which had been unplayable for the previous four months. He highlighted the importance of the goals because it was a location available to poor kids and provided reasons. He also commented on the need for lights on the basketball courts, like were already present in the skate park and other areas. He also requested padding on the upright basketball goals for safety purposes.

• PUBLIC [7:02pm]

Michael Carmin spoke about high cost housing and concerns with the city's complicity. He discussed assessed value of properties, housing crises, and the city's role including sewer service expansion, and approving new housing developments along with the county.

Stephen Lucas, Council Attorney, read a comment submitted via Zoom chat from Sam Dove, commenting on the trash left in parks by the unhoused.

Phillip Emmy spoke against gas-powered leaf blowers. He commented on noise pollution, dangers, pollution and emissions, and the degradation of the quality of life.

Hugh Kramer also spoke against gas-powered leaf blowers. He discussed pollution, noise disturbance, usage, and toxic fumes. He commented on the leaf blowers used by his neighbors year round. There were no city regulations regarding leaf blowers.

There were no appointments to boards or commissions.

APPOINTMENTS TO BOARDS AND COMMISSIONS [7:24pm]

LEGISLATION FOR FIRST READING [7:24pm]

Rollo moved and it was seconded that Ordinance 22-15 be introduced and read by title and synopsis only. The motion was approved by voice vote. Clerk Nicole Bolden read the legislation by title and synopsis.

Ordinance 22-15 - To Vacate a Public Parcel - Re: A 12-Foot Wide Alley Segment Running East/West between the B-Line Trail and the First Alley to the West, North of 7th Street and South of 8th Street (Peerless Development, Petitioner) [7:24pm]

Sandberg referred Ordinance 22-15 to the Committee of the Whole to meet on May 25, 2022 beginning at 6:30 pm.

Rollo moved and it was seconded that Ordinance 22-16 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Ordinance 22-16 - To Amend Title 2 of the Bloomington Municipal Code Entitled "Administration and Personnel" - Re: Amending BMC 2.12.130 (Citizens' Redistricting Advisory Commission) [7:25pm]

There was brief discussion on the consideration of Ordinance 22-16.

LEGISLATION FOR SECOND READING AND RESOLUTIONS [7:25pm]

Rollo moved and it was seconded that Resolution 22-11 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Resolution 22-11 - To Approve and Authorize the Execution of a Collective Bargaining Agreement Between the City of Bloomington and the Fraternal Order of Police, Don Owens Memorial Lodge 88

Rollo moved and it was seconded that Resolution 22-11 be adopted.

Michael Rouker, City Attorney in the Legal department, presented the legislation and summarized the process. He noted the key items in the Fraternal Order of Police’s (FOP) and City of Bloomington’s collective bargaining agreement including salary increases, increase in longevity pay, and impacts on salary beginning in 2023. He discussed the impact on pensions as a major benefit to retirees, overtime pay, and annual carryover of leave benefit.

Resolution 22-11 (cont’d)

Piedmont-Smith asked for clarification on the reduction of the clothing allowance by \$1100 to \$500.

Council questions:

Rouker said it was not a reflection on the reduced cost of items necessary for police officers, and the police department provided much of the necessary equipment. The clothing allowance was moved into the base pay as a benefit to police officers because it was included in the calculation of pensions. He said that \$500 was sufficient for covering expenses for various items not covered by the department.

Piedmont-Smith asked about the cleanup provisions like the allowance for parking passes for FOP employees. She asked what police officers paid for parking.

Rouker said that there was not a substantive difference. It was a difference of having employees pay up front and then be reimbursed. Police officers paid \$2.00 like other employees.

Piedmont-Smith asked if police officers would be impacted by the upcoming cash out programs.

Rouker stated that they would not be impacted since they parked at the police station or other police buildings.

Paul Post, FOP Lodge 88 president, said that the clothing allowance was adequate. He commented on the process, and thanked council for their support. He reminded council that the Bloomington Police Department (BPD) remained understaffed by twenty officers. He commented on the benefits and new contract that would assist in recruiting, et cetera. BPD would be more competitive with other departments.

Public comment:

Rollo was impressed with the agreement and stated that it helped BPD be competitive. He asked staff to report back with data on recruitment and retention under the new agreement and benefits.

Council comment:

Sandberg mentioned her observations during the agreement negotiation process. She said the FOP team did an excellent job in providing information during the process. The agreement was a good start in having BPD be competitive and having adequate staff.

The motion to adopt Resolution 22-11 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Resolution 22-11 [7:41pm]

Rollo moved and it was seconded that Ordinance 22-09 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 7, Nays: 0, Abstain: 0.

Ordinance 22-09 – To Amend Title 20 (Unified Development Ordinance) of the Bloomington Municipal Code – Re: Technical Corrections Set Forth in BMC 20.03 [7:41pm]

Rollo moved and it was seconded that Ordinance 22-09 be adopted.

Scott Robinson, Director of Planning and Transportation, presented Ordinance 22-09. He commented on the Unified Development Ordinance (UDO) amendments being considered that evening. He noted that council adopted the Comprehensive Plan in 2018 and planners used the implementation tool of zoning code. He

commented on the history of the UDO and provided examples that staff looked at regarding the new UDO. He also noted actions council could take going forward.

Ordinance 22-09 (cont'd)

Jackie Scanlan, Development Services Manager in Planning and Transportation, presented Ordinance 22-09 and summarized the key points including proposed changes, presented to the Plan Commission, and incentives.

Rollo asked what the typical floor plate size for a large development was, especially those with too much mass.

Council questions:

Scanlan clarified that the typical complaints were for buildings that were large, like the one formerly named Smallwood, which was over sixty thousand square feet. She said that size was even larger than what would be allowed with the proposed changes depending on the district zone. She provided an example.

Volan asked if floorplate was the same as footprint.

Scanlan confirmed that was correct.

Sims asked for clarification on the changes and if the goal was to recalibrate sustainability and affordability incentives.

Scanlan responded that since the update to the UDO, staff wanted to see if incentives generated more sustainable and affordable designs. She said there were very few uses of the incentives by developers. Staff wanted to make it more likely that the incentives were used while still having development be profitable.

Flaherty commented that many of the complaints and concerns about the large developments was based on the façade. He asked staff why floorplate was used instead of maximum building widths.

Scanlan said that staff had discussed widths, but floorplate was recommended by the consultant as a start. She said that widths were something that should be explored in the future.

Robinson added that prior to the new UDO, much of the downtown development had architectural constraints. He explained that the floor plate incentives were intended to have similar constrains.

Piedmont-Smith moved and it was seconded to adopt Amendment 01 to Ordinance 22-09. She said it corrected two typos.

Amendment 01 to Ordinance 22-09

Amendment 01 Synopsis: This amendment corrects grammatical errors in the ordinance.

Volan asked about the process regarding amendments.

Lucas explained that it was to go through the normal process.

There was no public comment.

Public comment:

There was no council comment.

Council comment:

The motion to adopt Amendment 01 to Ordinance 22-09 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Amendment 01 to Ordinance 22-09 [8:00pm]

There was no public comment.

Public comment:

Flaherty thanked staff for their work. He supported the iterative approach to incentives. He said that building width maximums could be used to help control the monotony of development especially since that was what a pedestrian or driver would see. He

Council comment:

said that some odd shaped lots would still allow for a long, but shallow structure. He provided examples.

Ordinance 22-09 (cont'd)

Rollo believed it was a step in the right direction and agreed that building widths needed to be capped. He said spacing between buildings also needed to be included, as well as architectural design.

Sandberg said that she too agreed that more needed to be done including maximizing affordability and sustainability incentives. She used Verve as an example of a development not having affordable and sustainable units. She commented on the community's concerns about what was being built and defined as increasing density. Sandberg wished that there were more types of incentives that could be offered to developers, other than more floor space.

Volan said that when the Verve was approved it was the largest in the city's history, and was processed as a Planned Unit Development (PUD). With that, the developer agreed to fund a transit line in perpetuity. He commented on the PUD process and provided some history. He said that not everyone in the community was opposed to the large scale buildings. He discussed some of the taller buildings and urged the community to recognize that those buildings did provide more density.

The motion to adopt Ordinance 22-09 as amended received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Ordinance 22-09 as amended [8:08pm]

Rollo moved and it was seconded that Ordinance 22-10 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 5, Nays: 0, Abstain: 2. The committee do-pass recommendation for Amendment 01 was Ayes: 5, Nays: 0, Abstain: 2.

Ordinance 22-10 – To Amend Title 20 (Unified Development Ordinance) of the Bloomington Municipal Code – Re: Technical Corrections Set Forth in BMC 20.04 [8:08pm]

Rollo moved and it was seconded that Ordinance 22-10 be adopted.

Scanlan provided a synopsis of Ordinance 22-10 and summarized the amendments.

Smith moved and it was seconded to adopt Amendment 01 to Ordinance 22-10. Scanlan summarized Amendment 01.

Amendment 01 to Ordinance 22-10

Amendment 01 Synopsis: This amendment proposes changes to the existing Incentives section in Chapter 4 of Title 20, the Unified Development Ordinance. After working with the incentives since their adoption, the Department is proposing various changes in order to increase utilization of the incentives, as well as improve the outcomes of projects that utilize these incentives. These changes work in tandem with other changes proposed in Chapter 3. These changes were always intended to be included in the Ordinance update that went to Plan Commission, but were omitted through an error during the compilation of the Plan Commission packets. The amendment proposes the following:

- Increase the earnings threshold for 7.5 percent of affordable units in a Tier II affordable housing incentive bonus project from 80 percent to 90 percent
- Alter the requirements for Student Housing or Dormitory projects outside of the MD zoning district, removing the linkage study requirement
- Increase bulk reductions eligible in an affordable housing incentive bonus project

- Split the benefit for using both the affordable housing and sustainable incentives by Tier
- Add a proof of advertising requirement before occupancy for affordable housing incentive bonus projects
- Increase the allowable distance from the project site for associated affordable units to ¼ mile for affordable housing incentive bonus projects
- Alter the process for a Payment-in-Lieu agreement for affordable housing incentive bonus projects
- Reorganize the sustainable development incentive section
- Require compliance with more sustainable practices to receive the incentive bonuses
- Increases base Solar Reflectance Index readings for hardscape and roofing that is lightcolored and being used for incentive bonuses
- Increase the percentage of spaces that are required to be covered to receive incentive bonuses for covered parking

Amendment 01 to Ordinance 22-10 (cont'd)

Flaherty asked about the payment in lieu option, and referenced concerns with that option. He asked for clarification on the change.

Council questions:

Robinson explained that it was based on the assessment of the requests that were coming in to staff. Most developments were opting for sustainability incentives and not affordability ones. He said that the change was an effort to incentivize developers to have both affordable and sustainable components to their proposals.

Flaherty understood that there would not be a revenue source for the housing development fund, and the goal was to use the incentive to fund that program.

Robinson confirmed that was correct and was specific to student housing projects.

Flaherty asked if staff had heard from developers that this was something they wanted.

Robinson responded that staff had not heard that specifically, and said that developers had still been using the PUD process.

John Zody, Director of Housing and Neighborhood (HAND) Development department, noted that the Verve had used the payment in lieu option.

Sgambelluri asked for clarification on the payment in lieu changes and the removal of the Plan Commission from the process.

Robinson explained that the Plan Commission would still review the proposal, but not the linkage study and the payment in lieu.

Piedmont-Smith asked if it was correct that the incentives applied to all types of housing and not just student housing.

Robinson confirmed that was correct, but that based on the proposed projects, they were primarily for student housing.

Scanlan added that payment in lieu was in place for anyone wanting to use the incentives.

Piedmont-Smith said that developers were not considering affordable housing enough and that payment in lieu was going to be made easier in order to fund affordable housing elsewhere.

Robinson added that another issue was monitoring the units and ensuring that they were in compliance. He said that market-rate developers did not want to monitor affordable housing units in their business plan.

Jan Sorby asked how HAND was monitoring affordable housing units.

Public comment:

Smith thanked staff for their work.

Council comment:

Sandberg asked Zody to weigh in on how affordable housing units were monitored.

Zody explained that staff was in the process of setting up the program. There were about eleven hundred units, and about half were still under construction or had an approved design. Currently there were about five hundred units and HAND had reached out to those units, and found that most were in compliance. He provided additional details on the annual report to HAND on affordable housing unit compliance.

Amendment 01 to Ordinance 22-10 ( *cont'd*)

The motion to adopt Amendment 01 to Ordinance 22-10 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Amendment 01 to Ordinance 22-10 [8:37pm]

Piedmont-Smith moved and it was seconded to adopt Amendment 02 to Ordinance 22-10.

Amendment 02 to Ordinance 22-10

Amendment 02 Synopsis: This amendment corrects typographical errors in the ordinance.

There were no council questions.

Council questions:

There were no public comments.

Public comment:

There were no council comments.

Council comments:

The motion to adopt Amendment 02 to Ordinance 22-10 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Amendment 02 to Ordinance 22-10 [8:38pm]

Flaherty moved and it was seconded to adopt Amendment 03 to Ordinance 22-10. Flaherty summarized the proposed changes.

Amendment 03 to Ordinance 22-10

Amendment 03 Synopsis: This amendment is sponsored by Cm. Flaherty. It removes three proposed Notes under Table 04- 3 that would affect mixed-use district dimensional standards in a specified geographical area. Such standards would be more appropriately proposed as part of an Overlay Zoning District for the area in question.

Scanlan explained the changes including the downtown overlay, which was split into different districts based on different requirements. The change only applied to a small portion of the area. She provided additional details.

Robinson added that the UDO update process had included many conversations about the overlay districts and commented on the consultant's advice against multiple overlays and provided reasons. He clarified that it was focused on a specific area, Mixed Use Medium (MM) properties soon to be owned by the city, and allowed the city more leverage to work with developers. He asked council to not support Amendment 03 and instead support staff's recommendation.

Volan asked Flaherty to elaborate on the suggestion of what would go into the overlay.

Council questions:

Flaherty asked staff if the Hopewell site would be developed by right or if there would be other anticipated changes over time to allow the site to develop in alignment with staff's plans.

Volan concurred with the question and clarified his question. He asked if it was the city's intent to make parcels in the Hopewell area to be developed by right.

Robinson stated that the area was in possession of the city who would negotiate with interested parties via Request for Information (RFIs). He further explained the process.

Volan asked if the changes were proposed as an exception and if staff considered parking minimums and maximums.

Robinson explained that there were conversations about use of the garage on the site. In reviewing the process for platting, staff attempted to balance sustainability and affordability goals with the amount of land. He explained that was why staff did not propose changes to parking.

Volan asked why a minimum parking standard would be required in a dense population area.

Robinson explained that there was not a consensus with all stakeholders. He preferred working with RFIs and negotiating to offset parking needs, and using car sharing services and more.

Volan suggested that reducing the supply of parking areas might also reduce the purchasing cost of a unit in that area.

Robinson clarified that staff recognized the differing needs of the community, including parking. He did not intend to hinder options for interested developers. He explained it was intended as a pilot and that Amendment 03 was more focused on impervious surfaces.

Volan thought parking needs were really parking demands.

Flaherty added that the district dimensional standards included a maximum of four stories not to exceed fifty feet. He said there were other considerations aside from parking.

Rollo asked what the capacity of the garage on the site was.

Robinson believed it was around three hundred spaces.

Piedmont-Smith stated that the hospital site's master plan noted the existing garage had four hundred and eighty spaces.

There were no public comments.

Public comment:

Flaherty noted that the process was a less cohesive way to address specific issues in that geographical area. The goal was to not build more parking since there was a parking garage close by as well as public transit. He commented on the formerly known as Bicycle Apartments as an example.

Council comments:

Piedmont-Smith supported Amendment 03. She said that an overlay district for the former hospital site was a good idea. There was a master plan that had been developed but had not been brought before council for consideration. She believed there was a good opportunity for council to consider the master plan and what was proposed, and how to implement development of the site given the current regulations. She provided examples such as impervious surfaces and alleys. She believed it was ideal to consider those concerns together. She commented on current overlays in the downtown area.

Sandberg thanked Flaherty for Amendment 03 and said that the development at Hopewell was a unique opportunity and needed thoughtful considerations.

Volan pointed out that there was about twenty seven acres of land to be owned by the city. He noted that the city did not develop structures and that there would be private developers involved. He provided reasons why the development of the Hopewell site enthused the community and highlighted its importance. Volan commented on the process including that the master plan had not been brought before council. He supported Amendment 03.



The motion to adopt Amendment 03 to Ordinance 22-10 received a roll call vote of Ayes: 8, Nays: 1 (Smith), Abstain: 0.

Vote to adopt Amendment 03 to Ordinance 22-10 [9:04pm]

Rollo asked about the Eurasian and Sycamore hybrid tree that was added to the tree list.

Council questions:

Scanlan stated that the trees were recommended by the Urban Forester.

Rollo said that it appeared to be an invasive species and questioned its inclusion. He also asked when the UDO would be revisited.

Scanlan said it would be next year, on an ongoing basis. She clarified that invasive plants/trees were excluded and code was changed to say native plants only. She said that a detailed package would be drafted to consider native street trees and provided some details.

Rollo asked if the city intended to plant that tree. He asked if staff would commit to not plant that tree.

Scanlan said the city did not intend to plant it, and that feedback had been obtained for options for trees installed by the city. She would discuss the tree with the Urban Forester and report to council.

There was no public comment.

Public comment:

Rollo thanked Flaherty for Amendment 03. He said that there were many invasive trees in the city including the Callery Pear tree. His concern was that the tree was able to hybridize and could spread, including with other Sycamore species.

Council comments:

Volan said that he was hoping to reduce the ratio of parking and not eliminating it. There were better uses, and it was wasteful to require a parking minimum. He commented on some developers' thoughts on parking. He reiterated that parking was not a need, but rather a demand that the city needed to mitigate via supply.

The motion to adopt Ordinance 22-10 as amended received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Ordinance 22-10 as amended [9:14pm]

Rollo moved and it was seconded that Ordinance 22-11 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Ordinance 22-11 – To Amend Title 20 (Unified Development Ordinance) of the Bloomington Municipal Code – Re: Technical Corrections Set Forth in BMC 20.05, 20.06, & 20.07 [9:14pm]

Rollo moved and it was seconded that Ordinance 22-11 be adopted.

Scanlan presented Ordinance 22-11 and highlighted the proposed changes. She summarized the amendments in the legislation such as when the Engineering department would be involved, notices, tracking petitions, thresholds for subdivisions, incentives, student housing, exemptions, and more.

Volan asked for clarification on the student housing proposal.

Council questions:

Scanlan explained that currently, any multifamily dwelling with more than thirty-three percent of the units being three bedrooms, would automatically be defined as student housing. The scope was too large and captured dwellings that were not intended for student housing. The new threshold would be dwellings with eleven or more units, with more than thirty-three percent being three bedroom units, would be classified as student housing.

There were no public comments.

Public comment:

There were no council comments.

Council comment:

The motion to adopt Ordinance 22-11 received a roll call vote of Ayes: 8, Nays: 1 (Rollo), Abstain: 0.

Vote to adopt Ordinance 22-11 [9:21pm]

Rollo moved and it was seconded that Ordinance 22-08 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Ordinance 22-08 – To Amend Title 20 (Unified Development Ordinance) of the Bloomington Municipal Code – Re: Technical Corrections Set Forth in BMC 20 [9:21pm]

Rollo moved and it was seconded that Ordinance 22-08 be adopted.

Scanlan provided a summary of the proposed changes in the legislation including terminology, cross-referencing other changes, floorplates per building, buffering, and making code easier to use by the public. She summarized additional changes to definitions.

Piedmont-Smith moved and it was seconded to adopt Amendment 01 to Ordinance 22-08.

Amendment 01 to Ordinance 22-08

Amendment 01 Synopsis: This amendment corrects typographical errors in the ordinance.

There were no council questions.

Council questions:

There were no public comments.

Public comment:

There were no council comments.

Council comments:

The motion to adopt Amendment 01 to Ordinance 22-08 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0 (Sgambelluri out of the room).

Vote to adopt Amendment 01 to Ordinance 22-08 [9:26pm]

Flaherty moved and it was seconded to adopt Amendment 02 to Ordinance 22-08. He summarized Amendment 02.

Amendment 02 to Ordinance 22-08

Amendment 02 Synopsis: This amendment is sponsored by Cm. Flaherty. It removes three proposed Notes under Table 02- 11 that would affect mixed-use district dimensional standards in a specified geographical area. Such standards would be more appropriately proposed as part of an Overlay Zoning District for the area in question.

Scanlan stated that for clarity, that because council did not include the footnotes in Chapter 2 that they should not be included in Chapter 4 either.

There were no council questions.

Council questions:

There were no public comments.

Public comment:

There were no council comments.

Council comments:

The motion to adopt Amendment 02 to Ordinance 22-08 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Amendment 02 to Ordinance 22-08 [9:29pm]

Volan asked when the changes would be in effect.

Council comments:

Scanlan understood that it was in effect once the mayor signed.

Volan asked if it needed to go back to the Plan Commission.

Scanlan stated that was correct and that it would likely go to the Plan Commission in June.

Lucas explained that the legislation that was not amended, would go into effect once the mayor signed it. He explained the process for legislation that was amended.

Ordinance 22-08 as amended (cont'd)

Robinson added the process for legislation that would go back to the Plan Commission.

Bolden stated that ordinances were posted online immediately after they were adopted, and then were sent to the codifier on a monthly basis.

The motion to adopt Ordinance 22-08 as amended received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Ordinance 22-08 as amended [9:32pm]

Rollo moved and it was seconded that the Council introduce and consider Ordinance 22-16 for adoption at the same meeting and on the same night it was introduced.

Ordinance 22-16 – To Amend Title 2 of the Bloomington Municipal Code Entitled "Administration and Personnel" - Re: Amending BMC 2.12.130 (Citizens' Redistricting Advisory Commission) [9:32pm]

The motion received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to consider Ordinance 22-16 on the same night it was introduced [9:33pm]

Bolden read Ordinance 22-16 by title and synopsis only.

Rollo moved and it was seconded that Ordinance 22-16 be adopted.

Lucas summarized the legislation as well as the process in developing the Citizens' Redistricting Advisory Commission (CRAC), applications, difficulties, and proposed changes.

There were no council questions.

Council questions:

There were no public comments.

Public comment:

Volan thanked council for the changes and noted that he had intended that the commission model the League of Women Voters state level commission. He clarified that there had not been a commission like CRAC before and commented on the difficulty.

Council comments:

Lucas clarified that there had been significant interest in participating, but that it had been difficult for applicants to meet the requirements.

Flaherty commented on the difficulties on appointing applicants as well as the proposed changes. He noted the specific issues, such as COVID-19 and students having returned home due to the pandemic.

Sandberg thanked the At-Large councilmembers for their work with CRAC.

The motion to adopt Ordinance 22-16 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Ordinance 22-16 [9:45pm]

There was no additional public comment.

ADDITIONAL PUBLIC COMMENT [9:46]

Lucas reviewed the upcoming council schedule. There was brief council discussion.

COUNCIL SCHEDULE [9:46pm]

Sandberg scheduled a Budget Advance meeting on May 31, 2022 at 6:30pm.

Sgambelluri moved and it was seconded to adjourn. The motion was approved by voice vote.

ADJOURNMENT [9:50pm]

APPROVED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this \_\_\_\_ day of \_\_\_\_\_, 2023.

APPROVE:

ATTEST:

\_\_\_\_\_  
Sue Sgambelluri, PRESIDENT  
Bloomington Common Council

\_\_\_\_\_  
Nicole Bolden, CLERK  
City of Bloomington

For Approval



# NOTICE OF PROPOSED BYLAWS AMENDMENT

To be discussed at City of  
Bloomington Capital Improvement  
(CBCI)'s regular meeting at 4:00 p.m.  
on

**Wednesday, April 19, 2023**

This meeting will be held in the Allison Conference Room (Suite #225, City Hall,  
401 N. Morton St) and may also be accessed electronically via Zoom  
(see information below).

**JOIN BY ZOOM**

<https://bloomington.zoom.us/j/87619726906?pwd=MVJVR082bytSdDBCbHVBUzIqaldCQT09>

Meeting ID: 876 1972 6906

Passcode: 677269

One tap mobile

+13092053325,,87619726906# US

+13126266799,,87619726906# US (Chicago)

Find your local number: <https://bloomington.zoom.us/u/keclqyETvs>

*The CBCI will conduct its meetings as though it were subject to the Indiana Open Door Law (I.C. § ~~54~~-1.5) ("ODL"). Therefore this statement provides notice that this meeting will occur and is open for the public to attend, observe, and record what transpires.*

This notice serves as the required notice under Article XI of the bylaws of City of Bloomington Capital Improvements, Inc., that the directors propose to amend the bylaws to provide that temporary vacancies on the board of directors will be filled by the original appointer to the vacant position instead of by the directors.

Specifically, the directors propose the following textual amendment to Article XI:

**Current language:**

Article V, Section 7. Vacancies. Any vacancy occurring in the board of directors shall be filled by temporary appointment made by the board of directors. A director selected to temporarily fill a vacancy shall serve for the unexpired term of their predecessor in office.

**Proposed Language:**

Article V, Section 7. Vacancies. Any vacancy occurring in the board of directors shall be filled by temporary appointment made by the original appointer. A director selected to temporarily fill a vacancy shall serve for the unexpired term of their predecessor in office.

The directors will discuss, and anticipate adopting, this amendment at the regular CBCI meeting at 4 pm on April 19.



**MEMO FROM COUNCIL OFFICE ON:**

**Ordinance 23-10 – To Amend Title 20 (Unified Development Ordinance) of the  
Bloomington Municipal Code –  
Re: Amendments and Updates Set Forth in BMC 20.03 and 20.04**

---

**Synopsis**

This petition contains amendments in Chapter 3 of the UDO related to chicken flocks and Chapter 4 of the UDO related to maximum parking standards.

