



Monday, March 12, 2018
5:30 – 7:00 p.m.
Hooker Conference Room, Bloomington City Hall

AGENDA

- I. Call to Order and Introductions
 - II. Approval of Minutes – February 12, 2018
 - III. Public Comments
 - IV. Communications from Commission Members
 - V. Reports from Staff
 - a. City Project Updates
 - VI. Old Business
 - a. Update on Allen Street
 - b. Small Projects Next Steps (Mallory or we discuss next month)
 - VII. New Business
 - a. Accessible bicycling event on May 19 – Barbara
 - b. Comments for Plan Commission Case: PUD on S. Maxwell and E. Short Street
 - VIII. Topic suggestions for future agendas
 - IX. Upcoming Meetings/events – Monday, April 16, 2018, BPSC Regular Meeting
 - X. Adjourn
- *Action requested*

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



Monday, February 12, 2018
5:30 – 7:00 p.m.

Hooker Conference Room, Bloomington City Hall

MINUTES

- I. **Call to Order and Introductions:** Members Present: Mark Stosberg, Jaclyn Ray, Jim Rosenbarger, Mallory Rickbeil, Suepinda Keith; Public Present: Rob Brown, Paul Ash, Allen Balkema, Kendall Miller, Christine Stephenson; Staff Present: Beth Rosenbarger, Neil Kopper
- II. **Approval of Minutes – January 9, 2018:** Minutes were approved.
- III. **Public Comments:** None
- IV. **Communications from Commission Members:** Mark brought up the topic of predatory towing and suggested that Bloomington consider revising its non-consensual towing ordinances along the lines of the one used in Indianapolis. He may bring a more specific proposal to endorse in the future.
- V. **Reports from Staff**
 - a. **City Project Updates:** Neil Kopper reports that IU has been adding wider sidewalks and bike lanes down Woodlawn. This summer the project will continue down to 7th street with bike lanes and wider sidewalks.
 - b. Neil Koppert reports that next summer IU will continue updating Jordan better walk facilities up to 10th street. The street will be slightly wider, and the sidewalks will be a bit wider.
- VI. **Old Business:** None
- VII. **New Business**
 - a. **UDO Updates – create a list:** Commission members provided a number of suggestions for proposed UDO updates: Minimize drive cuts, Clarify bike parking requirements; Consider dedicated bike and walk facilities as well as shared-use paths; Parking behind buildings is more pedestrian friendly; Fewer drive thrus; Promote minor increases in density, such as splitting corner lots or allowing duplexes in core neighborhoods; Off-street parking should not be required with single family homes; Reduce minimum lot sizes

March 8, 2018

- b. **Updates: Terrible, Horrible Ride; Allen Street; Transportation Plan; Bikes Month; Bikecentennial:** Beth and Neil and are working to do a temporary install on Allen Street in April from Walnut to Henderson to update the street to make it better work as neighborhood greenway. The City is still collecting feedback on the Transportation Plan until the 24th. You can still draw on the wiki map until the 21st. Feedback on 121 Kirkwood: Retail is token-- too small.
- c. **Interest in Advocacy and Outreach:** Some community members have met and are working to form an advocacy group. Beth will keep the Commission updated.
- d. **Spring Happenings: UDO Update, Sustainability Plan:** Lots of