**Relevant Materials**

- Ordinance 23-10
- Certification form from Plan Commission
- Attachment A & staff memo, with redline amendments showing proposed changes

**Background**

On April 10, 2023, the Plan Commission considered a proposal brought forward by city planning staff to make amendments to the UDO related to chicken flocks and maximum parking standards. The Plan Commission Case ZO-12-23 was given a recommendation of approval by a vote of 9-0-0. The April Plan Commission meeting can be viewed online here: <https://catstv.net/m.php?q=12305>).

**Summary**

The administration is proposing text amendments to the city’s Unified Development Ordinance (“UDO”) as an addendum to its annual update and amendment to the UDO, which was previously brought forward in four ordinances (Ordinances 23-04 through 23-07) that were adopted during the April 19, 2023 Regular Session.

The amendments within Chapter 4 (Development Standards and Incentives) of the UDO follow Plan Commission discussions regarding parking maximums during its March and April 2023 meetings. The Planning & Transportation Department proposed and the Plan Commission recommended the addition of new parking maximums for nearly 70 land uses in order to align the code with the City’s Comprehensive Plan. The staff memo details additional information on this proposal.

One additional change in Chapter 3 (Use Regulations) of the UDO was proposed in anticipation of amendments to Title 7 (Animals) of the Bloomington Municipal Code (BMC) related to chicken flock regulations. A number of councilmembers have expressed interest in proposing an ordinance to increase the number of chicken flocks allowed within city limits. Such a change within Title 7 would necessitate an update to UDO use-specific standards regarding chicken flocks, which currently allow for one chicken flock as an accessory use. The amendment to the UDO does not, by itself, allow for additional chicken



flocks. If amended, the UDO use-specific standards would no longer foreclose the possibility of additional chicken flocks if and when Title 7 of the BMC is revised.

General Information about UDO Updates:

General information about the UDO, including the complete text of the current UDO, can be found here: <https://bloomington.in.gov/planning/udo>. For information about the Council's 2019 repeal and replacement of the UDO, please visit the following site:

<https://bloomington.in.gov/council/plan-schedule>. Finally, councilmembers and the public can find the city's Comprehensive Plan online here:

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

Proposals to amend the text of the UDO are governed by state law under Indiana Code (IC) 36-7-4 in the "600 Series – Zoning Ordinance." As a threshold matter, state law provides that the purpose of the local planning and zoning laws are "to encourage units to improve the health, safety, convenience, and welfare of their citizens and to plan for the future development of their communities to the end:

1. that highway systems be carefully planned;
2. that new communities grow only with adequate public way, utility, health, educational, and recreational facilities;
3. that the needs of agriculture, forestry, industry, and business be recognized in future growth;
4. that residential areas provide healthful surroundings for family life; and
5. that the growth of the community is commensurate with and promotive of the efficient and economical use of public funds."

Further, in considering UDO text amendments, both state and local codes require the legislative body to pay reasonable regard to:

1. the Comprehensive Plan;
2. current conditions and the character of current structures and uses in each district;
3. the most desirable use for which the land in each district is adapted;
4. the conservation of sensitive environmental features (a local criteria);
5. the conservation of property values throughout the jurisdiction; and
6. responsible development and growth.

Importantly, these are factors that a legislative body must *consider* when deliberating on zoning ordinance proposals. However, nothing in statute requires that the Council find absolute conformity with each of the factors outlined above. Instead, the Council is to take into consideration the entire constellation of the criteria, balancing the statutory factors. Notably, Indiana courts have found that comprehensive plans are guides to community development, rather than instruments of land-use control. A municipality must consider all





**City of Bloomington Indiana**

City Hall | 401 N. Morton St. | Post Office Box 100 | Bloomington, Indiana 47402

Office of the Common Council | (812) 349-3409 | Fax: (812) 349-3570 | email: [council@bloomington.in.gov](mailto:council@bloomington.in.gov)

factors and make a balanced determination. *Borsuk v. Town of St. John*, 820 N.E.2d 118 (2005).

IC 36-7-4-607 provides the following procedure that applies to a proposal to amend or partially repeal the text of the UDO:

- After the Plan Commission determines its recommendation on a proposal, it certifies the proposal to the Council with either a favorable recommendation, an unfavorable recommendation, or no recommendation. This proposal received a favorable recommendation by the Plan Commission of 9-0. The Council must consider the Commission recommendation before acting on the proposal.
- At the first regular meeting of the Council after the proposal is certified (or at any subsequent meeting within 90 days after the proposal is certified), the Council may adopt, reject, or amend the proposal. The Council must post and give notice at least 48 hours in advance of its intention to consider the proposal at a meeting.
- If the Council fails to act on a proposal that received a positive recommendation within 90 days after certification, the proposal would take effect as if it had been adopted (as certified) 90 days after certification.
- Assuming the Council does act within the 90 days after a proposal is certified to it, the Council can adopt, reject or amend the proposal. If the Council amends or rejects a proposal, the Council must return that proposal to the Plan Commission along with a written statement of the reasons for the amendment or rejection. Doing so would start a 45-day period for the Plan Commission to consider the Council's amendment or rejection.
- If the Plan Commission approves of the Council's amendment or fails to act within 45 days, the ordinance would stand as passed by the Council. If the Plan Commission disapproves of the amendment or rejection, the Council's action on the original amendment or rejection stands only if confirmed by another vote of the Council within forty-five (45) days after the Plan Commission certifies its disapproval.

These detailed procedures may seem cumbersome, but are designed to ensure that there is a dialogue between the Plan Commission and the Council.

**Contacts**

Jacqueline Scanlan, Development Services Manager, 812-349-3423,

[scanlanj@bloomington.in.gov](mailto:scanlanj@bloomington.in.gov)

Scott Robinson, Director, Planning and Transportation Department, 812-349-3423,

[robinsos@bloomington.in.gov](mailto:robinsos@bloomington.in.gov)

**ORDINANCE 23-10**

**TO AMEND TITLE 20 (UNIFIED DEVELOPMENT ORDINANCE)  
OF THE BLOOMINGTON MUNICIPAL CODE –  
Re: Amendments and Updates Set Forth in BMC 20.03 and 20.04**

WHEREAS, the Common Council, by its Resolution 18-01, approved a new Comprehensive Plan for the City of Bloomington, which took effect on March 21, 2018; and

WHEREAS, thereafter the Plan Commission initiated and prepared a proposal to repeal and replace Title 20 of the Bloomington Municipal Code, entitled “Unified Development Ordinance” (“UDO”); and

WHEREAS, on December 18, 2019 the Common Council passed Ordinance 19-24, to repeal and replace the UDO; and

WHEREAS, on January 14, 2020 the Mayor signed and approved Ordinance 19-24; and

WHEREAS, on April 15, 2020, the Common Council passed Ordinance 20-06 and Ordinance 20-07; and

WHEREAS, on April 18, 2020, the Unified Development Ordinance became effective; and

WHEREAS, on April 10, 2023, the Plan Commission voted to favorably recommend this amendment proposal to the Common Council, after providing notice and holding public hearings on the proposal as required by law; and

WHEREAS, the Plan Commission certified this amendment proposal to the Common Council on April 18, 2023; and

WHEREAS, in preparing and considering this proposal, the Plan Commission and Common Council have paid reasonable regard to:

- 1) the Comprehensive Plan;
- 2) current conditions and character of current structures and uses in each district;
- 3) the most desirable use for which land in each district is adapted;
- 4) the conservation of property values throughout the jurisdiction; and
- 5) responsible development and growth; and

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Title 20, entitled “Unified Development Ordinance”, is amended.

SECTION 2. An amended Title 20, entitled “Unified Development Ordinance”, including other materials that are incorporated therein by reference, is hereby adopted. Said replacement ordinance consists of the following documents which are attached hereto and incorporated herein:

1. The Proposal forwarded to the Common Council by the Plan Commission with a favorable recommendation, consisting of:
  - (A) ZO-12-23 (“Attachment A”)
  - (B) Any Council attachments thereto (“Attachment B”)

SECTION 3. The Clerk of the City is hereby authorized and directed to oversee the process of consolidating all of the documents referenced in Section 2 into a single text document for codification.

SECTION 4. Severability. If any section, sentence, or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 5. This ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
SUE SGAMBELLURI, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

PRESENTED by me to Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

SIGNED AND APPROVED by me upon this \_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
JOHN HAMILTON, Mayor  
City of Bloomington

#### SYNOPSIS

This petition contains amendments in Chapter 3 of the UDO related to chicken flocks and Chapter 4 of the UDO related to maximum parking standards.

\*\*\*\*ORDINANCE CERTIFICATION\*\*\*\*

In accordance with IC 36-7-4-604 I hereby certify that the attached Ordinance Number 23-10 is a true and complete copy of Plan Commission Case Number ZO-12-23 which was given a recommendation of approval by a vote of 9 Ayes, 0 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on April 10, 2023.



Date: April 18, 2023

\_\_\_\_\_  
Scott Robinson, Secretary  
Plan Commission

Received by the Common Council Office this 18th day of April, 2023.

  
\_\_\_\_\_  
Nicole Bolden, City Clerk

|                              |       |   |       |              |       |
|------------------------------|-------|---|-------|--------------|-------|
| Appropriation<br>Ordinance # | _____ | Fiscal Impact<br>Statement<br>Ordinance # | _____ | Resolution # | _____ |
|------------------------------|-------|---|-------|--------------|-------|

Type of Legislation:

|                 |                |                          |
|-----------------|----------------|--------------------------|
| Appropriation   | End of Program | Penal Ordinance          |
| Budget Transfer | New Program    | Grant Approval           |
| Salary Change   | Bonding        | Administrative<br>Change |
| Zoning Change   | Investments    | Short-Term Borrowing     |
| New Fees        | Annexation     | Other                    |

If the legislation directly affects City funds, the following must be completed by the City Controller:

Cause of Request:

|                     |       |           |       |
|---------------------|-------|-----------|-------|
| Planned Expenditure | _____ | Emergency | _____ |
| Unforeseen Need     | _____ | Other     | _____ |

Funds Affected by Request:

|                                       |          |          |
|---------------------------------------|----------|----------|
| Fund(s) Affected                      | _____    | _____    |
| Fund Balance as of January 1          | \$ _____ | \$ _____ |
| Revenue to Date                       | \$ _____ | \$ _____ |
| Revenue Expected for Rest of year     | \$ _____ | \$ _____ |
| Appropriations to Date                | \$ _____ | \$ _____ |
| Unappropriated Balance                | \$ _____ | \$ _____ |
| Effect of Proposed Legislation (+/- ) | \$ _____ | \$ _____ |
| Projected Balance                     | \$ _____ | \$ _____ |

Signature of Controller

Will the legislation have a major impact on existing City appropriations, fiscal liability or revenues?

Yes \_\_\_\_\_ No XX

If the legislation will not have a major fiscal impact, explain briefly the reason for your conclusion.

Approval of case ZO-12-23 amends the Unified Development Ordinance (UDO), with amendments and updates to processes and procedures related to chicken flocks and maximum parking standards, by the Bloomington Plan Commission. This ordinance is in accordance with Indiana Code 36-7-4-600.

If the legislation will have a major fiscal impact, explain briefly what the effect on City costs and revenues will be and include factors which could lead to significant additional expenditures in the future. Be as specific as possible. (Continue on second sheet if necessary.)

## Case # ZO-12-23 Memo

**To:** Bloomington Common Council

**From:** Jackie Scanlan, AICP Development Services Manager

**Date:** April 18, 2023

**Re:** Text Amendments to Unified Development Ordinance: Parking Maximum and Chicken Flock

---

The Plan Commission heard case ZO-12-23 on April 10, 2023 and voted to send the petition to the Common Council with a positive recommendation with a vote of 9-0.

The Planning and Transportation Department proposes an addendum to its annual update and amendment to the Unified Development Ordinance (UDO), Title 20 of the Bloomington Municipal Code.

At its March 2023 hearing, the Plan Commission discussed the annual UDO text amendment update. The Department proposed parking maximums for just under 70 uses that currently have no maximum in Table 04-10. A member of the public appeared at the hearing with concerns about adding maximums, and the Plan Commission voted to remove the parking maximum proposal. More information about that proposal is included below. The Common Council is working on an update to regulations related to chicken flocks, and a Title 20 update needed to be done to align with the proposed changes. No changes to proposed uses or zoning districts are included in this update.

That petition is as follows:

1. ZO-12-23 | UDO Chapter 3, Use Regulations; UDO Chapter 4, Development Standards & Incentives

### ZO-12-23 UDO Chapter 3, Use Regulations; UDO Chapter 4, Development Standards & Incentives

There is one amendment proposed for Chapter 3 related to the accessory use, ‘chicken flock’ that is a technical amendment to align Title 20 with Title 7 changes that are being brought forward by the Common Council. The Council is proposing to allow more than one flock per parcel, so the Title 20 amendment changes the reference in the Use-Specific standards from ‘one flock’ to ‘flocks.’

The amendments in Chapter 4 are related to Table 04-10, which addresses the Maximum Parking Standards for uses in the UDO. When the UDO was repealed and replaced after the 2019-2020 Update process, a number of uses were left with ‘no limit’ as their parking maximum. The

Department is proposing to add maximums to those uses that do not currently have maximums in order to align the code with the Comprehensive Plan, provide that all uses have maximums for consistency of regulation, and still allow for the uses to be developed with necessary associated parking. The limits in Table 04-10 are for surface parking on a site. If a 'parking garage' use is also allowed in the developing zoning district, structured parking can be built. In the Downtown, the Comprehensive Plan prefers structured parking. The Land Development Policy Guidance for the Downtown says on page 86: "Land dedicated to parking should be minimized by building, preferring multi-story parking garages to surface parking lots, and by encouraging active transportation (bicycling and walking)." Additionally, in the Urban Corridor Site Design portion on page 90, the Comprehensive Plan states that "Strategies for parking will become more important in order to avoid large open areas of asphalt."

The Department used a number of resources to arrive at the maximums presented, including the Report described below, as well as researching similar uses in other locations, and looking internally at similar uses. Since March, the Department has re-visited the proposed maximums and altered a few.

The Department utilized American Planning Association's Planning Advisory Service (PAS) Report 510-511, Parking Standards, to compare uses to standards being used by other communities across the country. The Report is from 2002, so general guidance and thinking related to surface parking has shifted in the last two decades, but the numbers are a good guide to determine whether or not the proposed numbers are in the ballpark, and was also useful to suggest items to incorporate. For example, a cemetery regulation is often based on the buildings on the property and their size, not the acreage of the property, so we adjusted our recommendation accordingly.

Jail: The Department was able to find information about 3 of the jails that were identified in Monroe County's RFQ for a New Criminal Justice Center. While the Indianapolis facility houses more than the jail, including the majority of the court system and offices, the other facilities are smaller scale. Under the proposed provision, both Allen County and Lawrence County would be able to build the number of desired vehicular parking spaces.

| Location  | Square footage                     | Allowed under proposed maximum | Allowed under previous maximum*        | Actual number of spaces |
|---|------------------------------------|--------------------------------|--|-------------------------|
| Allen County, IN                                    | 242,000                            | 484                            | 413<br>(1100 bed<br>275 employees)     | 326 (proposed)          |
| Lawrence County, SD                                 | 64,200                             | 128                            | 45<br>(120 beds<br>30 employees)       | 84 (proposed)           |
| Indianapolis-Marion County Community Justice Center | 750,000<br>(Detention Center only) | 1500                           | 1,125<br>(3,000 beds<br>750 employees) | 2067 (entire site)      |

\*assuming "largest shift" meets BJS inmate-to-correctional officer ratio of 4 to 1

Stadium: The Department looked at 4 stadiums in Indiana to determine how many spaces would be allowable for facilities of comparable size under the proposed regulations. The stadiums listed offer shared parking options with nearby structured parking. However, the proposed maximums allow plenty of opportunity for on-site parking. Indiana University facilities built on State-owned land are not subject to the parking maximums in Title 20. For stadium, we confirmed in the PAS Report that one space per four seats is a standard regulation used.

| Location                          | Number of seats | Allowed under proposed maximum | Actual number of spaces on-site |
|-----------------------------------|-----------------|--------------------------------|---------------------------------|
| Victory Field - Indianapolis      | 12,230          | 3,057                          | 286                             |
| Loeb Stadium - Lafayette          | 7,500           | 875                            | 0                               |
| Kokomo Municipal Stadium - Kokomo | 4,000           | 100                            | 63                              |
| Parkview Field - Fort Wayne       | 8,100           | 2,025                          | 51                              |

General Uses: For many of the general uses that did not have maximums, we applied our larger typical maximum of 3.3 spaces for every 1,000 square feet of GFA, as the vehicular uses of those sites are similar, such as kennel or pet grooming. This is the maximum that we currently use successfully for office, and our larger retail uses. We propose to utilize the number for some of our manufacturing uses, as they are often larger sites with commuting workers, and the average square footage per employee for manufacturing is very similar to office. For sites that may be

uses that are less commute-heavy, we applied the 2.5 spaces for every 1,000 square feet of GFA maximum, such as for an amenity center that would be accessory to a primary use by definition. We utilized a smaller maximum of 1.25 spaces per either 0.5 acres or 1 acre for uses that primarily take place outside of a supportive building, such as quarry or transportation terminal.

Based on the definition of ‘parking space’, the space for larger vehicles required by some uses, such as semi-trucks are not counted as part of the parking maximum total. So, manufacturing and other uses do not provide for extra space for those vehicles. However, we propose extra allowance for uses that utilize fleets of small vehicles, such as a contractor’s yard or police, fire, or rescue station.

The Department believes that adding maximums to the allowable amount of surface parking for all uses is in line with City goals that work to encourage green space and less automobile dependence, while still allowing room for necessary on-site parking for new and redeveloping uses.



**Table 03-1: Allowed Use Table**

P = permitted use, C = conditional use permit, A = accessory use, T = temporary use, Uses with an \*= use-specific standards apply  
Additional uses may be permitted, prohibited, or require conditional use approval in Downtown Character Overlays pursuant to Section 20.03.010(e).

| Use  | Residential |    |    |    |    |    |     | Mixed-Use |    |    |    |    |    |    |    | Non-Residential |                 | Use-Specific Standards |
|--|-------------|----|----|----|----|----|-----|-----------|----|----|----|----|----|----|----|-----------------|-----------------|------------------------|
|  | R1          | R2 | R3 | R4 | RM | RH | RMH | MS        | MN | MM | MC | ME | MI | MD | MH | EM              | PO              |                        |
| Utility substation and transmission facility | P*          | P* | P* | P* | P* | P* | P*  | P*        | P* | P* | P* | P* | P* | P* | P* | P*              |                 | 20.03.030(f)(3)        |
| Wind energy system, large                    |             |    |    |    |    |    |     |           |    |    |    | P* |    |    |    | P*              |                 | 20.03.030(f)(4)        |
| Wind energy system, small                    | A*          | A* | A* | A* | A* | A* | A*  | A*        | A* | A* | A* | A* | A* | A* | A* | P*              | P*              | 20.03.030(f)(5)        |
| <b>ACCESSORY USES</b>                        |             |    |    |    |    |    |     |           |    |    |    |    |    |    |    |                 | 20.03.030(g)(1) |                        |
| Chicken flock                                | A*          | A* | A* | A* | A* | A* | A*  | A*        | A* | A* | A* | A* | A* | A* | A* |                 | P*              | 20.03.030(g)(2)        |
| Detached garage                              | A*          | A* | A* | A* | A* | A* | A*  | A*        | A* | A* |    |    |    |    |    |                 |                 | 20.03.030(g)(3)        |
| Drive-through                                |             |    |    |    |    |    |     |           |    | A* | A  |    |    |    |    |                 |                 | 20.03.030(g)(4)        |
| Dwelling, accessory unit                     | A*          | A* | A* | A* | A* | A* | A*  | A*        | A* | A* | A* | A* |    | A* | A* |                 |                 | 20.03.030(g)(5)        |
| Electric vehicle charging facility           | A           | A  | A  | A  | A  | A  | A   | A         | A  | A  | A  | A  | A  | A  | A  | A               | A               |                        |
| Greenhouse, noncommercial                    | A           | A  | A  | A  | A  | A  | A   | A         | A  | A  | A  | A  | A  | A  | A  | A               | A               |                        |
| Home occupation                              | A*          | A* | A* | A* | A* | A* | A*  | A*        | A* | A* | A* | A* | A* | A* | A* |                 |                 | 20.03.030(g)(6)        |
| Outdoor retail and display                   |             |    |    |    |    |    |     |           | T* | T* | T* |    |    | T* |    | A*              |                 | 20.03.030(g)(7)        |
| Outdoor trash and recyclables receptacles    |             |    |    |    | A* | A* | A*  | A*        | A* | A* | A* | A* | A* | A* | A* | A*              |                 | 20.03.030(g)(8)        |
| Recycling drop-off, self-serve               |             |    |    |    | A  | A  |     | A         | A  | A  | A  | A  | A  | A  | A  | A               |                 |                        |
| Swimming pool                                | A*          | A* | A* | A* | A* | A* | A*  | A*        | A* | A* | A* | A* | A* | A* | A* | A*              | A*              | 20.03.030(g)(9)        |
| <b>TEMPORARY USES</b>                        |             |    |    |    |    |    |     |           |    |    |    |    |    |    |    |                 | 20.03.030(h)(1) |                        |
| Book buyback                                 |             |    |    |    |    |    |     | T*        | T* | T* | T* |    | T* | T* |    |                 |                 | 20.03.030(h)(2)        |
| Construction support activities              | T*          | T* | T* | T* | T* | T* | T*  | T*        | T* | T* | T* | T* | T* | T* | T* | T*              | T*              | 20.03.030(h)(3)        |
| Farm produce sales                           | T*          | T* | T* | T* | T* | T* | T*  | T*        | T* | T* | T* | T* | T* | T* | T* | T*              |                 | 20.03.030(h)(4)        |
| Real estate sales or model home              | T*          | T* | T* | T* | T* | T* | T*  | T*        | T* | T* | T* | T* | T* | T* | T* | T*              |                 | 20.03.030(h)(5)        |
| Seasonal sales                               |             |    |    |    |    |    |     | T*        | T* | T* | T* | T* | T* | T* | T* |                 |                 | 20.03.030(h)(6)        |
| Special event                                | T*          | T* | T* | T* | T* | T* | T*  | T*        | T* | T* | T* | T* | T* | T* | T* |                 | T*              | 23.03.030(h)(7)        |

## 20.03.030 Use-Specific Standards

### (a) Generally

- The Use-Specific Standards listed in this Section 20.03.030 apply to those uses listed on the same line of Table 3-1, regardless of whether those uses are shown as Permitted, Conditional, Conditional Accessory, Accessory, or Temporary uses. These Use-Specific standards cannot be modified through the Conditional Use approval process in Section 20.06.050(b) (Conditional Use Permit), but relief may be granted through the Variance process in Section 20.06.080(b) (Variance).

(2) **Chicken Flocks**

~~One~~ Chicken flocks as defined in the Bloomington Municipal Code Section 7.01.010, may be kept as an accessory use to a permitted principal use, provided that such use is permitted by and complies with all regulations of Title 7 (Animals) of the Bloomington Municipal Code, as amended. The regulations of Title 7 (Animals) of the Bloomington Municipal Code are expressly incorporated into this UDO by reference.

(3) **Detached Garage Design**

- (A) For detached garages accessory to residential uses, exposed or corrugated metal facades are not permitted. The exterior finish building materials used for a detached garage shall comply with the standards in Section 20.04.070(d)(3)(B) (Materials).
- (B) Detached garages and carports shall be located a minimum of 10 feet behind the primary structure's front facade and five feet from side and rear property lines, except for exceptions listed in Section 20.04.020(e)(3) (Exceptions to Setback Requirements).

(4) **Drive-Through**

- (A) In the MM district, all uses, except for financial institutions shall be limited to one drive-through bay. Financial institutions shall be allowed up to three drive-through bays.
- (B) In the MC district, all uses, except for financial institutions shall be limited to two drive-through bays. Financial institutions shall be allowed up to three drive-through bays.

(5) **Dwelling, Accessory Unit**

(A) **Purpose**

These accessory dwelling unit ("ADU") standards are intended to permit the creation of legal ADUs that are compatible with residential neighborhoods while also adding housing options for the City's workforce, seniors, families with changing needs, and others for whom ADUs present an affordable housing option.

(B) **Generally**

- i. This use shall be accessory to a single-family or duplex dwelling that is the principal use on the same lot or parcel.
- ii. Not more than one ADU may be located on one lot.
- iii. ADUs shall not contain more than two bedrooms.
- iv. No more than one family, as defined in Chapter 20.07: (Definitions), shall reside in one accessory dwelling unit; provided, however, that units lawfully in existence prior to the effective date of the ordinance from which this section derives where the number of residents located in one accessory dwelling unit lawfully exceed that provided by the definition of family in Chapter 20.07: (Definitions), may continue to be occupied by the same number of persons as occupied the accessory dwelling unit on that effective date. For purposes of this section, attached ADUs with internal access that were approved under this ordinance shall be considered one dwelling unit.
- v. A request for an ADU shall be required to submit a separate site plan petition with the Planning and Transportation Department if no building permit is processed for the ADU.

**(d) Minimum Vehicle Parking Requirement**

**(1) Applicability**

**(A) Generally**

Each development or land use subject to this section pursuant to Section 20.04.060 shall provide at least the minimum number of vehicle parking spaces required for each land use listed in Table 04-9: Minimum Vehicle Parking Requirements.

**(B) MD District**

Minimum parking requirements do not apply to development in the Courthouse Square Character Area or the Downtown Core Character Area south of 4<sup>th</sup> Street.

**Table 04-9: Minimum Vehicle Parking Requirements**

DU = dwelling unit

|                                    | All Other Zoning Districts  | MD Zoning District |
|------------------------------------|---|--------------------|
| Dwelling, single-family (detached) | No requirement  |                    |
| Dwelling, single-family (attached) |   |                    |
| Dwelling, duplex [3]               | 0.5 spaces per DU [1]   | No requirement     |
| Dwelling, triplex [3]              |   |                    |
| Dwelling, fourplex [3]             |   |                    |
| Dwelling, multifamily [2]          | Studio: 0.5 space per DU<br>1 bedroom: 1 space per DU<br>2 bedrooms: 1.5 spaces per DU<br>3 bedrooms: 2 spaces per DU |                    |
| Dwelling, live/work                | No requirement  |                    |
| Dwelling, cottage development      | 1 space per DU  |                    |
| Dwelling, mobile home              | 1 space per DU  |                    |
| Manufactured home park             |   |                    |
| Noncommercial urban agriculture    | 2 spaces per lot  |                    |
| Student housing or dormitory       | 0-10 bedrooms: no requirement<br>11 or more bedrooms: 0.5 spaces per bedroom  |                    |

**NOTES:**

[1] See Section 20.04.110 (Incentives) for alternative standards.

[2] Minimums shall only apply to multifamily development within or adjacent to the R3 zoning district and all multifamily development in the MD zoning district.

[3] Minimum parking for duplexes, triplexes, and fourplexes only applies in the R1, R2, R3, and R4 districts.

**(e) Maximum Vehicle Parking Allowance**

In no case shall any land use or development subject to this Section 20.04.060 provide more than the maximum number of vehicle parking spaces allowed for each land use listed in Table 04-10: Maximum Vehicle Parking Allowance.

**Table 04-10: Maximum Vehicle Parking Allowance**

DU = dwelling unit sq. ft. = square feet

| Use  | Maximum Vehicle Parking Allowance   |
|--|---|
| <b>RESIDENTIAL USES</b>                      |   |
| <b>Household Living</b>                      |   |
| Dwelling, single-family (detached)           | No limit  |
| Dwelling, single-family (attached)           |   |
| Dwelling, duplex                             | 2 spaces per DU   |
| Dwelling, triplex                            |   |
| Dwelling, fourplex                           |   |
| Dwelling, multifamily                        | 125 percent of the <del>potential required</del> minimum, or 1.25 spaces per bedroom, whichever is less. <u>When there is no required minimum number of spaces, the number of spaces listed per DU in Table 04-9 shall be used in the 125% calculation.</u> |
| Dwelling, live/work                          | 1 space per DU  |
| Dwelling, cottage development                | 2 spaces per DU   |
| Dwelling, mobile home                        | 2 spaces per DU   |
| Manufactured home park                       | 2 spaces per DU, plus 1 visitor space per 2 DUs   |
| <b>Group Living</b>                          |   |
| Assisted living facility                     | 1 space per 6 infirmary or nursing home beds;   |
| Continuing care retirement facility          | plus 1 space per 3 rooming units;<br>plus 1 space per 3 <del>DUs</del>  |
| Fraternity or sorority house                 | 0.8 spaces per bed  |
| Group care home, FHAA small                  | <u>2.5 spaces per 1,000 square feet GFA</u> <del>1 space per 4 persons design capacity</del>  |
| Group care facility, FHAA large              |   |
| Nursing or convalescent home                 | <u>1 space per 6 infirmary or nursing home beds; plus 1 space per 3 rooming units</u>   |
| Opioid rehabilitation home, small            | <u>2.5 spaces per 1,000 square feet GFA</u>   |
| Opioid rehabilitation home, large            |   |
| Residential rooming house                    | 2 spaces;<br>plus 1 space per guest room  |
| Student housing or dormitory                 | 0.75 spaces per bedroom   |
| Supportive housing, small                    | <del>No limit</del> <u>2.5 spaces per 1,000 sq. ft. GFA</u>   |
| Supportive housing, large                    |   |
| <b>PUBLIC, INSTITUTIONAL, AND CIVIC USES</b> |   |
| <b>Community and Cultural Facilities</b>     |   |
| Art gallery, museum, or library              | 2 spaces per 1,000 sq. ft. GFA  |
| Cemetery or mausoleum                        | <u>1 space per 4 seats in chapel or assembly area</u> <del>No limit</del>   |
| Club or lodge                                | 1 space per 4 seats in main assembly area, or 5 spaces per 1,000 sq. ft. GFA, whichever is greater  |
| Community center                             | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Conference or convention center              | 2 spaces per 1,000 sq. ft. GFA <del>for surface parking</del><br><u>No limit for structured parking</u>   |

**Table 04-10: Maximum Vehicle Parking Allowance**

DU = dwelling unit sq. ft. = square feet

| Use                                     | Maximum Vehicle Parking Allowance   |
|---|---|
| Crematory                               | 3.3 spaces per 1,000 sq. ft. GFA  |
| Day-care center, adult or child         | 3.3 spaces per 1,000 sq. ft. GFA  |
| Government service facility             | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Jail or detention facility              | <u>2 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Meeting, banquet, or event facility     | 4 spaces per 1,000 sq. ft. GFA  |
| Mortuary                                | 3.3 spaces per 1,000 sq. ft. GFA  |
| Park                                    | <u>5 spaces per 1 acre plus 2.5 spaces per 1,000 sq. ft. of site used for recreational equipment area</u> <del>No limit</del>   |
| Place of worship                        | 1 space per 4 seats in main assembly area, or 5 spaces per 1,000 sq. ft. GFA, whichever is greater  |
| Police, fire, or rescue station         | <u>4 spaces per 1,000 sq. ft. GFA plus 1 space per each vehicle used for police, fire, and rescue</u> <del>No limit</del>   |
| Urban agriculture, noncommercial        | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| <b>Educational Facilities</b>           |   |
| School, college or university           | <u>4 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| School, public or private               | <u>4 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| School, trade or business               | 4 spaces per 1,000 sq. ft. GFA  |
| <b>Healthcare Facilities</b>            |   |
| Hospital                                | 1 space per patient bed design capacity   |
| Medical clinic                          | 5 spaces per 1,000 sq. ft. GFA  |
| Methadone treatment facility            | 3.3 spaces per 1,000 sq. ft. GFA  |
| Opioid rehabilitation facility          | 3.3 spaces per 1,000 sq. ft. GFA  |
| <b>COMMERCIAL USES</b>                  |   |
| <b>Agricultural and Animal Uses</b>     |   |
| Kennel                                  | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Orchard or tree farm, commercial        | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| Pet grooming                            | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Plant nursery or greenhouse, commercial | 3.3 spaces per 1,000 sq. ft. of GFA retail sales  |
| Veterinarian clinic                     | 3.3 spaces per 1,000 sq. ft. GFA  |
| <b>Entertainment and Recreation</b>     |   |
| Amenity center                          | <u>2.5 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Country club                            | <u>2 spaces per golf hole plus 2.5 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Recreation, indoor                      | Bowling alley: 3 spaces per lane<br>Theater: 1 space per 4 seats in assembly areas<br>All other: 4 spaces per 1,000 sq. ft. GFA   |
| Recreation, outdoor                     | Golf course: 2 spaces per golf hole<br>Mini golf course: 1 space per golf hole<br>Golf driving range: 1 space per tee box<br>All other: 2.5 spaces per 1,000 sq. ft. of site area used for recreation |
| Sexually oriented business              | 5 spaces per 1,000 sq. ft. GFA  |

**Table 04-10: Maximum Vehicle Parking Allowance**

DU = dwelling unit sq. ft. = square feet

| Use  | Maximum Vehicle Parking Allowance  |
|--|--|
| Stadium  | <del>1 space per 4 seats</del> No limit  |
| <b>Food, Beverage, and Lodging</b>                 |  |
| Bar or Dance club                                  | 4 spaces per 1,000 sq. ft. GFA   |
| Bed and breakfast                                  | 1 space per guest bedroom  |
| Brewpub, distillery, or winery                     | Indoor tasting/seating area: 10 spaces per 1,000 sq. ft. GFA;<br>Outdoor tasting/seating area: 5 spaces per 1,000 sq. ft. of |
| Hotel or motel                                     | 1 space per guest room   |
| Restaurant   | Indoor seating area: <del>15</del> 14 spaces per 1,000 sq. ft. GFA;<br>Outdoor seating area: 5 spaces per 1,000 sq. ft. of   |
| <b>Office, Business, and Professional Services</b> |  |
| Artist studio or workshop                          | 1 space per 1,000 sq. ft. GFA  |
| Check cashing                                      | 4 spaces per 1,000 sq. ft. GFA   |
| Financial institution                              | 4 spaces per 1,000 sq. ft. GFA   |
| Fitness center, small                              | <del>4.3</del> 3 spaces per 1,000 sq. ft. GFA  |
| Fitness center, large                              | <del>4.5</del> 3 spaces per 1,000 sq. ft. GFA  |
| Office   | 3.3 spaces per 1,000 sq. ft. GFA   |
| Personal service, small                            | 3.3 spaces per 1,000 sq. ft. GFA   |
| Personal service, large                            | 3.3 spaces per 1,000 sq. ft. GFA   |
| Tattoo or piercing parlor                          | 3.3 spaces per 1,000 sq. ft. GFA   |
| <b>Retail Sales</b>                                |  |
| Building supply store                              | 2 spaces per 1,000 sq. ft. GFA   |
| Grocery or supermarket                             | 5 spaces per 1,000 sq. ft. GFA   |
| Liquor or tobacco sales                            | 3.3 spaces per 1,000 sq. ft. GFA   |
| Pawn shop  | 3.3 spaces per 1,000 sq. ft. GFA   |
| Retail sales, small                                | 4 spaces per 1,000 sq. ft. GFA   |
| Retail sales, medium                               | 4 spaces per 1,000 sq. ft. GFA   |
| Retail sales, large                                | 3.3 spaces per 1,000 sq. ft. GFA   |
| Retail sales, big box                              | 3.3 spaces per 1,000 sq. ft. GFA   |
| <b>Vehicles and Equipment</b>                      |  |
| Equipment sales or rental                          | 2.85 spaces per 1,000 sq. ft. GFA of indoor sales/leasing/ office area;<br>plus 1 space per service bay                      |
| Transportation terminal                            | <del>1.25 spaces per 0.5 acres</del> No limit  |
| Vehicle fleet operations, small                    | <del>1.25 spaces per 0.5 acres plus 3.3 spaces per 1,000 sq. ft. GFA</del> No limit  |
| Vehicle fleet operations, large                    | <del>1.25 spaces per 0.5 acres plus 3.3 spaces per 1,000 sq. ft. GFA</del> No limit  |
| Vehicle fuel station                               | 5 spaces per 1,000 sq. ft. GFA   |
| Vehicle impound storage                            | <del>1.25 spaces per 0.5 acres</del> No limit  |
| <del>Vehicle parking garage</del>                  | <del>No limit</del>  |
| Vehicle repair, major                              | 2.85 spaces per 1,000 sq. ft. of indoor sales/leasing/ office area;  |

**Table 04-10: Maximum Vehicle Parking Allowance**

DU = dwelling unit sq. ft. = square feet

| Use  | Maximum Vehicle Parking Allowance   |
|--|---|
| Vehicle repair, minor                          | plus 1 space per service bay  |
| Vehicle sales or rental                        |   |
| Vehicle wash                                   | <u>2.5 spaces per 1,000 sq. ft. of indoor sales/office area plus 1 space per service bay</u> <del>No limit</del>  |
| <b>EMPLOYMENT USES</b>                         |   |
| <b>Manufacturing and Processing</b>            |   |
| Commercial Laundry                             | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Food production or processing                  | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Manufacturing, artisan                         | <u>2.5 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Manufacturing, light                           | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Manufacturing, heavy                           | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Salvage or scrap yard                          | <u>1.25 spaces per 0.5 acres plus 2.5 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>  |
| <b>Storage, Distribution, or Warehousing</b>   |   |
| Bottled gas storage or distribution            | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Contractor's yard                              | <u>3.3 spaces per 1,000 sq. ft. GFA plus 1 space per each company vehicle up to a maximum of 30 company vehicles</u> <del>1 parking space per approved building occupancy</del> |
| Distribution, warehouse, or wholesale facility | <u>3.3 spaces per 1,000 sq. ft. GFA</u> <del>No limit</del>   |
| Storage, outdoor                               | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| Storage, self-service                          | 2.85 spaces per 1,000 GFA of indoor sales/leasing/office space  |
| <b>Resource and Extraction</b>                 |   |
| Gravel, cement, or sand production             | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| Quarry   | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| Stone processing                               | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| <b>UTILITIES AND COMMUNICATION</b>             |   |
| Communication facility                         | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| Solar collector, ground- or building-mounted   | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| Utility substation and transmission facility   | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| Wind energy system, large                      | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| Wind energy system, small                      | <u>1.25 spaces per 1 acre</u> <del>No limit</del>   |
| <b>ACCESSORY USES</b>                          |   |
| Chicken flock                                  | <u>No additional parking</u> <del>No limit</del>  |
| Crops and pasturage                            | <u>No additional parking</u> <del>No limit</del>  |
| Detached garage                                | <u>No additional parking</u> <del>No limit</del>  |
| Drive-through                                  | <u>No additional parking</u> <del>No limit</del>  |
| Dwelling, accessory unit                       | <u>No additional parking</u> <del>No limit</del>  |
| Electric vehicle charging facility             | <u>No additional parking</u> <del>No limit</del>  |

**Table 04-10: Maximum Vehicle Parking Allowance**

DU = dwelling unit sq. ft. = square feet

| Use                                       | Maximum Vehicle Parking Allowance |
|---|-----------------------------------|
| Greenhouse, noncommercial                 | No additional parking No limit    |
| Home occupation                           | No additional parking No limit    |
| Outdoor retail and display                | No additional parking No limit    |
| Outdoor trash and recyclables receptacles | No additional parking No limit    |
| Recycling drop-off, self-serve            | No additional parking No limit    |
| Swimming pool                             | No additional parking No limit    |
| <b>TEMPORARY USES</b>                     |                                   |
| Book buyback                              | No additional parking No limit    |
| Construction support activities           | No additional parking No limit    |
| Farm produce sales                        | No additional parking No limit    |
| Real estate sales or model home           | No additional parking No limit    |
| Seasonal sales                            | No additional parking No limit    |
| Special event                             | No additional parking No limit    |

**(f) Accessible Parking**

- (1) Accessible spaces shall be provided and designed as required to meet the requirements of the Americans with Disabilities Act (ADA) and the Indiana Building Code (IBC).
- (2) Each accessible space shall be located adjacent to an access aisle and as close as reasonably practicable to the building entrance most accessible for persons with disabilities.
- (3) All accessible spaces shall be striped and have vertical signs identifying them as accessible spaces per the Indiana Manual on Uniform Traffic Control Devices.
- (4) Required accessible spaces shall count towards the number of maximum parking spaces permitted, unless the maximum allowed number of parking spaces is 25 spaces or less.

**(g) Adjustments to Minimum Parking Requirements**

The amount of vehicle parking required pursuant to Table 04-9: Minimum Vehicle Parking Requirements, may be adjusted by the factors listed in this Section 20.04.060(g). These adjustments may be applied as part of the calculation of parking requirements and do not require discretionary approval by the City.

**(1) Shared Parking Facilities**

**(A) Generally**

- i. When reviewing a shared parking proposal, the City Planning and Transportation Department shall consider any additional reductions in minimum parking requirements that might otherwise apply pursuant to subsections (2) through (5) below, but such additional reductions shall not apply to further reduce the shared parking requirements approved by the City Planning and Transportation Department.





**MEMO FROM COUNCIL OFFICE ON:**

**Ordinance 23-08 - To Amend the Traffic Calming and Greenways Program Incorporated by Reference into Title 15 (“Vehicles and Traffic”) of the Bloomington Municipal Code - Re: Amending the Traffic Calming and Greenways Program Incorporated by Reference into Bloomington Municipal Code Section 15.26.020**

---

**Synopsis**

This ordinance adopts an amended Traffic Calming and Greenways Program. The Traffic Calming and Greenways Program sets the standard for the prioritization and placement of neighborhood traffic calming and related traffic control devices and requires a consistent procedure for resident-led and staff-led processes. The amendments to the program include the addition of Common Council Action as a required step in both the resident-led and staff-led processes.

**Relevant Materials**

- Ordinance 23-08
- Attachment A – Amended Traffic Calming and Greenways Program
- Presentation slides from Beth Rosenbarger, Assistant Director of Planning and Transportation, shown during November 30, 2022 Committee of the Whole meeting

**Background re: Ordinance 22-35 - previously introduced and considered by the Council in 2022**

A previous version of this proposal was introduced as Ordinance 22-35 at the Council’s November 16, 2022 Regular Session and discussed at the Council’s November 30, 2022 Committee of the Whole meeting.

At that November 30 meeting, the councilmember sponsor (Cm. Rollo) presented the proposal. Beth Rosenbarger, Assistant Director of Planning and Transportation, gave the administration’s position on Ord 22-35 and provided a presentation (slides included herein) that covered the Traffic Calming and Greenways Program, the planning process generally, and concerns that staff had with the proposed ordinance. Councilmembers asked questions, heard public comment, and provided their own comments on the ordinance. The Committee voted to recommend that the Council adopt the ordinance by a vote of four in favor, three opposed, and one abstention.

At the Council’s December 7, 2022 Regular Session, the Council amended the meeting agenda to remove Ordinance 22-35 as an item for consideration at the request of the sponsor. The current proposed ordinance, 23-08, differs from the previous proposal in that it would not change the signature threshold applicable to Affected Housing Units as part of the resident-led traffic-calming process.



## Summary

Ordinance 23-08 would amend the city's Traffic Calming and Greenways Program ("TCGP"). The TCGP, adopted in 2020 via Ordinance 20-17, replaced the city's previous traffic calming policy, the Neighborhood Traffic Safety Program ("NTSP"). Materials associated with Ordinance 20-17 can be viewed in the Council's October 7, 2020 Legislative Packet. The NTSP was adopted in 1999 via Ordinance 99-16.

The TCGP is incorporated into Bloomington Municipal Code Section 15.26.020 by reference and includes any amendments to the program approved by the Council by ordinance. The TCGP is administered by the Planning and Transportation Department and provides the policies and procedures used by the city to determine the appropriate location and construction of traffic calming and related devices in neighborhoods. The TCGP defines "traffic calming device" as "a device erected to slow traffic on residential streets, including the following:

- (1) traffic circles;
- (2) curb extensions;
- (3) neck downs;
- (4) diagonal diverters;
- (5) truncated diagonal diverters; or
- (6) chicanes."

The amendments to the TCGP proposed by Ordinance 22-35 are shown in Attachment A to the ordinance and include:

1. The addition of Common Council Action as a necessary step in both the resident-led and staff-led traffic calming processes before projects can proceed to installation.
2. Correction of various grammatical errors and adjustments to the table of contents and the visual overviews to reflect the amendments.

The proposed amendments to the TCGP have not been reviewed by the Traffic Commission or by the Bicycle and Pedestrian Safety Commission. Planning and Transportation Department Director Scott Robinson previously noted, when Ordinance 22-35 was considered, that the Department was not in support of these specific proposed changes but was open to discussing suggestions and improvements to the program that councilmembers wished to consider.

The ordinance sponsor, Councilmember Rollo, does not anticipate that the proposed amendments to the TCGP will directly impact city revenues, expenditures, or any debt obligations.

## Contact

Cm. Dave Rollo, 812-349-3409, [rollod@bloomington.in.gov](mailto:rollod@bloomington.in.gov)

**ORDINANCE 23-08**

**TO AMEND THE TRAFFIC CALMING AND GREENWAYS PROGRAM  
INCORPORATED BY REFERENCE INTO TITLE 15 (“VEHICLES AND TRAFFIC”)  
OF THE BLOOMINGTON MUNICIPAL CODE -**

**Re: Amending the Traffic Calming and Greenways Program  
Incorporated by Reference into Bloomington Municipal Code Section 15.26.020**

- WHEREAS, on June 2, 1999, the Bloomington Common Council (“Council”) adopted Ordinance 99-16, which established the Neighborhood Traffic Safety Program in order to guide the decision making process for placement of traffic calming and related traffic control devices in neighborhoods; and
- WHEREAS, on October 21, 2020, the Council adopted Ordinance 20-17, which replaced the Neighborhood Traffic Safety Program with the Traffic Calming and Greenways Program; and
- WHEREAS, Bloomington Municipal Code Section 15.26.020 (“Traffic calming and greenways program”) incorporates the Traffic Calming and Greenways Program into the municipal code by reference, including any amendments made to the program approved by ordinance of the Council; and
- WHEREAS, the Traffic Calming and Greenways Program includes a list of rationale for the program, which includes encouraging resident involvement and ensuring an appropriate process to receive traffic calming requests from residents; and
- WHEREAS, the Traffic Calming and Greenways Program includes a list of guiding principles that inform the program, including the principle that processes shall provide for reasonable but not onerous resident participation in the plan development and evaluation; and
- WHEREAS, the Traffic Calming and Greenways Program envisions a process for Bloomington that is openly shared and transparent to the community; and
- WHEREAS, under the current Traffic Calming and Greenways Program, proposed projects, which may have significant impacts on residents, do not require review by an elected governing body before proceeding to the installation phase; and
- WHEREAS, both the resident-led and staff-led traffic calming processes provided for in the Traffic Calming and Greenways Program should include a step for Council review and approval of potential projects before those projects proceed to the installation phase; and
- WHEREAS, the Bloomington Common Council believes that changes are warranted to the Traffic Calming and Greenways Program, which has been incorporated by reference into Title 15 of the Bloomington Municipal Code entitled “Vehicles and Traffic,”

**NOW THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:**

**SECTION 1.** The Traffic Calming and Greenways Program (“Program”) incorporated by reference into Bloomington Municipal Code Section 15.26.020 is amended as depicted in “Attachment A”, attached hereto and incorporated herein. The visual overviews in the Program of the resident-led traffic calming process and the staff-led traffic calming/neighborhood greenway process shall be revised to reflect the amendments shown in Attachment A.

**SECTION 2.** The amended Program is adopted. Two copies of the amended Program shall be kept on file in the office of the City Clerk for public inspection.

SECTION 3. If any section, sentence or provision of this ordinance, or application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or application of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 4. This ordinance shall be in effect after its passage by the Common Council and approval of the Mayor, any required publication, and, as necessary, other promulgation in accordance with the law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
SUE SGAMBELLURI, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
JOHN HAMILTON, Mayor  
City of Bloomington

#### SYNOPSIS

This ordinance adopts an amended Traffic Calming and Greenways Program. The Traffic Calming and Greenways Program sets the standard for the prioritization and placement of neighborhood traffic calming and related traffic control devices and requires a consistent procedure for resident-led and staff-led processes. The amendments to the program include the addition of Common Council Action as a required step in both the resident-led and staff-led processes.



# **TRAFFIC CALMING & GREENWAYS PROGRAM**

# TABLE OF CONTENTS

---

|  |            |
|--|------------|
| Table of Contents.....   | 2          |
| Background.....  | 3          |
| Rationale.....   | 3          |
| Guiding principles.....  | 4          |
| Resident-Led Traffic Calming Process.....  | 5          |
| Bicycle Pedestrian Safety Commission Releases Evaluation Methodology.....                                  | 6          |
| City Releases Request for Projects.....  | 6          |
| Step 1: Residents Submit Letter of Intent.....   | 6          |
| Step 2: Pre-Application Meetings with City Staff and Project Organizers.....                               | 7          |
| Step 3: Residents Submit Application Materials.....  | 7          |
| Step 4: City Staff Prepare Relevant Data.....  | 8          |
| Step 5: BPSC Review of Applications.....   | 8          |
| Step 6: Notifications sent to Affected Housing Units in High Ranking Areas.....                            | 8          |
| Step 7: Project Prioritization Hearing.....  | 8          |
| <b>Step 8: Common Council Action.....</b>  | <b>9</b>   |
| Step <b>98</b> : Installation.....   | 9          |
| Step <b>109A</b> : Post-Installation Evaluation ( <i>Takes Place Concurrently with Step 9B</i> ).....      | 9          |
| Step <b>109B</b> : Maintenance and Minor Alterations ( <i>Takes Place Concurrently with Step 9A</i> )..... | 9          |
| Other Processes A: Increased Traffic Calming and Modifications.....  | 9          |
| Other Processes B: Removal Process.....  | <b>109</b> |
| Staff-Led Traffic Calming/ Neighborhood Greenway Process:.....   | 11         |
| Step 1: Notice Mailing.....  | 12         |
| Step 2: First Meeting- Project Scope and Objectives Meeting.....   | 12         |
| Step 3: Second Meeting- Feedback on Preliminary Design.....  | 12         |
| Step 4: Third Meeting (optional) Design/Build out Option Work Meeting.....                                 | 12         |
| Step 5: Open Comment Period (Neighborhood Greenway Projects only).....                                     | 12         |
| Step 6: BPSC Discussion/Review.....  | 13         |
| <b>Step 7: Common Council Action.....</b>  | <b>13</b>  |
| Step <b>87</b> : Installation.....   | 13         |
| Step <b>98A</b> : Evaluation.....  | 13         |
| Step <b>98B</b> : Maintenance and Alterations ( <i>Happens Concurrently with Step 8A</i> ).....            | 13         |

Appendix: Visual Overview of Resident-Led and Staff-Led Processes..... 14

Appendix: Definitions..... 16

## BACKGROUND

---

The City of Bloomington (the City) places a high value on livability. Livability, as a concept, has largely been the rationale for public policies which serve to benefit the community. One such policy, Chapter 15.26, added to the City’s Code on June 2, 1999, established the Neighborhood Traffic Safety Program (NTSP). The NTSP aimed to increase a neighborhood’s livability by enabling groups of organized residents to manage driving behaviors on neighborhood streets through the installation of speed cushions, chicanes, and other traffic calming devices.

The City of Bloomington Traffic Calming and Greenways Program (TCGP) seeks to replace the NTSP program and envisions a process for Bloomington which is:

- Based upon objective, measurable data
- Viewed through the lenses of connectivity and accessibility
- Aligned with the City’s Comprehensive Plan and Transportation Plan
- Managed through a consistent process
- Openly shared and transparent to the community

## RATIONALE

---

The rationale for replacing the NTSP policy is based on the Bloomington Comprehensive Plan (2018) and the Bloomington Transportation Plan (2019):

- Continue to integrate all modes into the transportation network while prioritizing bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users (*Comprehensive Plan Goal 6.4*)
- Protect neighborhood streets that support residential character and provide a range of local transportation options (*Comprehensive Plan Goal 6.5*)
  - Implement traffic calming measures where safety concerns exist to manage motor vehicle traffic on residential streets (*Comprehensive Plan, Policy 6.5.1*)
  - Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods (*Comprehensive Plan, Policy 6.5.2*)
  - Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools (*Comprehensive Plan, Policy 6.5.3*)
- Ensure an appropriate process to receive traffic calming requests from residents and include steps for the installation of temporary, proactive traffic calming measures as well as the installation of longer-term measures as a result of a reactive process in response to local concerns (*Transportation Plan, p. 51*)
- Encourage resident involvement (*Transportation Plan, p. 64*)

## GUIDING PRINCIPLES

---

The following eight guiding principles inform the TCGP:

1. Evaluation and prioritization of TCGP installations should be based upon objective, pre-established criteria; be in alignment with the City of Bloomington adopted plans and goals; ~~and~~ be reviewed by a designated City Commission ~~who that~~ oversees traffic calming, and/or long range transportation planning; **and be subject to approval by the Bloomington Common Council.**
2. Traffic Calming and Greenways Program projects shall enhance pedestrian, bicyclist, and other **micromobility** mode user's access through the neighborhood and preference shall be given to projects that enhance access to transit as well.
3. Traffic calming devices should be planned and designed in keeping with planning and engineering best practices.
4. Reasonable emergency and service vehicle access and circulation should be preserved.
5. City staff shall direct the installation of traffic calming measures in compliance with this policy and as adopted into Bloomington Municipal Code.
6. The TCGP is mainly intended for: **Shared Street, Neighborhood Residential Street,** and **Neighborhood Connector Street** typologies and, on occasion, may include traffic calming elements as part of a larger infrastructure project.
7. Some motorists may choose to reroute from one neighborhood street to another as a result of an TCGP project. In some cases, this rerouting may require updates to a project, but the goals of mode shift and improved safety for all road users should generally supersede minor shifts in rerouting. Minor increases in traffic volumes on adjacent streets are anticipated and acceptable levels should be defined on a project-by-project basis.
8. Processes shall provide for reasonable but not onerous resident participation in plan development and evaluation.



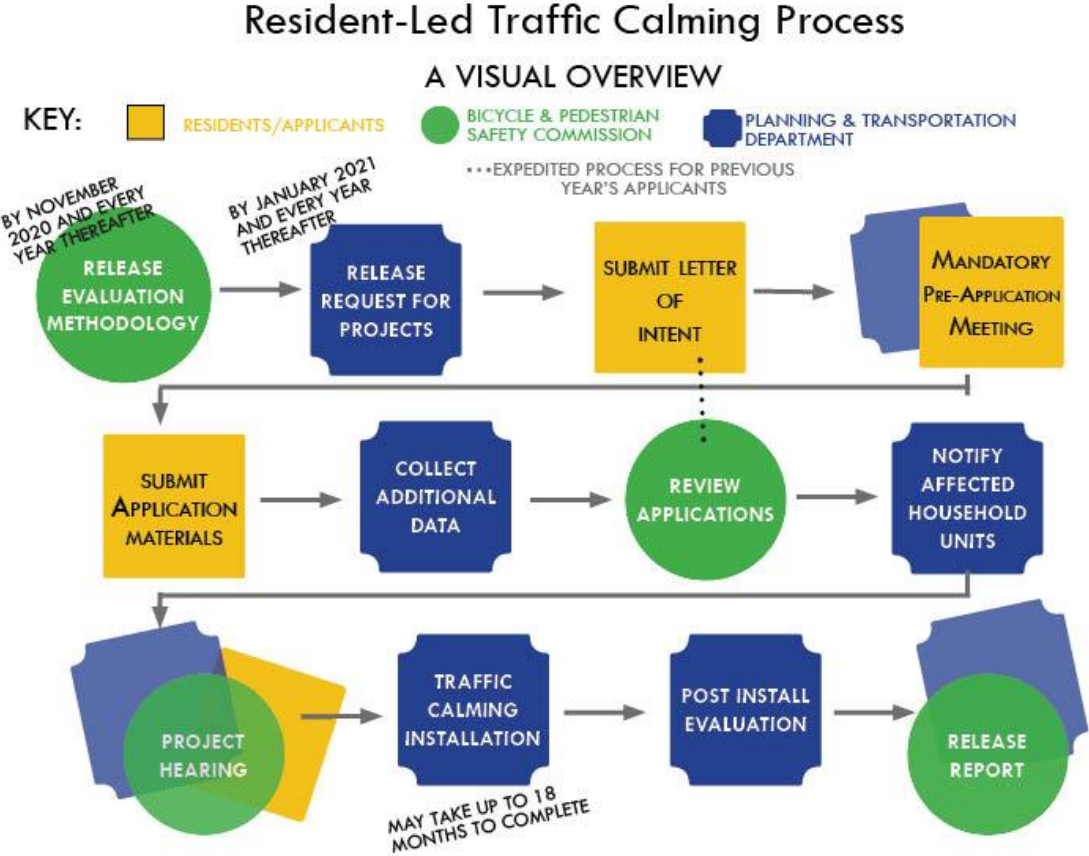
# RESIDENT-LED TRAFFIC CALMING PROCESS

The TCGP provides a mechanism for residents to work with the City to manage traffic in their neighborhoods. The TCGP is intended to provide a simple process for residents to address traffic and speeding concerns on neighborhood streets. The TCGP processes also provide a consistent framework to ensure efficient use of resident and City staff time.

This section describes in detail the steps involved in participating in the Resident-led Traffic Calming process including the City’s request for projects, the application requirements, benchmark data collection, the review and prioritization of high-ranking projects, the installation of traffic calming devices, and an evaluation of the project’s success. The Resident-Led Traffic Calming Process is illustrated below in Figure 1 and in the [Appendix](#).

Traffic Calming devices primarily considered for this program include **speed cushions** and **speed humps**, in some contexts other devices may also be considered.

Figure 1: Visual Overview of the: Resident-led Traffic Calming Process



## **BICYCLE PEDESTRIAN SAFETY COMMISSION RELEASES EVALUATION METHODOLOGY**

The Evaluation Methodology defines the objective criteria used to review project requests. The evaluation methodology is reviewed each year before the start of a new process cycle. By November 30, 2020 and by November 30 of each year thereafter, the Bicycle Pedestrian Safety Commission (BPSC) shall submit revisions of the TCGP Evaluation Methodology to the Planning and Transportation Department as well as a report that includes the following:

- Any changes to the application evaluation methodology from the previous year;
- A status report on the previous years' designed and installed projects; and
- Projects which applied for funding but did not receive funding based on the priority ranking during the previous year's cycle.

## **CITY RELEASES REQUEST FOR PROJECTS**

In January 2021 and every year in January thereafter, the City Planning Department will release a Request for Projects (RFP) for participation in the Traffic Calming and Greenways Program. Each RFP issued shall be dependent upon funding availability, and the amount of available funding may be made known to prospective applicants. Requests for participation will be made through the BPSC and City staff to residents upon the opening of the RFP process.

## **STEP 1: RESIDENTS SUBMIT LETTER OF INTENT**

Residents who wish to engage in the TCGP must submit a Letter of Intent (LOI) to the Planning Department before the end of the posted deadline. Prospective applicants are responsible for checking the TCGP guidelines for additional formatting and submission requirements. The LOI from the interested parties shall include but may not be limited to:

- Contact information for a minimum of two project co-organizers;
- Project organizers must represent two (2) separate dwelling units within the proposed area to be considered.
  - Individuals who reside in the same dwelling shall not be permitted to serve as project co-organizers without the collaboration of a neighbor or resident of a differing dwelling unit.
  - Individuals who reside in different dwelling units of a larger multi-family complex shall be permitted to serve as project co-organizers.
- A general description of the concern;
- A map of the proposed area to be considered;
- Acknowledgement of program policies; and
- Any supplemental information requested by staff.

Previous Applicants: Project co-organizers who have submitted an application for the previous one (1) year program cycle and did not receive funding may reapply with an updated LOI and any supplemental materials requested by City Staff.

Staff Action: When the submission window has closed, City staff shall review each of the LOIs. City staff will notify applicants who have met the requirements to advance to the application process of the Resident-led Traffic Calming Process. In the event that an application does not meet the minimum

requirements to apply, City staff may notify the project co-organizers and allow up to 4 additional business days to resubmit with recommended changes dependent upon the quantity and extent of changes needed. LOIs which do not meet the minimum requirements will not progress beyond Step 2 of the Resident-led Traffic Calming Process and shall be notified by City staff.

## **STEP 2: PRE-APPLICATION MEETINGS WITH CITY STAFF AND PROJECT ORGANIZERS**

City staff shall schedule a mandatory meeting with each group of project co-organizers who have advanced to Step 2 of the Resident-led Traffic Calming Process. At the mandatory pre-application meeting staff shall:

- Discuss the application requirements, processes, and deadlines;
- Disseminate preliminary information required in the application;
- Provide a link to the application materials; and
- Answer questions from the project organizers.

## **STEP 3: RESIDENTS SUBMIT APPLICATION MATERIALS**

Project co-organizers will have approximately six to eight weeks to complete and submit their applications. Application materials shall include:

- Three (3) Letters of Support from stakeholders.
  - Must include at least one (1) City Council Representative
  - May include an organization or professional which serves the residents living within the identified area (i.e., neighborhood association, school, neighborhood resource specialist, faith based organization, and/or a non-profit which serves households located within the specified area but may not necessarily be located within the specified zone)
  - Only three letters will be reviewed. Additional letters will not be reviewed with the project application.
- Twenty-four (24) or 30% (whichever is the lesser) signatures from **Affected Housing Units** impacted by the traffic calming installations proposed.
  - Staff shall provide a template document for collecting signatures which must be used for collecting signatures. No other forms will be accepted.
  - Electronic signatures may be used for this purpose if deemed appropriate and with written approval of the City Planning Department Director.
- A finalized map of the proposed project area.
- Additional relevant data requested by City staff

City staff shall send a confirmation email once an application has been received. In the event that an application requires clarification or has proposed a zone which is incompatible with the program, City staff may notify the project organizers and allow up to an additional 4 business days to resubmit with recommended changes dependent upon the quantity and extent of changes needed. Incomplete applications which are submitted with insufficient supporting documents/ materials will not progress beyond Step 3 of the Resident-led Traffic Calming Process and shall be notified by City staff.

#### **STEP 4: CITY STAFF PREPARE RELEVANT DATA**

City staff shall collect preliminary information about current traffic conditions. Relevant data may include crash history, speed counts and volume data, and other relevant facts. City staff shall notify the affected safety and emergency services of the initiative to include but not be limited to: the Bloomington Police Department, Bloomington Fire Department, local ambulance services, and Bloomington Transit.

City staff may collect and summarize preliminary information about existing plans for development, census data, and pedestrian and bicycle network infrastructure near the proposed project.

#### **STEP 5: BPSC REVIEW OF APPLICATIONS**

Upon the receipt of completed applications, the BPSC will review the materials submitted and the preliminary data collected by City staff. The BPSC will validate successful applications, and rank the projects which score highest as determined by the evaluation methodology. All applications will be evaluated using the same criteria.

The evaluation criteria for the Resident-led Traffic Calming Process must account for two main areas of emphasis:

1. Prevalence of vulnerable users (e.g., children, persons with disabilities, older adults, economically disadvantaged households) and community centers.
2. Incidence of crashes and behaviors which are the causal factors for increased injury to vulnerable users (crashes, speeding, volume).

#### **STEP 6: NOTIFICATIONS SENT TO AFFECTED HOUSING UNITS IN HIGH RANKING AREAS**

Notifications will be sent via post to **Affected Housing Units** and electronically to **Network Users** in the areas surrounding projects that are likely to be funded based upon the number of applications and the designated resources for traffic calming.

Information presented in the notification shall include:

- Information related to the location and placement of the proposed traffic calming installations;
- The objectives for the traffic calming;
- Notification of all scheduled meetings associated with the project and prioritization process; and Contact information and project website to direct feedback, ask questions, or present concerns.

#### **STEP 7: PROJECT PRIORITIZATION HEARING**

The BPSC shall host a hearing in which **Affected Housing Units**, **Network Users**, and members of the public may voice their questions, concerns, support, or critique of the Traffic Calming project. Based upon information gleaned at the prioritization hearing, the BPSC may vote to **recommend and** advance fundable projects to the **Common Council Action step design/~~installation phase~~** for those which rank highest unless extenuating circumstances become known which calls into question a project's merit or evidence that an application was not put forth in good faith with the program policies.

## **STEP 8: COMMON COUNCIL ACTION**

Based on the project meetings, collected data, and BPSC review, City staff members prepare a resolution and report for the Common Council. The report outlines the process followed, includes the project findings, and states the reasons for the BPSC's recommendations. City staff shall present the resolution and report to the Common Council for action. If the resolution is not adopted by the Common Council, the project does not proceed to installation.

## **-STEP 98: INSTALLATION**

After the project has been approved by the Common Council, City staff will proceed with final design and installation. Planning, design, and construction may take up to 18 months depending on the scope of the project. Installations will typically be planned with permanent materials; however, using temporary materials may be appropriate to evaluate design options or to accelerate project timelines.

## **STEP 109A: POST-INSTALLATION EVALUATION (TAKES PLACE CONCURRENTLY WITH STEP 109B)**

Up to 18 months after the construction of the Traffic Calming project, the City may conduct a follow-up evaluation. After the installation has been completed, City of Bloomington Planning Department Staff will work to gather data which may include traffic counts, speed studies, and crash history. In some instances, evaluations of adjacent and parallel streets will also be included.

## **STEP 109B: MAINTENANCE AND MINOR ALTERATIONS (TAKES PLACE CONCURRENTLY WITH STEP 109A)**

The City of Bloomington Planning Department is responsible for the construction and the minor alteration of any traffic calming device implemented as part of the Resident-led Traffic Calming Process. Alterations may occur either during the design of the project or after the construction is complete. Changes to signs, markings, or location of traffic calming devices may be considered minor alterations. Other changes which could have a more significant impact on a street's operations should follow the Staff-led Traffic Calming/Neighborhood Greenways Process or the Resident-led Traffic Calming Process in subsequent funding cycles.

The Department of Public Works will be responsible for maintenance of completed Traffic Calming installations.

## **OTHER PROCESSES A: INCREASED TRAFFIC CALMING AND MODIFICATIONS**

If residents desire to have their traffic calming modified to include major alterations, a request in writing must be made to City Planning and Transportation staff. Requests for traffic calming tools beyond those typically used for Resident-led projects shall require staff approval in writing. Projects that are able to be supported and prioritized for increased traffic calming will follow the Staff-led Traffic Calming/Neighborhood Greenways Process beginning at [Step Six](#). In some cases, the City may choose to start at an earlier step in the process.

Residents may request to make major modifications to existing traffic-calming on public streets by applying to the Resident-led Traffic-Calming Process. To request major modifications to existing traffic

calming, residents shall follow the Resident-Led Process, starting at [Step 1](#) but may not do so within 7 years of the date which the traffic calming installation was approved.

## **OTHER PROCESSES B: REMOVAL PROCESS**

If residents of a neighborhood request to have their traffic calming installations removed, an application shall be submitted with no less than sixty-six (66) percent of the **Affected Housing Units** in support of the removal. Removal of Traffic calming must be based upon the same boundaries as the original project request and may not be divided into smaller portions thereof. Applications for removal and required signatures shall not be submitted within 7 years of the date which the traffic calming installation was approved. City staff shall provide a template document for collecting signatures which **must** be used for collecting signatures required for traffic calming removal. No other forms will be accepted for this purpose. The City may provide an electronic signature option if deemed appropriate and with written approval of the City Planning Department Director.

City Planning Department staff shall validate completed applications and present it to the Bicycle Pedestrian Safety Commission for approval. Based upon the application materials provided, traffic speed and volume data, and public comment, BPSC shall vote to remove the traffic calming installations (or any portion thereof) unless sixty-six (66%) percent majority of BPSC appointed members vote to deny the removal of the traffic calming installations.

In some extenuating circumstances, the City Engineer may remove a traffic calming installation if they find it poses increased and unnecessary risk to public. In the event of such circumstances, the Engineer must submit a report within 180 days of the removal of a traffic calming device to both the BPSC and City Council explaining the rationale which the removal was deemed necessary.

# STAFF-LED TRAFFIC CALMING/ NEIGHBORHOOD GREENWAY PROCESS:

The Staff-led Traffic Calming/ Neighborhood Greenway Process provides a framework for Planning and Engineering Department staff to identify and implement traffic calming projects, improve safety and/or support pedestrian, bicyclist, or transit initiatives.

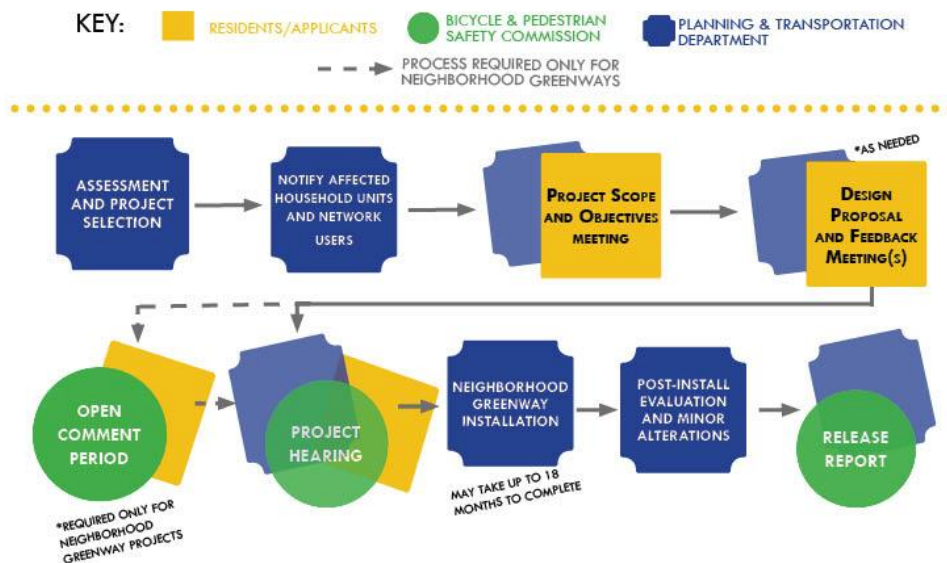
**Traffic Calming**, or devices used for reducing speeds on residential streets are defined by state code and may include: speed bumps, curb extensions, chicanes, and/or diagonal diverters. While the state provides a definition for specific traffic-calming devices which may be used, there are other street design elements (i.e., adding on-street parking, the design of on-street parking, narrowing lanes) which may result in slowing motorized vehicle traffic. These design elements alone do not trigger the Staff-Led Traffic Calming process. However, the design strategies may be included in a traffic-calming project.

A **Neighborhood Greenway** is a street that serves as a shared, slow street with the intention of prioritizing bicycling and improving walking. The Bloomington Transportation Plan identifies certain streets as Neighborhood Greenways. Traffic Calming installations, signs, and pavement markings are often used to create the basic elements of a Neighborhood Greenway-- but are, in and of themselves not Greenways for the purposes of the program until they are identified within the Transportation Plan. To be considered ~~for as~~ a Neighborhood Greenway, a street must be identified as a Neighborhood Greenway in the Bicycle Facilities Network in the Bloomington Transportation Plan.

This section describes in detail the steps involved in the Staff-led Traffic Calming/Neighborhood Greenways Process including the City’s notification to the public, the process for gaining feedback from **Affected Housing Units**, and the installation and evaluation for each Neighborhood Greenway project. The Staff-led Neighborhood Greenway Process is illustrated below in Figure 2 and in [the Appendix](#).

## Staff-Led Neighborhood Traffic Calming/Greenway Process

### A VISUAL OVERVIEW





### **STEP 1: NOTICE MAILING**

City staff shall notify **Affected Housing Units** by a postal mailing and electronically to **Network Users** in advance of any work sessions or meetings which discuss the installation of the Traffic Calming/ Neighborhood Greenway project.

The intent of the notification is to alert residents and stakeholders of the project and provide details of upcoming meetings. Other notifications, such as postings on social media or signs posted in the vicinity of the proposed project, are additional measures which may be used to increase engagement with residents.

### **STEP 2: FIRST MEETING- PROJECT SCOPE AND OBJECTIVES MEETING**

City Planning and Transportation Department Staff shall host a meeting about the proposed project. Staff will seek input from residents, stakeholders, and **Network Users**. Staff will present information including but not limited to the following:

- What is Traffic Calming? What is a Neighborhood Greenway?
- What are the boundaries of this phase of the project?
- How do the Traffic Calming/ Neighborhood Greenways support the City's Comprehensive Plan and Transportation Plan goals for multimodal connectivity?
- What are the funding limitations for this project or phase?

### **STEP 3: SECOND MEETING- FEEDBACK ON PRELIMINARY DESIGN**

City staff will host a second meeting to share the preliminary design and to take input from residents and users.

### **STEP 4: THIRD MEETING (OPTIONAL) DESIGN/BUILD OUT OPTION WORK MEETING**

A third meeting is optional, based on feedback of the preliminary design.

### **STEP 5: OPEN COMMENT PERIOD (NEIGHBORHOOD GREENWAY PROJECTS ONLY)**

Staff-led Neighborhood Greenway plans shall be made available for comment by **Affected Housing Units, Network Users**, and other stakeholders. Comments shall be made on the project website, email, phone, or post mail. Comments housed in social media platforms and listservs will not be considered in the BPSC Discussion/ Review.

The open comment period is expected to last 4 weeks, unless extenuating circumstances require a longer timeframe. When City staff feel confident that a design best suited to the project and location has been achieved, the proposed Staff- Led Neighborhood Greenway installation will proceed forward to the BPSC Discussion and Review Phase.



## STEP 6: BPSC DISCUSSION/REVIEW

City staff shall present the project, objectives, baseline data, notes from public meetings, and design concepts to the BPSC for review **and recommendation**. By default, projects will proceed **to the next step**, unless a ~~a~~ seventy-five percent (75%) of the BPSC appointed members vote to send the project back to the City staff for further refinement.

## STEP 7: COMMON COUNCIL ACTION

**Based on the project meetings, collected data, and BPSC review, City staff members prepare a resolution and report for the Common Council. The report outlines the process followed, includes the project findings, and states the reasons for the BPSC's recommendations. City staff shall present the resolution and report to the Common Council for action. If the resolution is not adopted by the Common Council, the project does not proceed to installation.**

## STEP 78: INSTALLATION

**After the project has been approved by the Common Council, the** City of Bloomington Planning Department shall install the Traffic Calming or Neighborhood Greenways. The installation is intended to be constructed with permanent materials; however, in some cases, using temporary materials may be appropriate in order to evaluate design techniques or to accelerate project timelines.

## STEP 89A: EVALUATION *(HAPPENS CONCURRENTLY WITH STEP 98B)*

Within eighteen months after the construction of a Traffic Calming/ Neighborhood Greenway project is complete, the City may conduct a follow-up evaluation. This evaluation may include traffic counts, speed studies, and crash history. In some instances, evaluations of adjacent and parallel streets will also be beneficial.

## STEP 89B: MAINTENANCE AND ALTERATIONS *(HAPPENS CONCURRENTLY WITH STEP 98A)*

The City of Bloomington Planning Department is responsible for the construction and the minor alterations of any traffic calming device implemented as part of the program. These alterations may occur either during the design of the project or after the construction is complete. Changes to signs, markings, or location of traffic calming devices may be considered **minor alterations**.

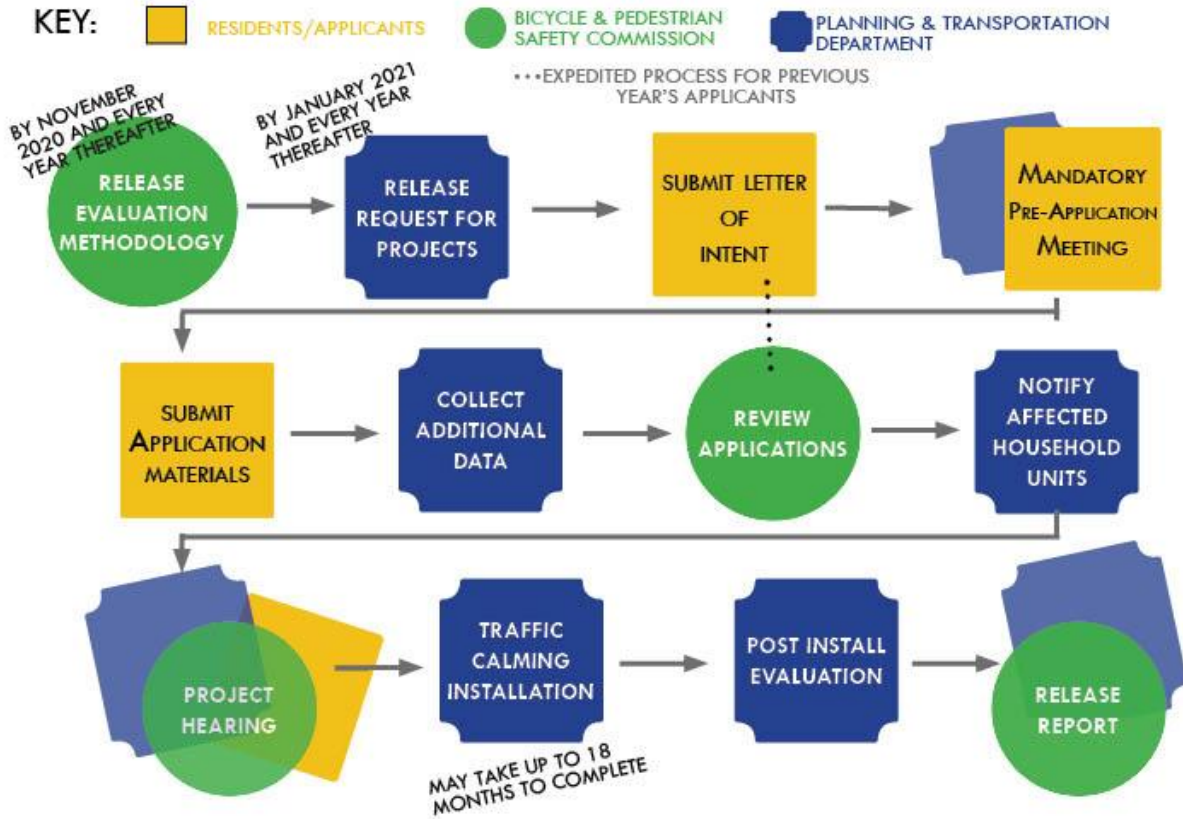
City Staff may request to make **major modifications** to existing traffic calming installations on public streets by following the Staff-led Traffic Calming and Neighborhood Greenways Process, starting at [Step 6](#). In some cases, the City may choose to start at an earlier step in the process.

The Department of Public Works will be responsible for maintenance of completed Traffic Calming/ Neighborhood Greenway installations.

# APPENDIX: VISUAL OVERVIEW OF RESIDENT-LED AND STAFF-LED PROCESSES

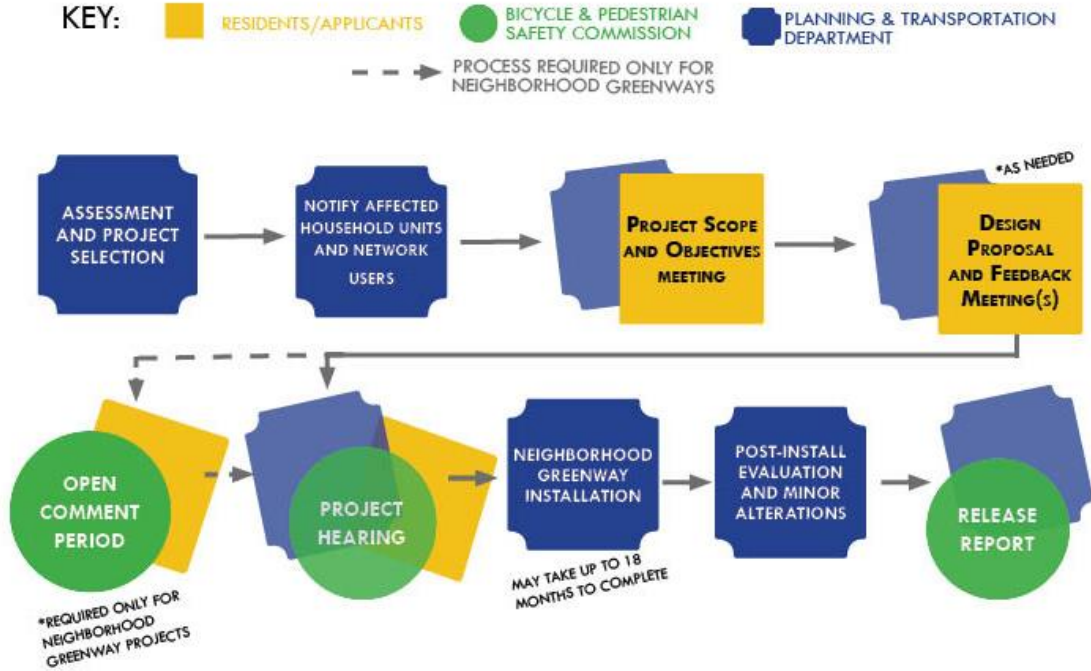
## Resident-Led Traffic Calming Process

### A VISUAL OVERVIEW



# Staff-Led Neighborhood Traffic Calming/Greenway Process

## A VISUAL OVERVIEW



## APPENDIX: DEFINITIONS

---

**Affected Housing Units:** residents and property owners of record located within two lots not to exceed 300 feet of streets affected by the proposed traffic calming installation.

**Major alterations:** A change other than a minor alteration.

**Micromobility:** a category of modes of transport that are provided by very light vehicles such as scooters, electric scooters, electric skateboards.

**Minor alterations:** a change which has no appreciable effect on the surface area of the street dedicated to the travel for motor vehicles. Changes to signs, markings, parking policies or location of traffic calming devices may be considered minor alterations. All other changes are considered 'major alterations.'

**Neighborhood Connector Street:** streets which provide connections between the neighborhood residential and general urban or suburban connector streets. They collect traffic from residential neighborhoods and distribute it to the broader street network. Most of the land uses surrounding neighborhood connectors are generally low/medium-density residential with commercial nodes as it connects to the larger street network.

**Neighborhood Residential Street:** streets that provide access to single and multifamily homes and are not intended to be used for regional or cross-town motor vehicle commuting. Neighborhood residential streets have slow speeds and low vehicular volumes with general priority given to pedestrians.

**Neighborhood Greenway:** a low-speed, low-volume shared roadway that creates a high-comfort walking and bicycling environment. Neighborhood Greenways are identified in the Bloomington Transportation Plan.

**Network Users:** People who utilize a street for their primary means of access to pedestrian, bicycle, or transit networks.

**Shared Streets:** Streets designed for pedestrians, bicyclists, transit riders, and motorists to operate in a "shared" space; shared streets utilize design elements such as pavement treatments, planters, roadway widths, parking spaces, and other elements to direct traffic flow and to encourage cooperation among travel modes in typically flush or curbless environments.

**Speed Cushions:** speed humps that include wheel cutouts to allow large vehicles, cyclists, scooters and strollers to pass unaffected, while reducing passenger car speeds.

**Speed Humps:** a ridge set in a road surface, typically at intervals, to control the speed of vehicles.

**Traffic Calming:** methods described within the state code which are used to slow cars on residential streets. Traffic Calming devices may include curb extensions, chicanes, and/or diagonal diverters.

# Traffic Calming and Greenways Program

Common Council – Committee of the Whole

---

NOVEMBER 30, 2022

# Traffic Calming and Greenways Program

---

Staff is open to improvements to the Traffic Calming and Greenways Program. Proposed changes impact:

1. Resident-Led Traffic Calming by increasing the number of resident-signatures required to apply. This increase will be the most challenging for projects that include multi-family housing. Also, requiring that all resident-led projects are approved as a final step by the Common Council.
2. Staff-Led Traffic Calming and Greenways Projects would require Common Council approval as a final step.

Staff is open to a discussion about what is not currently working well with the recently adopted program.

# Traffic Calming and Greenways Program Overview

---

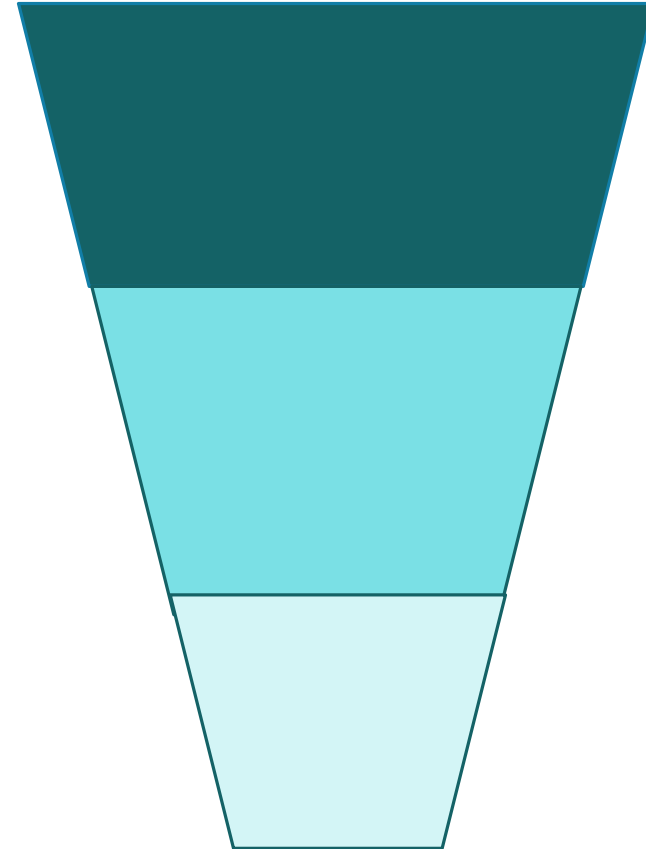
1. Planning processes and engagement
2. Traffic Calming and Greenways Program – the process
3. TCGP projects
4. Project objectives: improving safety, creating a network
5. Project prioritization
6. Questions, concerns, next steps

# Planning processes and engagement

---

Broad to specific

1. Comprehensive Plan
2. Transportation Plan
3. Traffic Calming and Greenways Program



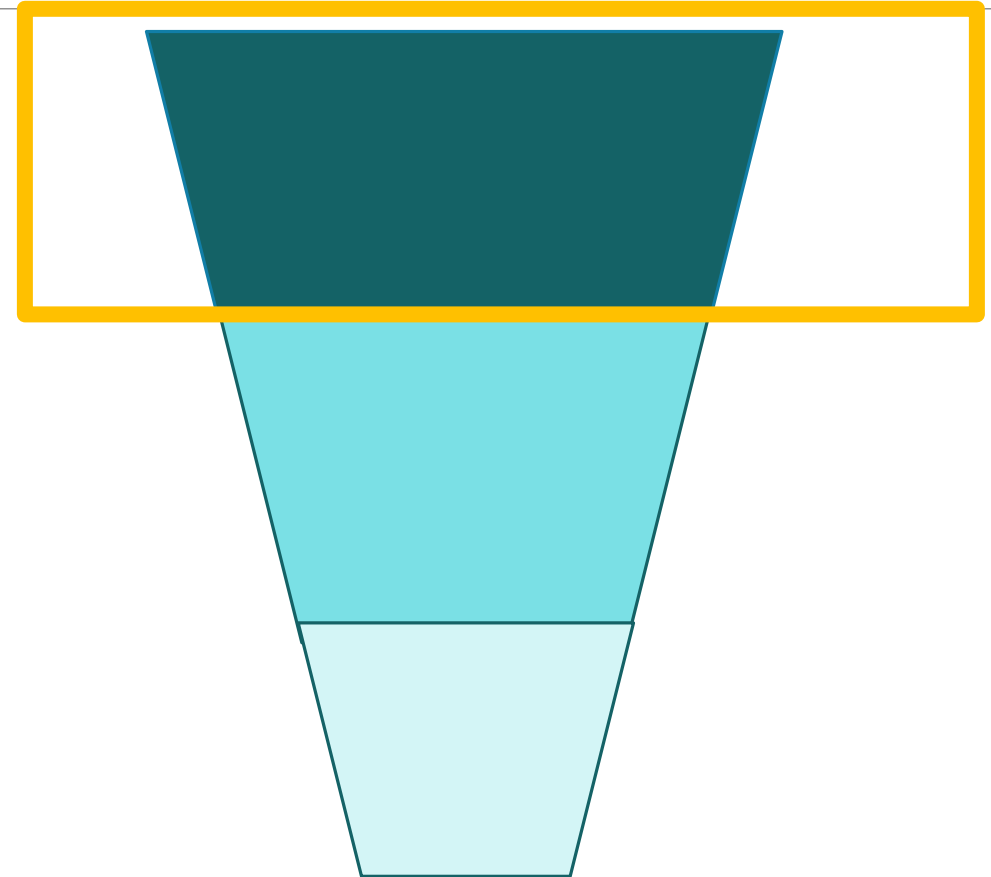


# Planning processes and engagement

---

## Comprehensive Plan

1. Broad engagement and broad questions
2. What is our vision for the future?
3. What are our goals to achieve that vision?
4. Big picture, many topics, engagement across the community



# Planning processes and engagement

---

## Comprehensive Plan

1. Community Services & Economics
2. Culture & Identity
3. Environment
4. Downtown
5. Housing and Neighborhoods
6. Transportation
7. Land Use

### **Air Quality and Emissions**

**Goal 3.6** Protect local air quality from pollutants.

**Policy 3.6.1:** Ensure that the air we breathe is safe for all Bloomington residents and visitors.

**Goal 3.7:** Reduce greenhouse gas emissions.

**Policy 3.7.1:** Promote energy-saving retrofitting of public and private buildings and informed decision-making for building renters based on energy consumption.

**Policy 3.7.2:** Reduce vehicle miles travelled per capita.

**Policy 3.7.3:** Utilize tree, shrub, and native prairie perennials to sequester carbon in order to reduce our carbon dioxide emissions.

# Planning processes and engagement

---

## Comprehensive Plan: Transportation

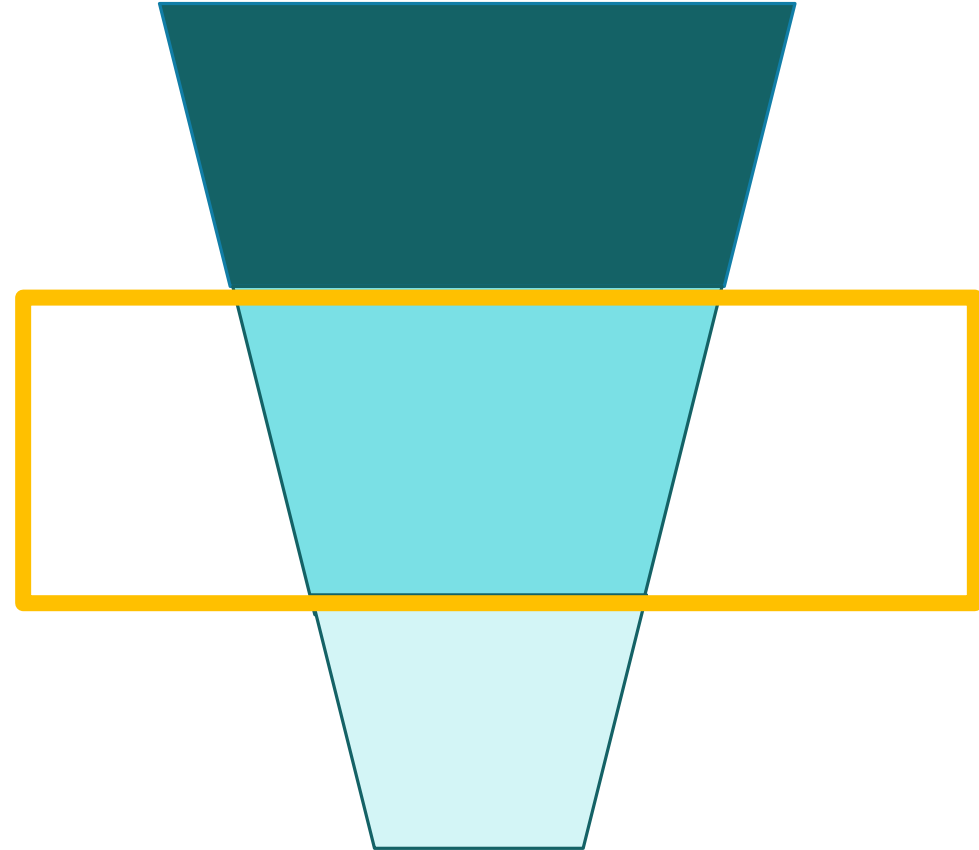
|     |  |
|-----|--|
| 6.1 | <b>Increase Sustainability:</b> Improve the sustainability of the transportation system.   |
| 6.2 | <b>Improve Public Transit:</b> Maintain, improve, and expand an accessible, safe, and efficient public transportation system.  |
| 6.3 | <b>Improve the Bicycle and Pedestrian Network:</b> Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.                  |
| 6.4 | <b>Prioritize Non-Automotive Modes:</b> Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users. |
| 6.5 | <b>Protect Neighborhood Streets:</b> Protect neighborhood streets that support residential character and provide a range of local transportation options.  |
| 6.6 | <b>Optimize Public Space for Parking:</b> Plan and develop parking for cars and bicycles with a focus on efficiency and equity.  |
| 6.7 | <b>Educate the Public:</b> Increase residents' safe use of transportation options that minimize negative environmental and infrastructure impacts.   |

# Planning processes and engagement

---

## Transportation Plan

1. Broad engagement and transportation-specific questions
2. Builds on the goals of the Comp Plan—how do we operationalize those goals in our community?



# Planning processes and engagement

---

## Transportation Plan

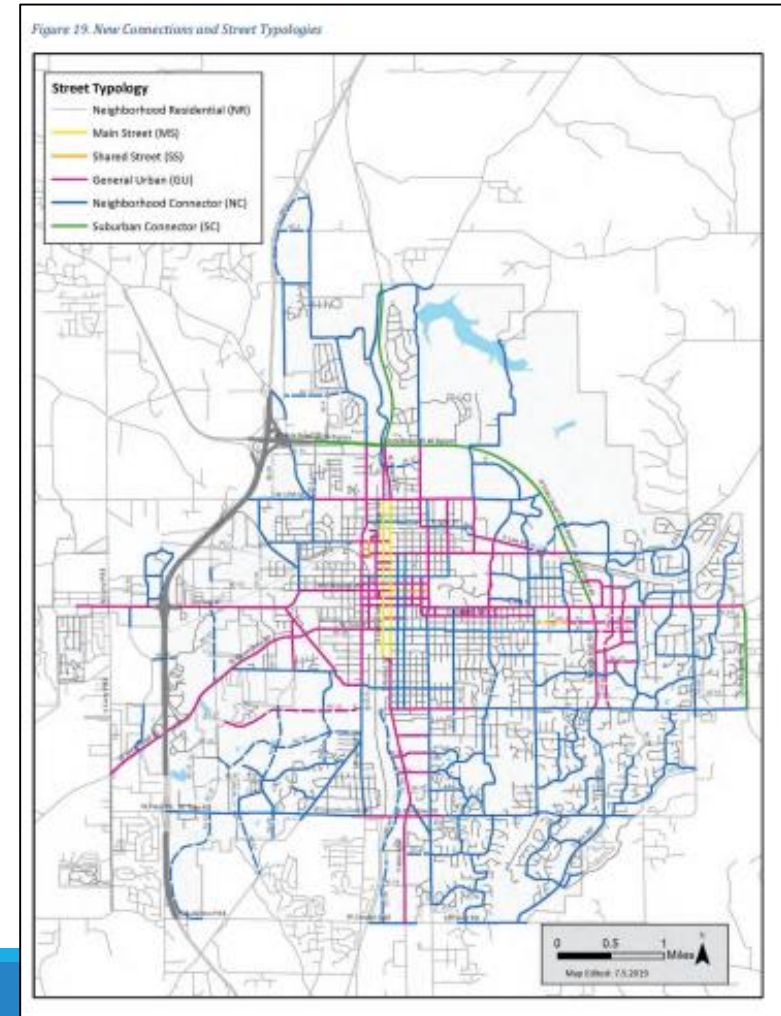
1. How do we achieve our Comprehensive Plan goals for our transportation network?
2. In order to meet our goals, what are our recommendations for every street within the city?
3. Because this builds on the Comprehensive Plan, the engagement questions do not ask, “What are our goals?” That question has been answered.



# Planning processes and engagement

## Transportation Plan

1. Street typologies
2. Every street in the city is assigned a street typology
3. Typologies specify sidewalk widths, treeplot widths, travel lane widths, and on-street parking
4. Figure 19: New Connections and Street Typologies

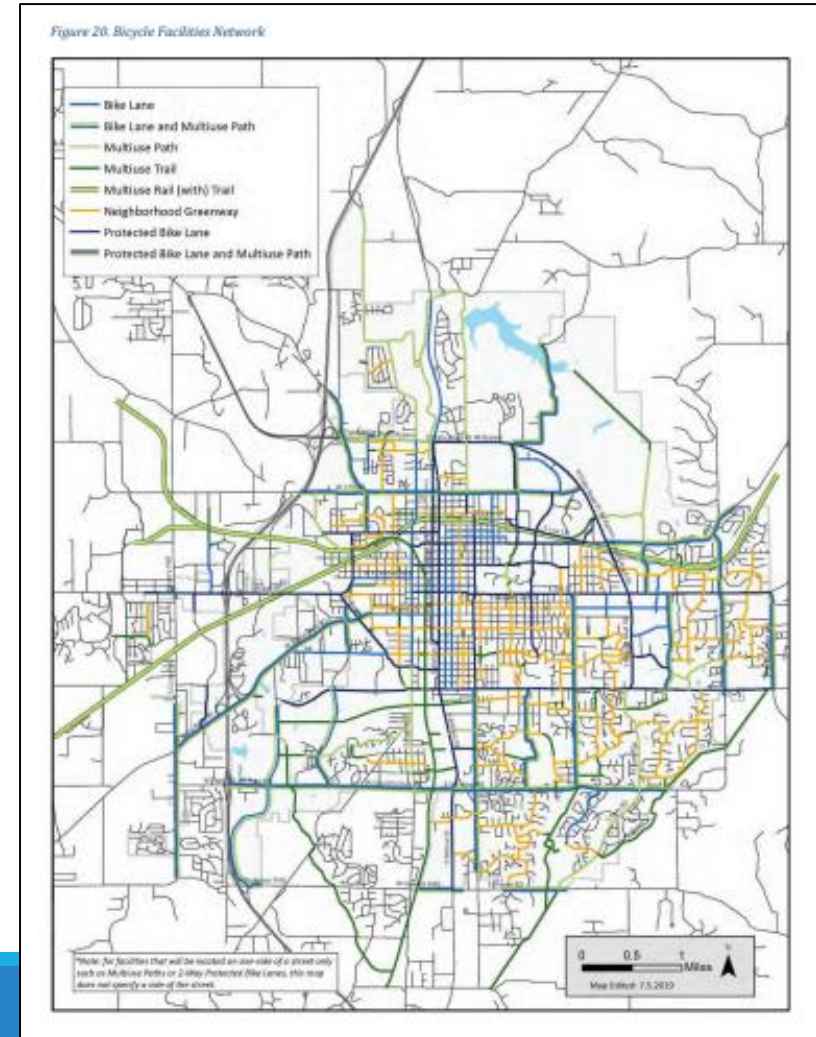




# Planning processes and engagement

## Transportation Plan

1. Bicycle Facility Network
2. Every street in the city was reviewed and an appropriate bicycle facility was recommended based on Comprehensive Plan goals
3. Figure 20: Bicycle Facilities Network

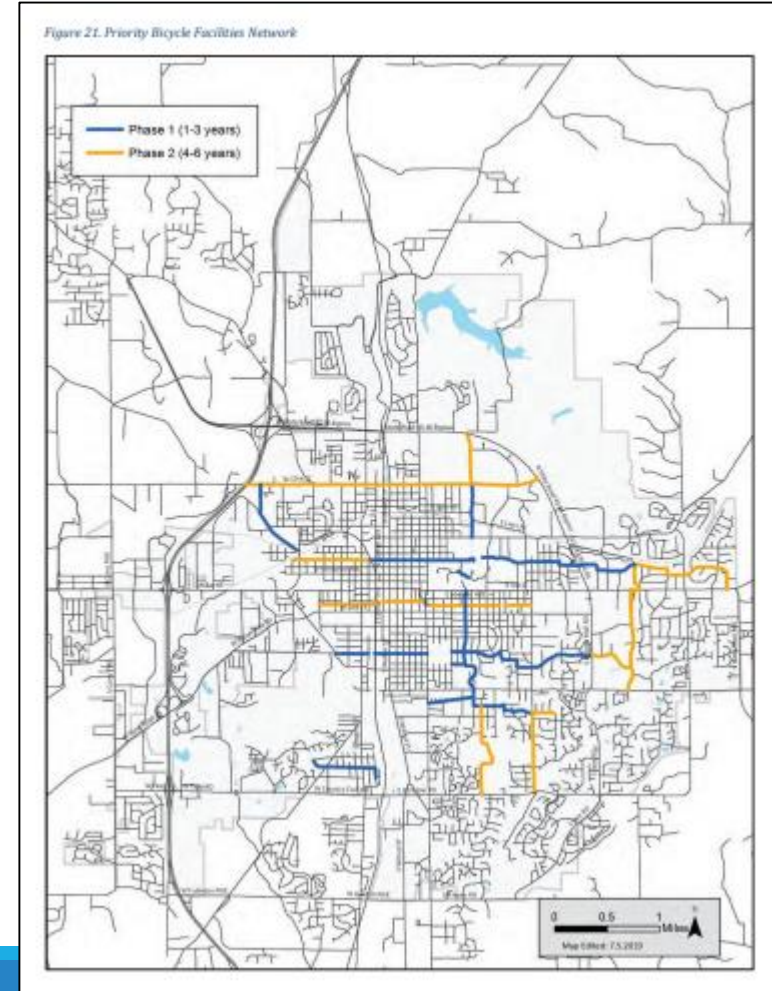


# Planning processes and engagement

## Transportation Plan

### Bicycle Facility Types:

- Multiuse Paths and Trails
- Protected Bike Lanes
- Buffered Bike Lanes
- Conventional Bike Lanes
- Neighborhood Greenways
- Advisory Bike Lane/Shoulder





# Planning processes and engagement

---

## Transportation Plan

1. Bicycle Facilities defined: protected bike lane, conventional bike lane, trail, neighborhood greenway etc.
2. Similar to street typologies, each bicycle facility type is described in the text of the plan.
3. Neighborhood Greenway is a type of bicycle facility.

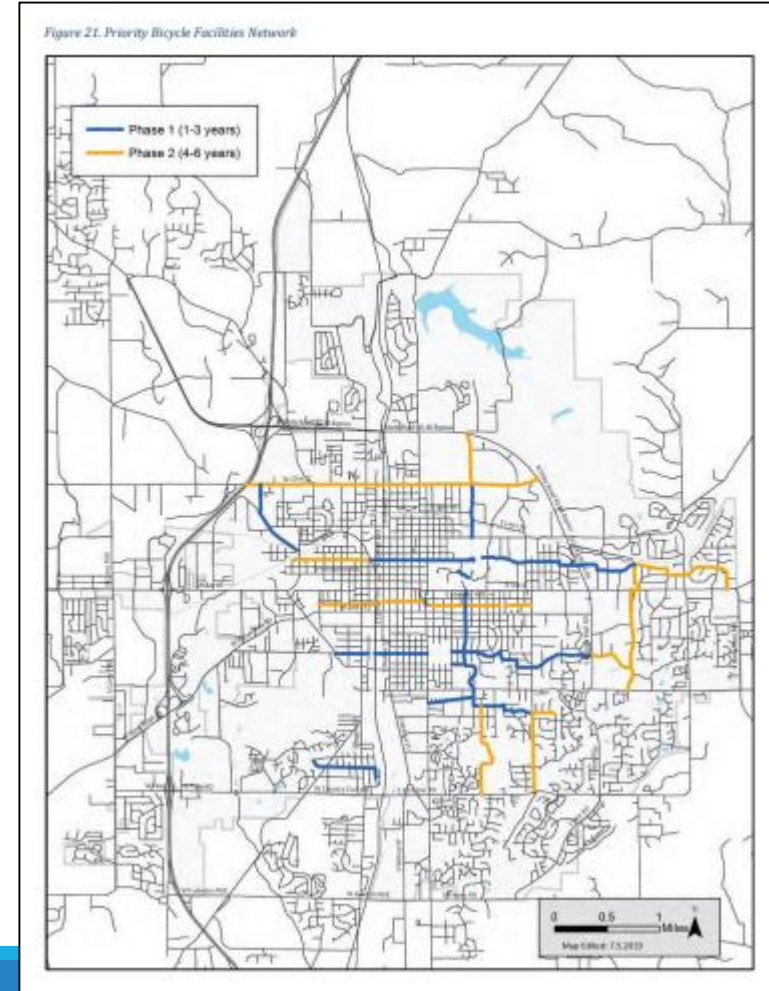
### *Neighborhood Greenways*

Neighborhood greenways (also referred to as bicycle boulevards or neighborhood bikeways) are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment. In addition to shared lane markings and wayfinding signs, traffic calming or diversion treatments are often used to promote speed and volume reduction (less than 25 mph and 3,000 vehicles per day). Another option would be to

# Planning processes and engagement

## Transportation Plan

1. Priority Bicycle Facilities Network
2. “Figure 21 shows the High-Priority Bike Network for Bloomington. Given the limited resources, the projects highlighted in the map and listed in Table 7, are anticipated to achieve the biggest impact within a short timeframe to advance multimodal transportation in the City. These projects form the basic east-west and north-south bicycle network that will be the backbone of the multimodal transportation system in the City.”



# Planning processes and engagement

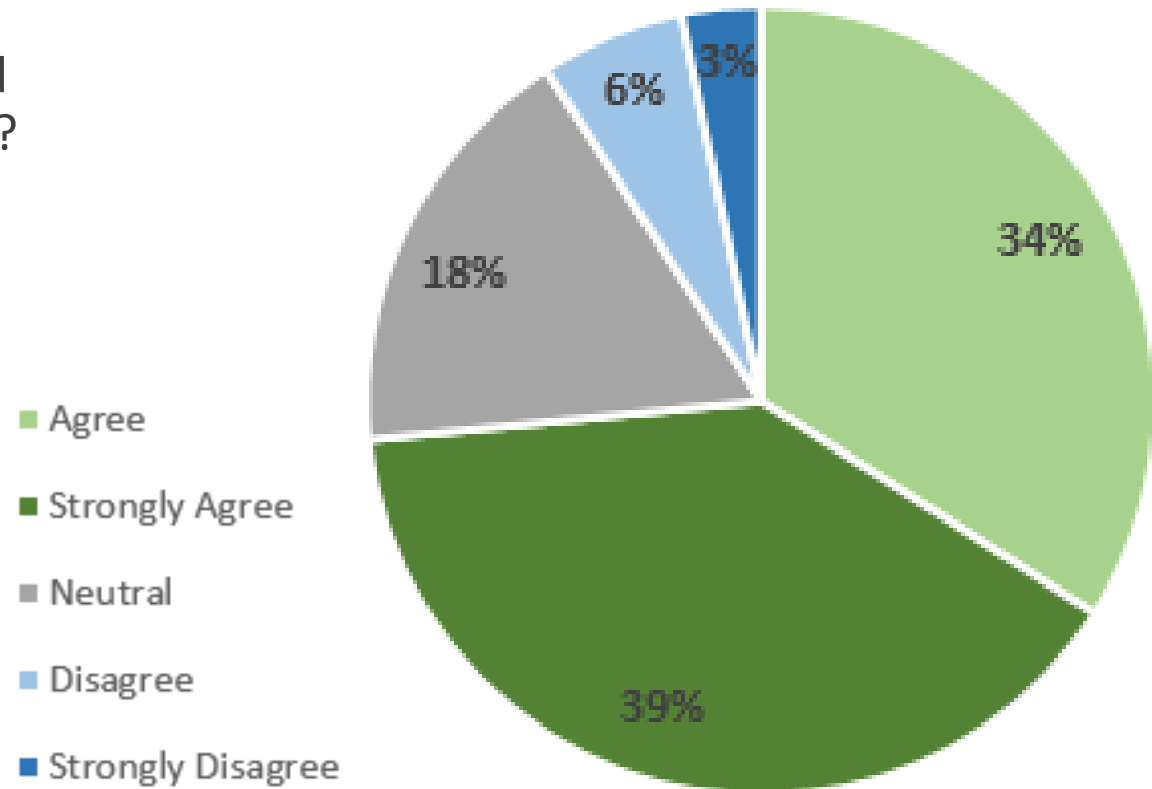
---

## Transportation Plan

Is there support to extend the B-Line and invest in high-priority multimodal routes?

Yes, 523 respondents

73% of residents Strongly Agree or Agree



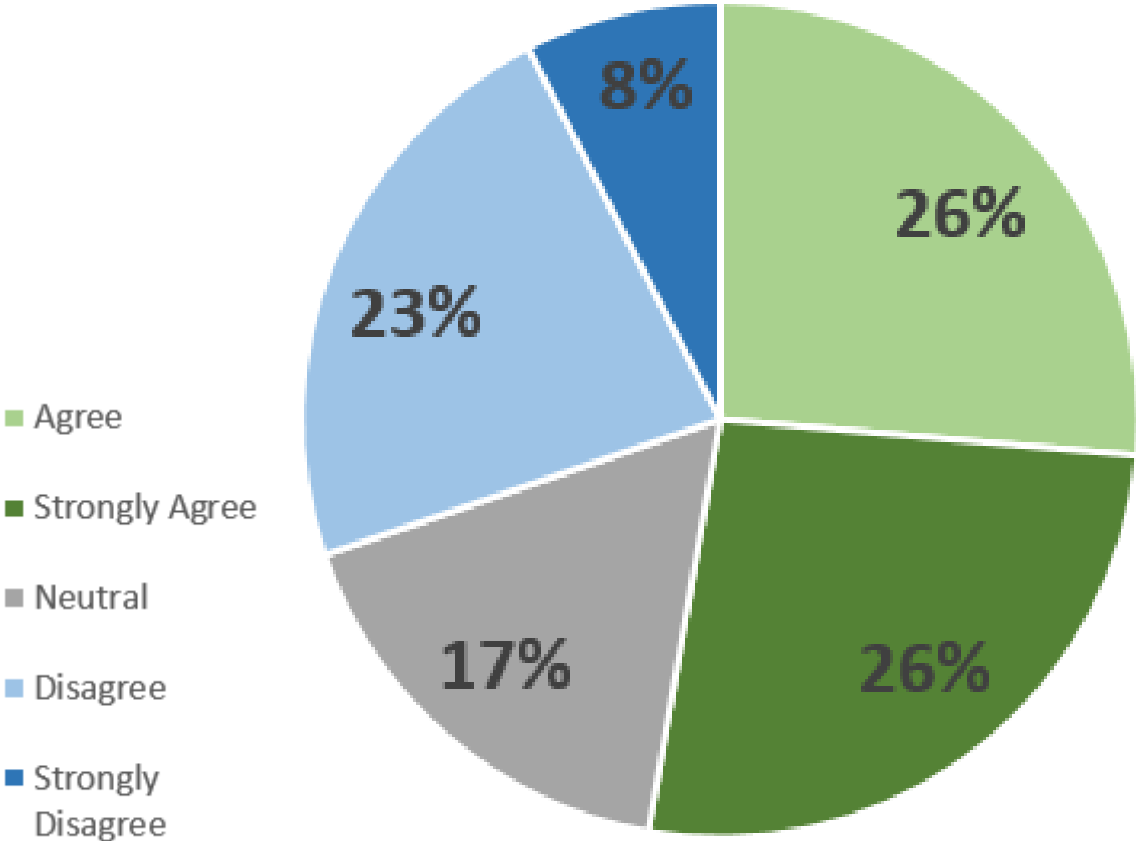
# Planning processes and engagement

## Transportation Plan

Is there support to expand the Neighborhood Greenway network?

Yes, 618 respondents

52% of residents Strongly Agree or Agree, 17% neutral



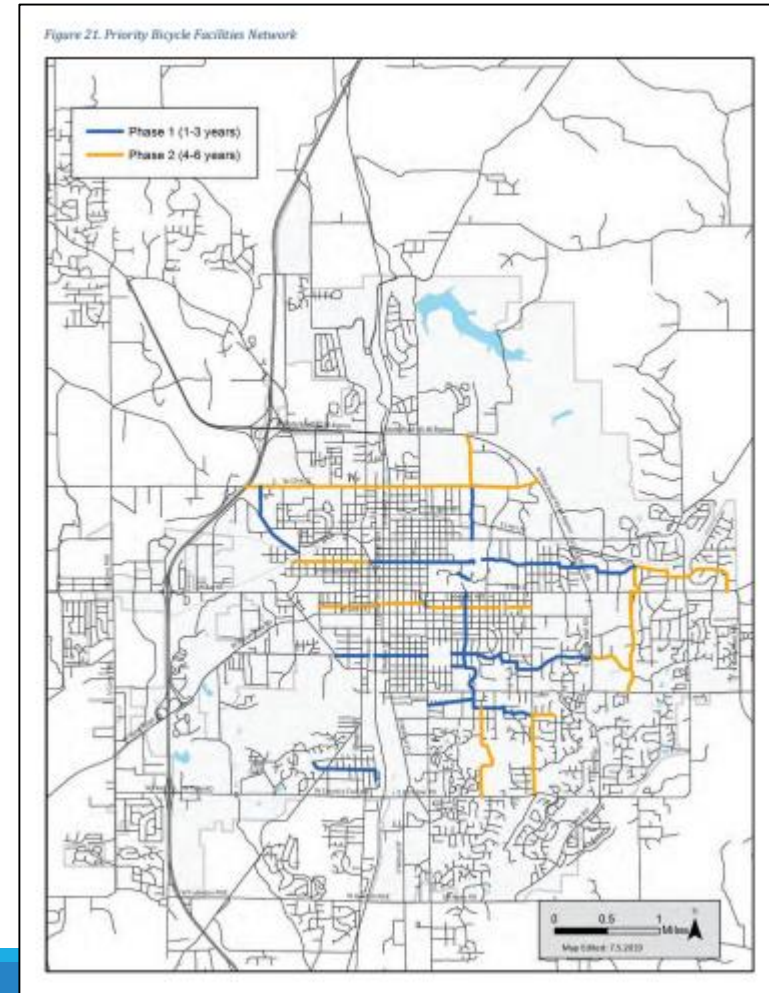
# Planning processes and engagement

## Transportation Plan

The Transportation Plan was passed by the Common Council on May 22, 2019

Based on the goals adopted in the Comprehensive Plan, the Transportation Plan answers:

- What do we want our streets to look like;
- What are the bicycle facilities recommendations for each street in the City;
- Recommendations for how to prioritize projects; and
- Recommendations for determining tradeoffs.

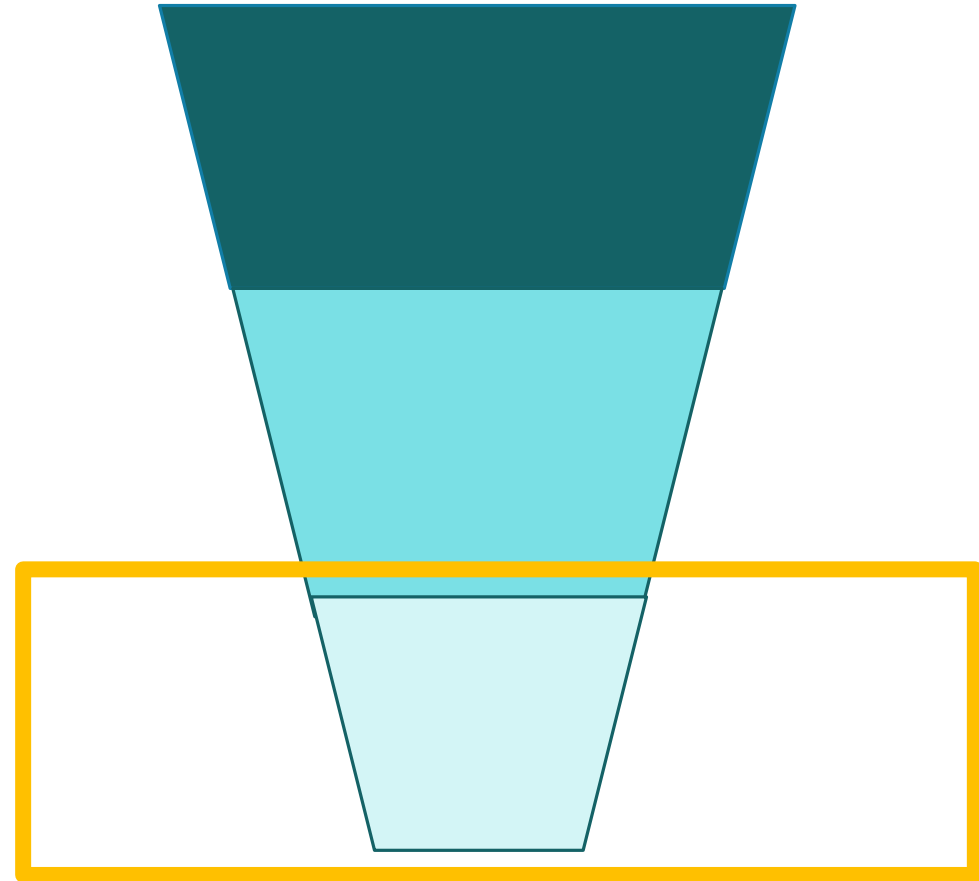


# Planning processes and engagement

---

## Traffic Calming and Greenways Program

1. Targeted engagement and design-specific questions
2. Builds on the goals of the Comp Plan and recommendations of the Transportation Plan
3. For Neighborhood Greenways, other plans have answered why and where.



|              | Is this project needed?   | Does this project support community goals?  | How is project design approached?   |
|--------------|---|---|---|
| Resident-Led | Residents identify their interest by talking with neighbors, collecting signatures, and requesting support from a councilmember. Staff collects data to determine if there is a need. | Only certain street typologies are eligible.<br>Supports improving safety, walking, bicycling, and access to transit. | <ul style="list-style-type: none"> <li>• Project design is approached from a technical perspective, focused on improving safety.</li> <li>• Resident project leaders are involved throughout.</li> <li>• Residents within 300 feet of the project are mailed letters and informed of opportunities to share input with staff or in a public meeting.</li> </ul> |
|              |   |   |   |

|                                 | Is this project needed?   | Does this project support community goals?  | How is project design approached?   |
|---------------------------------|---|---|---|
| Resident-Led                    | Residents identify their interest by talking with neighbors, collecting signatures, and requesting support from a councilmember. Staff collects data to determine if there is a need. | Only certain street typologies are eligible.<br>Supports improving safety, walking, bicycling, and access to transit.   | <ul style="list-style-type: none"> <li>• Project design is approached from a technical perspective, focused on improving safety.</li> <li>• Resident project leaders are involved throughout.</li> <li>• Residents within 300 feet of the project are mailed letters and informed of opportunities to share input with staff or in a public meeting.</li> </ul>   |
| Staff-Led Neighborhood Greenway | This was reviewed and identified in the Transportation Plan.  | This was reviewed and identified by the goals of the Comp Plan and then the recommendations of the Transportation Plan. | <ul style="list-style-type: none"> <li>• This is the focus of public engagement for a neighborhood greenway.</li> <li>• Residents within 300 feet of the project are mailed information about the project and about the meetings.</li> <li>• Staff hosts 2-3 meetings to ask for input, review design, and present design changes.</li> <li>• Design is reviewed and approved in a public meeting of the Bicycle and Pedestrian Safety Commission.</li> </ul> |

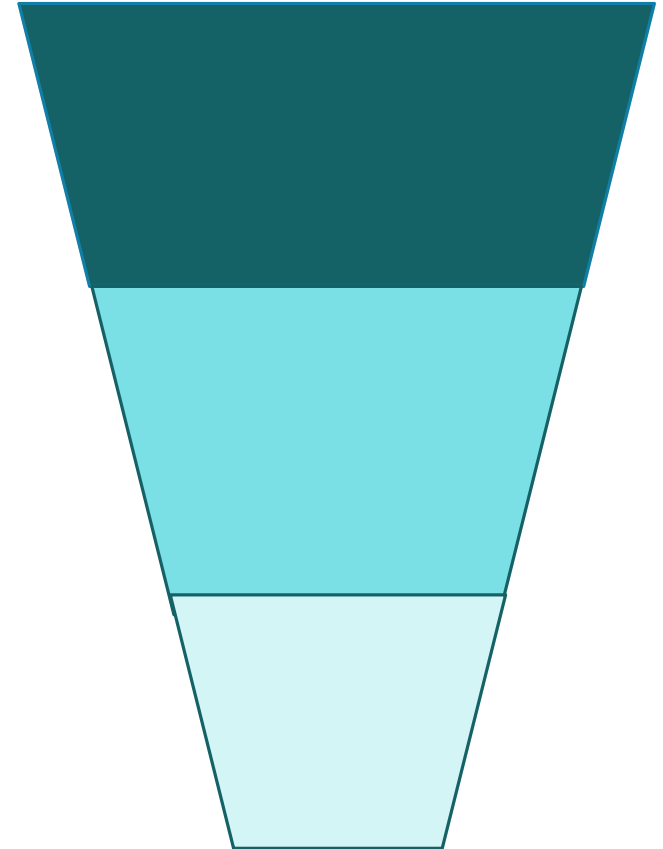


# Planning processes and engagement

---

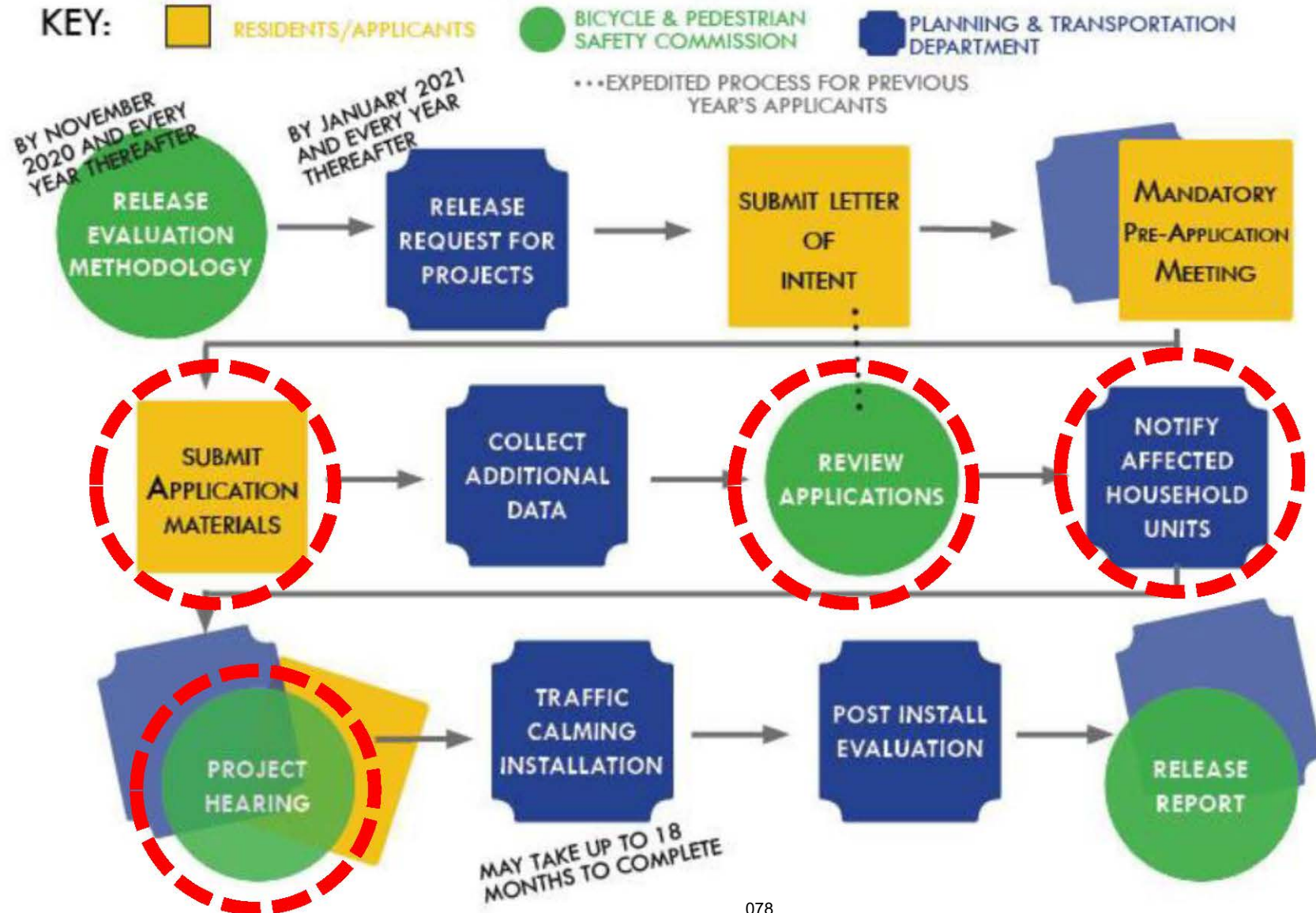
## Summary

1. Comprehensive Plan: What is vision for the future our community?
2. Transportation Plan: In order to meet our goals, what are our recommendations for every street within the city?
3. TCGP: How do we design neighborhood greenways and other traffic calming to support community goals?



# Resident-Led Traffic Calming Process

## A VISUAL OVERVIEW



# Staff-Led Neighborhood Traffic Calming/Greenway Process

## A VISUAL OVERVIEW

KEY:



RESIDENTS/APPLICANTS

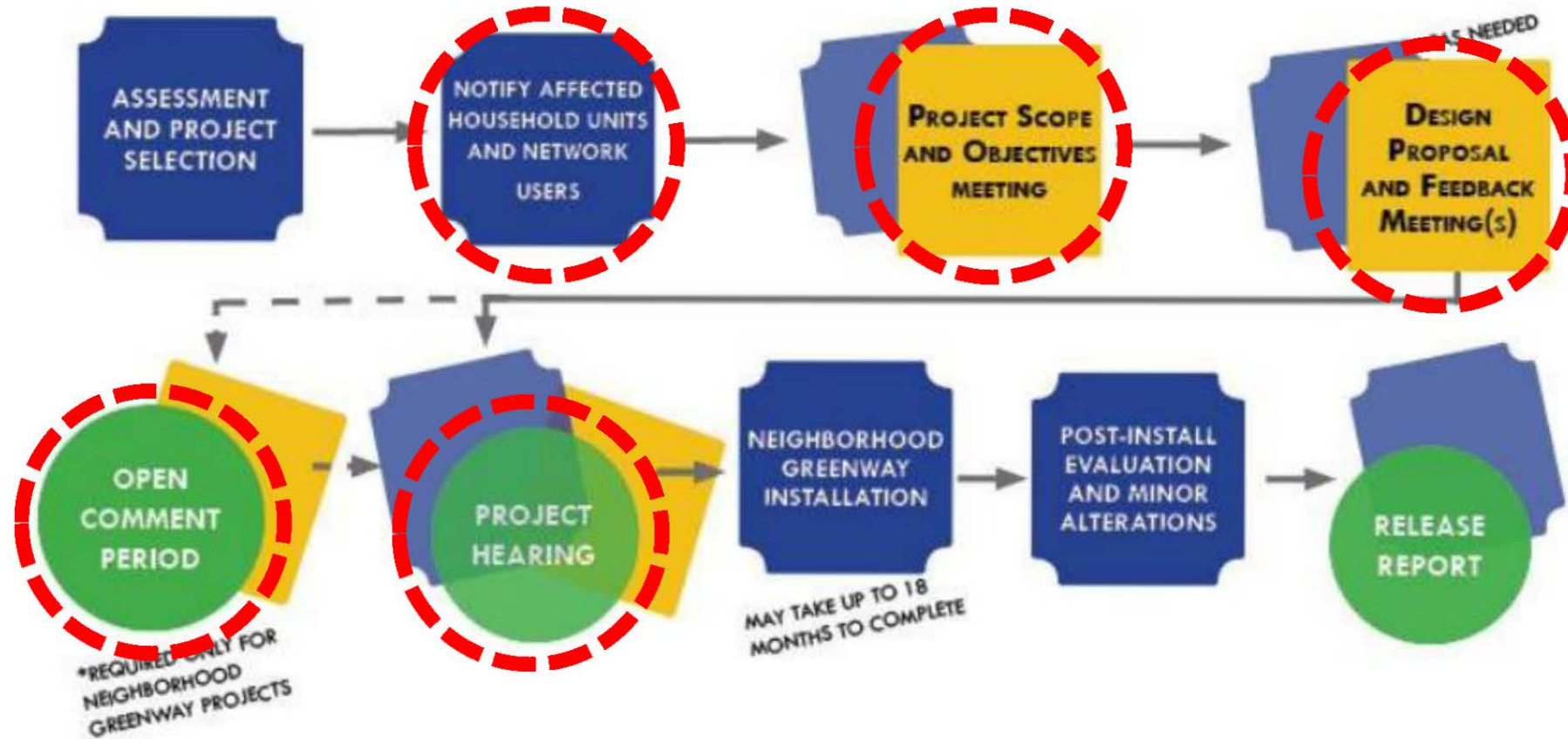


BICYCLE & PEDESTRIAN  
SAFETY COMMISSION



PLANNING & TRANSPORTATION  
DEPARTMENT

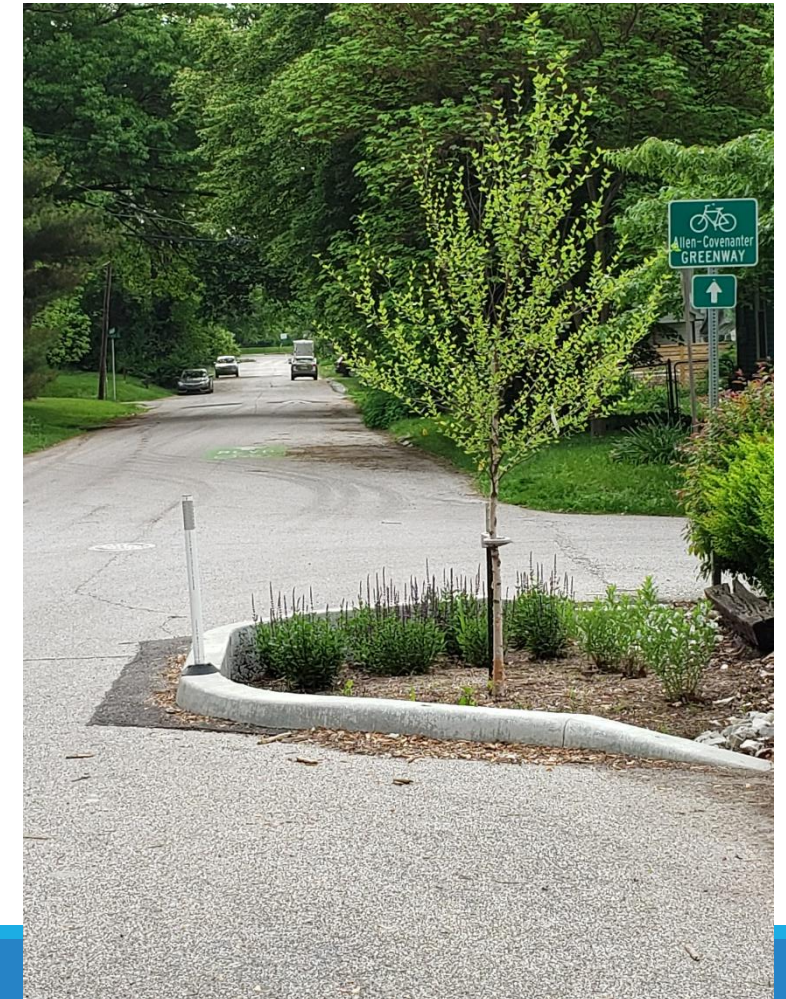
---> PROCESS REQUIRED ONLY FOR  
NEIGHBORHOOD GREENWAYS





# TCGP Projects

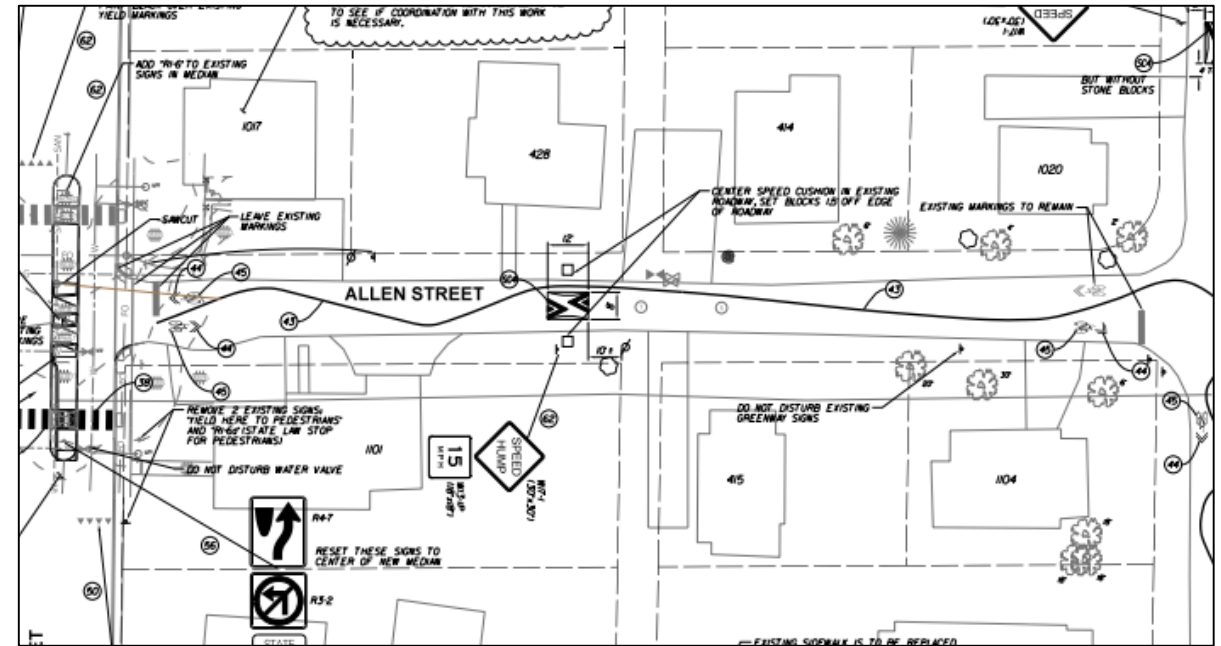
| Process                                | Projects   |
|--|--|
| Resident-Led                           | <ul style="list-style-type: none"><li>• W. 12<sup>th</sup> Street and W. 13<sup>th</sup> Street (installed)</li><li>• E. Maxwell Lane (designed, planned for installation 2023)</li></ul>  |
| Staff-Led<br>Neighborhood<br>Greenways | <ul style="list-style-type: none"><li>• E. Allen Street (Walnut St. to Henderson St., installed)</li><li>• E. 7<sup>th</sup> Street (Union St. to the Bypass, installed)</li><li>• W. Graham Dr. (Rockport Rd. to the B-Line Trail, installed)</li><li>• W. Allen Street (Patterson Dr. to the B-Line Trail, designed, planned for installation 2023)</li><li>• S. Hawthorne Dr./Weatherstone Ln (in process, 3<sup>rd</sup> public meeting scheduled)</li></ul> |



# TCGP Projects: Design Considerations

Design considerations:

- Feedback from residents about use of the street
- Location of driveways
- On-street parking
- Under and above ground utilities
- Locations where trees can be added
- Stormwater infrastructure
- Proximity to intersections
- Spacing of speed humps or speed cushions
- Gaps in speed cushions
- Emergency service routes



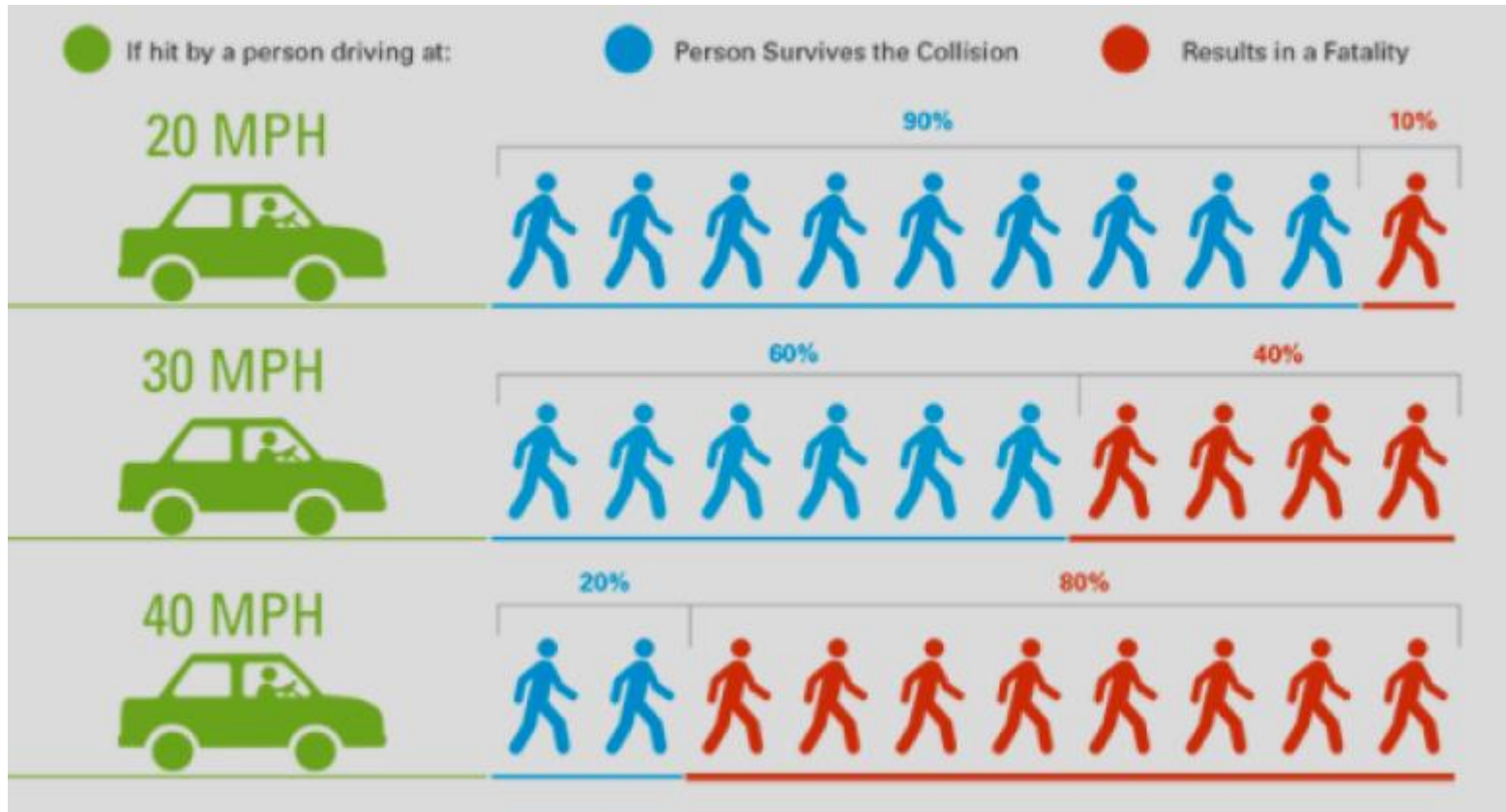
# TCGP Project Objectives

---

## Connected to Comprehensive Plan Goals

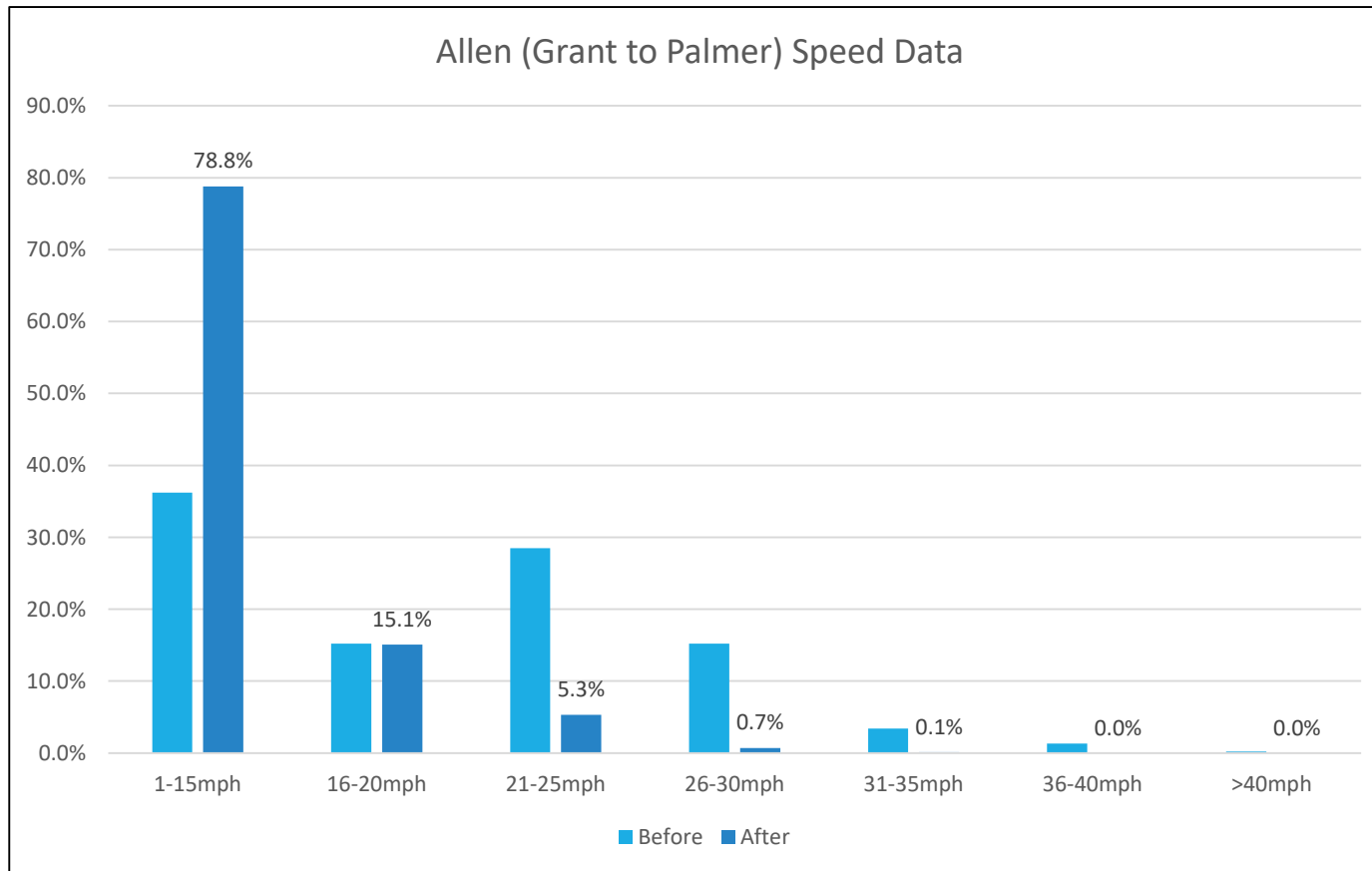
1. Goal 6.1 Increase Sustainability: Improve the sustainability of the transportation system.
2. Goal 6.3 Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand on accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.
3. Goal 6.4 Prioritize Non-Automotive Modes: Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.

# TCGP Project Objectives



- Even small changes in impact speed have a large effect on the risk of fatal injury.
- A risk of pedestrian fatality at an impact speed of 20 MPH is 10%, the risk of a pedestrian fatality at an impact speed of 40 MPH is 80% (this increases with SUVs and trucks)
- Source: US Dept. of Transportation, March 2000

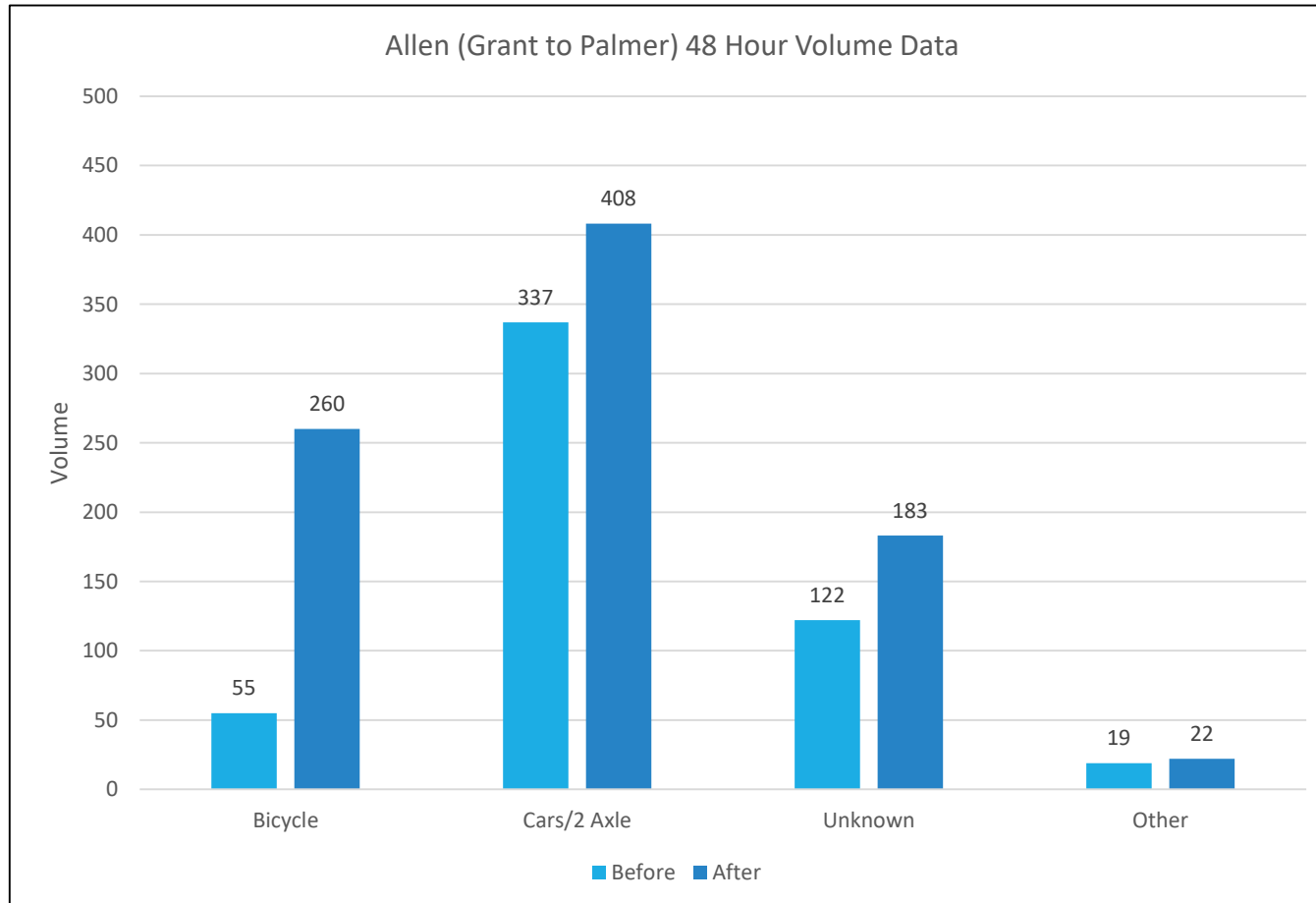
# TCGP Project Objectives



- Goal 6.3 Improve the Bicycle and Pedestrian Network
- Improve safety



# TCGP Project Objectives

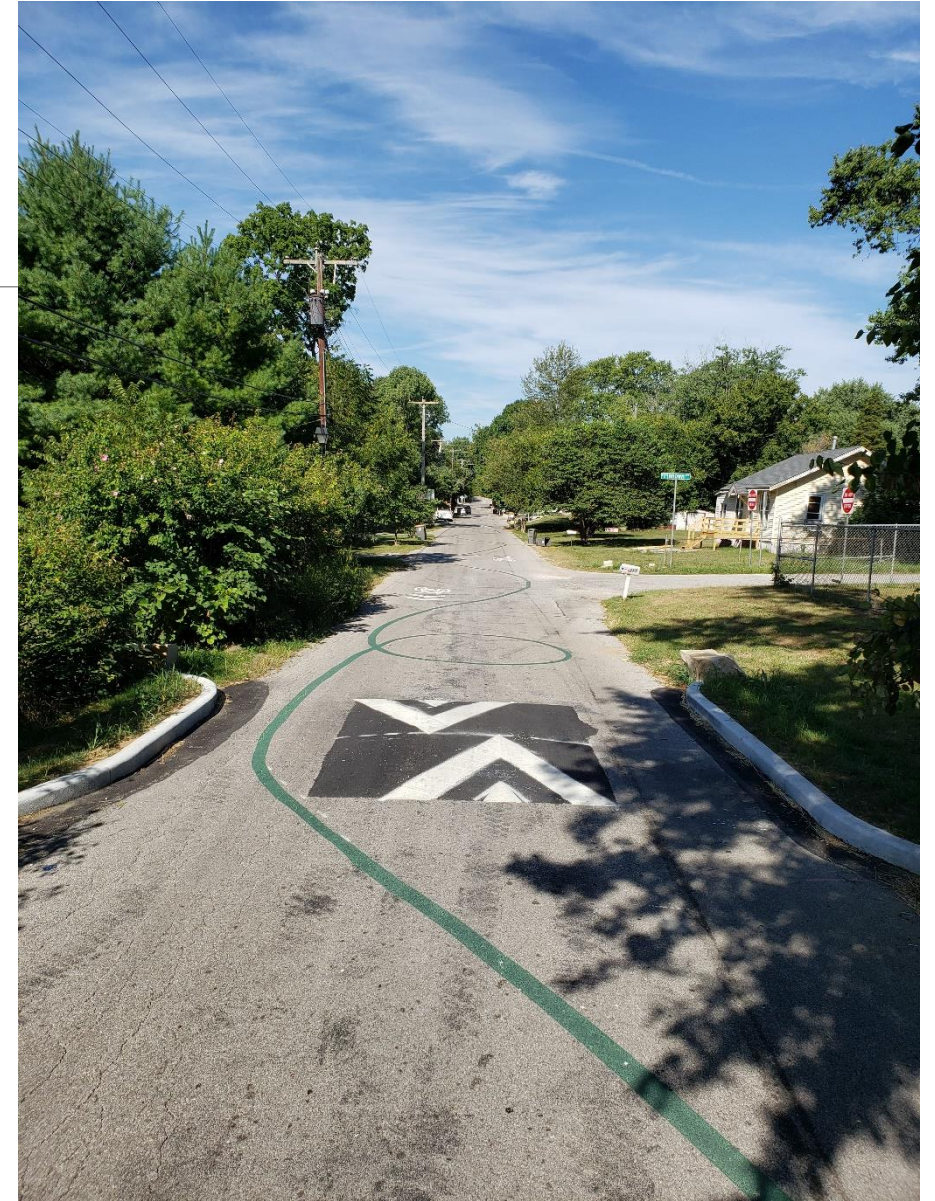


- Goal 6.3 Improve the Bicycle and Pedestrian Network
- Allen Street: increased pedestrian usage.
- “The pedestrian parade”

# Project Prioritization

---

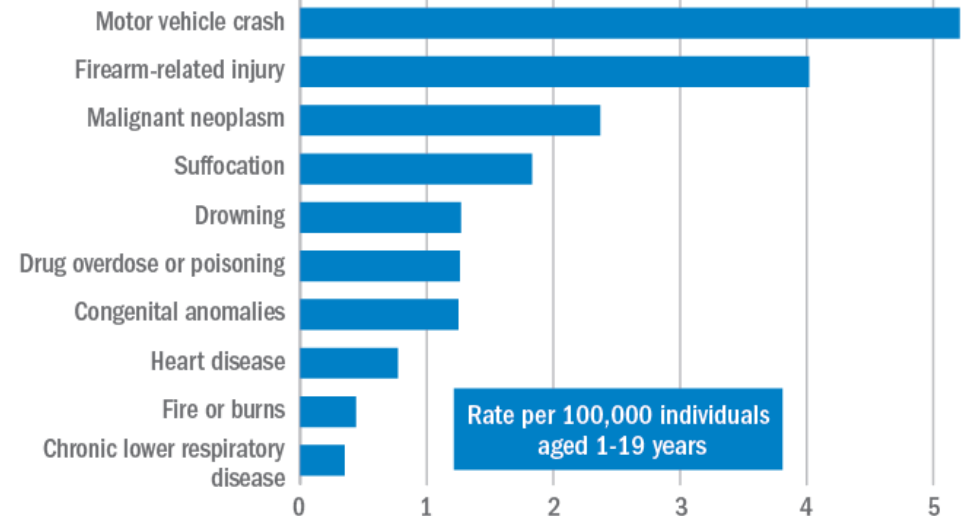
- For Neighborhood Greenways, staff uses the Priority Bicycle Facilities Map from the Transportation Plan to prioritize.
- Resident-led: residents request projects. Then, the Bicycle and Pedestrian Safety Commission prioritizes projects using an annually -reviewed and –adopted evaluation methodology. The criteria focus on history of crashes, likely prevalence of pedestrians, motor vehicle volumes, and motor vehicle speeds.



# Questions, concerns, and next steps

- Resident-led traffic calming typically receives ~\$50,000 a year. This can be allocated by the Council Sidewalk Committee.
- Neighborhood Greenway projects are funded through the Alternative Transportation Fund, which is approximately \$375,000 each year. That quantity typically funds construction of two sections of Neighborhood Greenway.
- Neighborhood Greenways construction cost about \$200,000 - \$400,000 per mile.
- New sidewalks on one side of a street cost approximately \$2 million per mile.
- According to Zillow, the average cost of a home in Bloomington is \$310,290.

Ten leading causes of child and adolescent death, 2016



Note: Based on data from the Centers for Disease Control and Prevention's Wide-ranging Online Data for Epidemiologic Research system.

Source: N Engl J Med. 2018;379(25):2468-75

MDeRidge News



# Questions, concerns, and next steps

---

- Staff is concerned that a higher threshold of signatures will be a barrier for people to participate in the resident-led program.
- Consider increasing the number of letters of support from councilmembers for resident-led projects in place of approval at the end of the process.
- Staff is concerned with the timing of the council approval for both processes. Each process includes public engagement.
- If there are concerns that a street should not be a Neighborhood Greenway, then the Transportation Plan should be amended.
- What are concerns with the current process?
- What criteria does council intend to use to review and approve projects? It will be helpful for staff to be aware of criteria.





## MEMO FROM COUNCIL OFFICE ON:

### **Appropriation Ordinance 23-04 – To Specially Appropriate from the General Fund, ARPA State and Local Fiscal Recovery Fund, Parks and Recreation General Fund, and Motor Vehicle Highway Street Fund, Expenditures Not Otherwise Appropriated (Appropriating a Portion of the Amount of Funds Reverted to Various City Funds at the End of 2022 for Unmet Needs in 2023)**

---

#### **Synopsis**

This ordinance appropriates an additional \$4,035,551 of funds from the General Fund, ARPA State and Local Fiscal Recovery Fund, Parks and Recreation General Fund, and Motor Vehicle Highway Fund for a variety of expenditures by departments and for certain public safety retention measures.

#### **Relevant Materials**

- Appropriation Ordinance 23-04
- Staff Memo from Controller's Office

#### **Summary**

Appropriation Ordinance 23-04 appropriates \$4,035,551 out of four funds. Appropriations from the General Fund and Parks & Recreation General Fund utilize money that reverted to those funds from past years. Appropriations of reverted funds have previously been proposed as part of a program initiated by Mayor Hamilton both to share savings with Departments and to encourage department heads to be good stewards of the City's funds and find innovative ways to become efficient in their utilization.

The administration initiated appropriations of reverted funds in 2016, 2017, 2018, and 2019. In 2016, \$2.79 million of reverted funds from 2015 were appropriated primarily for the replacement of aging vehicles (Category 4 – Capital Outlays) and training & education (Category 3 – Other Services and Charges). In 2017, \$2.7 million of reverted funds from 2016 were appropriated primarily for capital and vehicle replacement (Category 4 – Capital Outlays) and training, outside services, and programmatic support (Category 3 – Other Services and Charges). In 2018, \$2.083 million of reverted funds from 2017 were used primarily for capital replacements and improvements (Category 4 – Capital Outlays) and training and consultants (Category 3 – Other Services and Charges). In 2019, \$2.016 million of reverted funds from 2018 were used primarily for Category 3 – Other Services and Charges. In 2020, the program focus shifted and reversions were appropriated to assist with Bloomington's response to the COVID-19 pandemic.



This year, the Administration is proposing appropriations totaling \$4,035,551 to be utilized by various departments for uses described in the legislation and accompanying staff memo.

The amounts to be appropriated out of the four funds are as follows:

|                                   |             |
|-----------------------------------|-------------|
| General Fund -                    | \$626,100   |
| Parks & Recreation General Fund - | \$233,600   |
| ARPA Local Fiscal Recovery Fund - | \$1,300,000 |
| Motor Vehicle Highway Fund -      | \$1,875,851 |

The proposed appropriation from the ARPA Local Fiscal Recovery Fund is not utilizing reverted money but instead proposes expenditures of money allocated to the City under the American Rescue Plan Act (“ARPA”) of 2021. In 2021, [Ordinance 21-25](#) was adopted, which established the ARP Coronavirus Local Fiscal Recovery Fund in the Office of the Controller to consist of all monies allocated to the City under ARPA. The ordinance listed the following allowed purposes for the fund:

- (A) To respond to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19) or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;
- (B) To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers of the City that are performing such essential work, or by providing grants to eligible employers that have eligible workers who perform essential work;
- (C) For the provision of government services to the extent of the reduction in revenue of the City due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year of the City prior to the emergency, that being 2019; or
- (D) To make necessary investments in water, sewer, or broadband infrastructure.
- (E) For any other purpose as may be allowed by Congress or regulations issued by the Department of the Treasury.

These allowed uses comported with requirements outlined in both federal and state guidance documents that accompanied the ARPA funding.



The proposed appropriation from the Motor Vehicle Highway Fund is also not utilizing reverted money. Rather, this appropriation comes as a result of state guidance on accounting for motor vehicle highway and restricted motor vehicle highway funds. The adopted [2023 civil city budget](#) included \$1,875,851 in the Motor Vehicle Highway Restricted Fund (Fund #456). The Controller's Office has indicated that the proposed appropriation of these funds out of the Motor Vehicle Fund (Fund 451) is needed to make use of this already-budgeted money in 2023.

### **Appropriations Generally; Public Hearing Required**

[Indiana Code 36-4-7-8](#) provides that the legislative body may, on the recommendation of the city executive, make further or additional appropriations by ordinance, as long as the result does not increase the city's tax levy that was set as part of the annual budgeting process. The additional appropriations requested by [Appropriation Ordinance 23-04](#) should not result in such an increase to the city's tax levy. Please note that a public notice of the proposed additional appropriation will be published pursuant to [Indiana Code 6-1.1-18-5](#) and also note that the Council must conduct a public hearing (scheduled for May 17, 2023) on the proposal before adoption.

### **Contact**

Jeffrey Underwood, Controller, 812-349-3412, [underwoj@bloomington.in.gov](mailto:underwoj@bloomington.in.gov)

Jeff McMillian, Deputy Controller, 812-349-3412, [mcmillij@bloomington.in.gov](mailto:mcmillij@bloomington.in.gov)

Cheryl Gilliland, Director of Auditing & Financial Systems, 812-349-3412,

[cheryl.gilliland@bloomington.in.gov](mailto:cheryl.gilliland@bloomington.in.gov)

**APPROPRIATION ORDINANCE 23-04**

**TO SPECIALLY APPROPRIATE FROM THE GENERAL FUND, ARPA STATE AND LOCAL FISCAL RECOVERY FUND, PARKS AND RECREATION GENERAL FUND, AND MOTOR VEHICLE HIGHWAY STREET FUND EXPENDITURES NOT OTHERWISE APPROPRIATED (Appropriating a Portion of the Amount of Funds reverted to Various City Funds at the End of 2022 for Unmet Needs in 2023)**

- WHEREAS, the Public Works - Animal Care & Control Division desires to increase its budget in Classification 3 – Services and Charges for additional veterinary medical care costs; and
- WHEREAS, the Public Works Department desires to increase its budget in Classification 3 – Services and Charges in order to provide for additional hours for the Brighten B-town program to perform graffiti removal and additional funds to cover the APWA agency accreditation application agreement fee; and
- WHEREAS, the City Clerk’s Office desires to increase its budget in Classification 3 – Services and Charges to provide additional instruction and travel for Clerk staff; and
- WHEREAS, the Office of Economic and Sustainable Development desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide additional staff development (including travel, lodging, and conference fees), to purchase branded ESD clothing for staff to use in public, and to purchase a TDM Trek Bike as a promotional raffle item; and
- WHEREAS, the Council Office desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to purchase a webcam for the Clerk/Council library and an Adobe Acrobat Pro license, to provide support for the CAPS Commission, and to pay for training/travel expenses related to the AIM Municipal Law Seminar; and
- WHEREAS, the Fire Department desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide extra PPE/Fire gear and duty uniforms/boots for extra recruits, EMT training for new online firefighters, tablets for the Prevention Division, architect offset costs for Station 1 reconstruction, new fire alarm system and gas line repair costs at Station 2, inspection software for Deputy Fire Marshals, unexpected costs of FireHouse software renewal for records management, and a new software program for Mobile Integrated Health Care workers; and
- WHEREAS, the Community & Family Resources Department desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide additional promotional and campaign materials for four groups (After Hours Ambassador, Domestic Violence Coalition, Commission on Aging, and Commission on the Status of Women), event supplies, and a laptop/monitor for a new employee; and
- WHEREAS, the Legal Department desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide additional staff development (including travel, lodging, and conference fees), and to cover costs for ergonomic equipment, respirator fit testing for Fire personnel, special legal services, increased insurance premiums, and software licensing to improve contracting processes; and
- WHEREAS, the Office of the Mayor desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges for the Innovation lab, which will cover items not included in the adopted budget, such as, supplies, IT equipment (wireless keyboard & mouse), materials for Innovation Toolkit and Bootcamps, 9x prototypes, open house signage, and a pilot contract with Civic Champs; and
- WHEREAS, the Human Resources Department desires to increase its budget in Classification 3 – Services and Charges in order to purchase new applicant tracking software; and
- WHEREAS, the Planning & Transportation Department desires to increase its budget in Classification 3 – Services and Charges in order to provide coverage of consultant fees associated with the Safe Streets and Roads for All Action Plan; and



- WHEREAS, the Police Department desires to increase its budget in Classification 2 – Supplies in order to purchase and install emergency equipment in vehicles, which includes lights, communications equipment, and associated support equipment; and
- WHEREAS, the Housing & Neighborhood Development Department desires to increase its budget in Classification 2 – Supplies in order to provide new tablets, computer monitors, scanners, and software to inspection staff; and
- WHEREAS, the Public Works - Facilities Maintenance Division desires to increase its budget Classification 3 – Services and Charges in order to provide funding for City Hall maintenance and repair projects not included in the adopted budget; and
- WHEREAS, the Information & Technology Services Department desires to increase its budget in Classification 2 – Supplies, Classification 3 – Services and Charges, and Classification – 4 Capital in order to provide for badge printer replacements, an atrium public meeting kiosk, multifactor authentication hardware, thermal barcode printer(s), digital equity Wi-Fi, SQL server maintenance, Tyler EPL System Management, Google licenses for new employees/interns, DocuSign licenses, conduit repair, security camera replacements, and digital equity Wi-Fi hardware provided by an outside source; and
- WHEREAS, the Parks Department for the Parks & Recreation General Fund desires to increase its budget in Classification 2 – Supplies, Classification 3 – Services & Charges, and Classification 4 – Capital in order to provide for community events with upgraded sound equipment (monitors, mic stands, amplifiers), soccer goals, new land acquisition adjacent to Leonard Springs Nature Park and design plan for improving parking/security of the new land, emergency mechanical repairs at pools, a shelter kit and concrete pad for RCA Park, and sports lights with timers for some courts at Switchyard and RCA parks; and
- WHEREAS, the Public Works Department for the Motor Vehicle Highway Fund desires to maintain a housekeeping alignment per the Indiana Department of Local Government Finance in Classification 1 – Personnel Services, Classification 2 – Supplies, Classification 3 – Services and Charges, and Classification – 4 Capital in order to move the already-budgeted Restricted Motor Vehicle Highway Fund (2019) into the Motor Vehicle Highway Fund; and
- WHEREAS, the American Rescue Plan Act of 2021, Pub. L. 117-2 (ARPA), established the Coronavirus State and Local Fiscal Recovery Funds (SLFRF) to provide state, local, and Tribal governments with the resources needed to respond to the pandemic and its economic effects and to build a stronger, more equitable economy during the recovery; and
- WHEREAS, the City wishes to use funds from the City’s APRA Local Fiscal Recovery Fund to pay premium pay in 2023 to Firefighters First Class, Chauffeurs, and Captains, to recognize their essential work during the pandemic and to respond to inflationary and other economic pressures affecting retention of such personnel; and
- WHEREAS, the City considers that having sworn police officers and firefighters live within City boundaries benefits both public safety personnel and residents, by integrating public safety personnel more fully into the community; and
- WHEREAS, the rising cost of housing within the City poses substantial challenges for sworn police officers and firefighters who wish to live within City boundaries; and
- WHEREAS, the City wishes to use funds from the City’s ARPA Local Fiscal Recovery Fund to cover certain one-time costs associated with a public safety housing assistance program under which a partnering bank providing interest-free housing loans to up to ten (10) sworn police officers and ten (10) firefighters who purchase homes within City boundaries; and
- WHEREAS, specifically, the City would use such funds to pay the bank in 2023 up to One Million Dollars (\$1,000,000.00) to (1) cover the net present value of the interest on such loans, and (2) contribute to a loan-loss reserve fund maintained by the bank; and

WHEREAS, notice of a hearing on said appropriation has been duly given by publication as required by law, and the hearing on said appropriation has been held, at which all taxpayers and other interested persons had an opportunity to appear and express their views as to such appropriation; and

WHEREAS, the Common Council now finds that all conditions precedent to the adoption of an ordinance authorizing an additional appropriation of the City have been complied with in accordance with Indiana law;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. For the expenses of said Municipal Corporation the following additional sums of money are hereby appropriated and ordered set apart from the funds herein named and for the purposes herein specified, subject to the laws governing the same:

|   | AMOUNT<br>REQUESTED |
|---|---------------------|
| <b>General Fund (F101)</b>                          |                     |
| General Fund – Animal Care & Control                |                     |
| Classification – 3 Services and Charges             | <u>10,000</u>       |
| Total General Fund – AC&C                           | <u>10,000</u>       |
| General Fund – Public Works Administration          |                     |
| Classification – 3 Services and Charges             | 18,500              |
| Total General Fund – PWA                            | <u>18,500</u>       |
| General Fund – Clerk                                |                     |
| Classification – 3 Services and Charges             | <u>4,100</u>        |
| Total General Fund – Clerk                          | <u>4,100</u>        |
| General Fund – Economic and Sustainable Development |                     |
| Classification – 2 Supplies                         | 1,000               |
| Classification – 3 Services and Charges             | <u>17,900</u>       |
| Total General Fund – ESD                            | <u>18,900</u>       |
| General Fund – Council                              |                     |
| Classification – 2 Supplies                         | 1,300               |
| Classification – 3 Services and Charges             | <u>900</u>          |
| Total General Fund – Council                        | <u>2,200</u>        |
| General Fund – Fire                                 |                     |
| Classification – 2 Supplies                         | 83,000              |
| Classification – 3 Services and Charges             | <u>81,600</u>       |
| Total General Fund – Fire                           | <u>164,600</u>      |

General Fund – Community and Family Resources

|   |               |
|---|---------------|
| Classification – 2 Supplies             | 19,000        |
| Classification – 3 Services and Charges | <u>9,500</u>  |
| Total General Fund – CFRD               | <u>28,500</u> |

General Fund – Legal

|   |               |
|---|---------------|
| Classification – 2 Supplies             | 1,500         |
| Classification – 3 Services and Charges | <u>69,700</u> |
| Total General Fund – Legal              | <u>71,200</u> |

General Fund – Office of the Mayor

|   |               |
|---|---------------|
| Classification – 2 Supplies             | 13,100        |
| Classification – 3 Services and Charges | <u>35,800</u> |
| Total General Fund – OOTM               | <u>48,900</u> |

General Fund – Human Resources

|   |               |
|---|---------------|
| Classification – 3 Services and Charges | <u>46,500</u> |
| Total General Fund – HR                 | <u>46,500</u> |

General Fund – Planning and Transportation

|   |               |
|---|---------------|
| Classification – 3 Services and Charges | <u>35,200</u> |
| Total General Fund – P&T                | <u>35,200</u> |

General Fund – Police

|                             |               |
|-----------------------------|---------------|
| Classification – 2 Supplies | <u>50,700</u> |
| Total General Fund – Police | <u>50,700</u> |

General Fund – Housing and Neighborhood Development

|                             |               |
|-----------------------------|---------------|
| Classification – 2 Supplies | <u>16,000</u> |
| Total General Fund – HAND   | <u>16,000</u> |

General Fund – Facilities Maintenance

|   |               |
|---|---------------|
| Classification – 3 Services and Charges | <u>16,800</u> |
| Total General Fund – Facilities Maint.  | <u>16,800</u> |

General Fund – Information &  
Technology Services

|   |               |
|---|---------------|
| Classification – 2 Supplies             | 30,368        |
| Classification – 3 Services and Charges | 44,829        |
| Classification – 4 Capital              | <u>18,803</u> |
| Total General Fund – ITS                | <u>94,000</u> |

**Grand Total General Fund (F101)** 626,100

**ARPA Local Fiscal Recovery Fund**

ARPA Local Fiscal Recovery Fund -  
Fire

|  |                |
|--|----------------|
| Classification – 1 Personnel Services    | 300,000        |
| Classification – 3 Services and Charges  | <u>500,000</u> |
| Total ARPA Local Fiscal Recovery<br>Fund | <u>800,000</u> |

ARPA Local Fiscal Recovery Fund -  
Police

|  |                |
|--|----------------|
| Classification – 3 Services and Charges  | <u>500,000</u> |
| Total ARPA Local Fiscal Recovery<br>Fund | <u>500,000</u> |

**Grand Total ARPA Local Fiscal  
Recovery Fund (F176)** 1,300,000

**Parks & Recreation General Fund –  
Parks & Rec**

|   |                |
|---|----------------|
| Classification – 2 Supplies             | 15,700         |
| Classification – 3 Services and Charges | 45,000         |
| Classification – 4 Capital              | <u>172,900</u> |
| Total Parks & Rec General Fund- Parks   | <u>233,600</u> |

**Grand Total Parks & Recreation  
General Fund (F200)** 233,600

**Motor Vehicle Highway Fund –  
Public Works Street Division**

|  |                                |
|--|--------------------------------|
| Classification – 1 Personnel Services                    | 1,082,155                      |
| Classification – 2 Supplies                              | 256,696                        |
| Classification – 3 Services and Charges                  | 337,000                        |
| Classification – 4 Capital                               | 200,000                        |
| Total Motor Vehicle Highway Fund –<br>PW Street          | <u>1,875,851</u>               |
| <b>Grand Total Motor Vehicle<br/>Highway Fund (F451)</b> | <b><u><u>1,875,851</u></u></b> |

**Grand Total All Funds** **4,035,551**

SECTION 2. Each of the Mayor and the Controller is hereby authorized and directed, for and on behalf of the City, to execute and deliver any agreement, certificate or other instrument or take any other action which such officer determines to be necessary or desirable to carry out the intent of this Ordinance, including the filing of a report of an additional appropriation with the Indiana Department of Local Government Finance, which determination shall be conclusively evidenced by such officer’s having executed such agreement, certificate or other instrument or having taken such other action, and any such agreement, certificate or other instrument heretofore executed and delivered and any such other action heretofore taken are hereby ratified and approved.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
SUSAN SGAMBELLURI, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
JOHN HAMILTON, Mayor  
City of Bloomington

## SYNOPSIS

This ordinance appropriates an additional \$4,035,551 of funds from the General Fund, ARPA State and Local Fiscal Recovery Fund, Parks and Recreation General Fund, and Motor Vehicle Highway Fund for a variety of expenditures by departments and for certain public safety retention measures.



**JOHN HAMILTON  
MAYOR**

**JEFFREY H. UNDERWOOD  
CONTROLLER**

CITY OF BLOOMINGTON

CONTROLLER'S OFFICE

401 N Morton St  
Post Office Box 100  
Bloomington IN 47402

p 812.349.3416  
f 812.349.3456  
controller@bloomington.in.gov

## Memorandum

**To:** Council Members  
**From:** Jeffrey Underwood, Controller, Jeff McMillian, and Cheryl Gilliland  
**Date:** May 4, 2023  
**Re:** Appropriation Ordinance 23-04

---

Appropriation Ordinance 23-04 is our reversion appropriation and also authorizes appropriations from the City's America Rescue Plan Act of 2021 ("APRA") Local Fiscal Recovery Fund. The total additional appropriation is \$4,035,551.

1. **General Fund – Various** The majority of this ordinance transfers appropriations between departments and categories in order to cover changes between the initial budget prepared, and actual operational results. For 2022, the net effect on the actual appropriation from the General Fund is zero. There will be no impact on the fund balance or tax rates.
  - a. **Animal Care & Control** – the **Public Works Department** desires to increase its budget by \$10,000 in Classification 3 – Services and Charges, for additional Veterinary medical care costs.
  - b. **Public Works Administration** – the **Public Works Department** desires to increase its budget by \$18,500 in Classification 3 – Services in order to provide for additional hours for the Brighten B-town program to perform graffiti removal and additional funds to cover the APWA agency accreditation application agreement fee.
  - c. **Clerk** – the **City Clerk** desires to increase its budget by \$4,100 in Classification 3 – Services and Charges to provide additional instruction and travel for Clerk staff.
  - d. **ESD** – the **Economic and Sustainable Development Department** desires to increase its budget by \$1,000 in Classification 2 – Supplies, and \$17,900 in Classification 3 – Services and Charges to provide additional staff development which includes travel, lodging, and conference fees. Plus, purchase branded ESD clothing for staff to use in public and a TDM Trek Bike as a promotional raffle item.
  - e. **Council** – the **Council Office** desires to increase its budget by \$1,300 in Classification 2 – Supplies and \$900 in Classification 3 – Services and Charges in order to provide for a Webcam in Clerk/Council library, Adobe Acrobat Pro license, CAPS commission supplies and research access, training/travel to attend the AIM Municipal Law Seminar, and CAPS commission support for community events.
  - f. **Fire** – the **Fire Department** desires to increase its budget by \$83,000 in Classification 2 – Supplies, and \$81,600 in Classification 3 – Services and Charges in order to provide extra PPE/Fire gear and duty

uniforms/boots for extra recruits, EMT training for new online firefighters, tablets for Prevention Division, architect offset costs for Station 1 reconstruction, new fire alarm system and gas line repair at Station 2, and inspection software for Deputy Fire Marshals, unexpected cost of FireHouse software renewal for records management, new software program for Mobile Integrated Health Care workers.

- g. **CFRD – the Community & Family Resources Department** desires to increase its budget by \$19,000 in Classification 2 – Supplies and \$9,500 in Classification 3 – Services and Charges in order to provide additional promotional and campaign materials for four groups (After Hours Ambassador, Domestic Violence Coalition, Commission on Aging, Commission on the Status of Women), event supplies, and a laptop/monitor for a new employee.
- h. **Legal – the Legal Department** desires to increase its budget by \$1,500 in Classification 2 – Supplies and \$69,700 in Classification 3 – Services and Charges in order to provide additional staff development which includes travel, lodging, and conference fees. Plus, cover the cost of ergonomic equipment, respirator fit testing for Fire personnel, special legal services, increased insurance premium, and software licensing to improve contracting processes.
- i. **Mayor – the Office of the Mayor** desires to increase its budget by \$13,100 in Classification 2 – Supplies, and \$35,800 in Classification 3 – Services and Charges for the Innovation lab, which will cover items not included in the adopted budget, such as, supplies, IT equipment (wireless keyboard & mouse), materials for Innovation Toolkit and Bootcamps, 9x prototypes, open house signage, and a pilot contract with Civic Champs.
- j. **Human Resources – the Human Resources Department** desires to increase its budget by \$46,500 in Classification 3 – Services and Charges in order to purchase new applicant racking software.
- k. **Planning – the Planning Department** desires to increase its budget by \$35,200 in Classification 3 – Services and Charges in order to provide coverage of consultant fees associated with the Safe Streets and Roads for All Action Plan.
- l. **Police – the Police Department** desires to increase its budget by \$50,700 in Classification 2 – Supplies in order to purchase and install emergency equipment in vehicles, which includes lights, communications equipment and associated support equipment.
- m. **HAND – The Housing and Neighborhood Development Department** desires to increase its budget by \$16,000 in Classification 2 – Supplies in order to provide new tablets, computer monitors, scanners, and software to inspection staff.
- n. **Public Works – Facilities Maintenance – the Public Works Department** desires to increase its budget by \$16,800 in Classification 3 – Services and Charges in order to provide funding for City Hall maintenance and repair projects not included in the adopted budget.
- o. **ITS – the Information Technology Services Department** desires to increase its budget by \$30,368 in Classification 2 – Supplies, \$44,829 in Classification 3 – Services and Charges and \$18,803 in Classification – 4 Capital in order to provide for badge printer replacement, atrium public meeting kiosk, multifactor authentication hardware, thermal barcode printer, digital equity Wi-Fi, SQL server maintenance, Tyler EPL System Management, Google licenses for new employees/interns, DocuSign



licenses, conduit repair, security camera replacements, and digital equity Wi-Fi hardware provided by an outside source.

2. **Parks & Recreation General Fund – the Parks Department** desires to increase its budget by \$15,700 in Classification 2 – Supplies, \$45,000 in Classification 3 – Services & Charges and \$172,900 in Classification – 4 Capital in order to provide community events with upgraded sound equipment (monitors, mic stands, amplifier), soccer goals, new land acquisition adjacent to Leonard Springs Nature Park and design plan for improving parking/security of the new land, emergency mechanical repairs at pools, shelter kit and concrete pad for RCA Park, sports lights with timers for some courts at Switchyard and RCA parks.
3. **Motor Vehicle Highway Fund – the Public Works Department**, is requesting to maintain a housekeeping alignment per the Indiana Department of Local Government Finance by increasing the budget by \$1,082,155 in Classification 1 – Personnel Services, \$256,696 in Classification 2 – Supplies, \$337,000 in Classification 3 – Services and Charges and \$200,000 in Classification – 4 Capital in order to move the already budgeted Restricted Motor Vehicle Highway Fund (2019) into the Motor Vehicle Highway Fund.
4. **ARPA Local Fiscal Recovery Fund – Fire – the Fire Department** desires to increase its budget by \$300,000 in Classification 1 – Personnel Services to extend to each Fire Union member a premium payment in 2023 for essential work done during the pandemic. This premium payment will be in addition to compensation already received, and, per federal law and similar to the City's 2021 COVID Recognition payment, will be calculated as an hourly rate for a set amount of hours for each of the three classes of member (Firefighter First Class, Chauffeur, Captain). The premium payment should bring their total compensation for 2023 to a level that is five percent (5%) above their compensation in 2022. The Fire Department is also requesting \$500,000 in Classification 3 – Services and Charges to support a new City housing support program for public safety personnel that would help sworn firefighters purchase their primary residence within the City boundary. The City would use these funds to pay to a partnering bank in 2023 certain up front, one time payments associated with the bank offering up to 10 sworn firefighters interest-free housing loans of \$100,000 each for in-City primary residences. Specifically, the City would pay the bank up to \$500,000 to cover the net present value of the interest on such loans, and to contribute to a loan-loss reserve fund maintained by the bank.
5. **ARPA Local Fiscal Recovery Fund – Police – the Police Department** is requesting \$500,000 in Classification 3 – Services and Charges to support a new City housing support program for public safety personnel that would help sworn police officers purchase their primary residence within the City boundary. The City would use these funds to pay to a partnering bank in 2023 certain up front, one time payments associated with the bank offering up to 10 sworn police officers interest-free housing loans of \$100,000 each for in-City primary residences. Specifically, the City would pay the bank up to \$500,000 to cover the net present value of the interest on such loans, and to contribute to a loan-loss reserve fund maintained by the bank.

Thank you for your consideration of this request. As always, we are happy to answer questions related to this request.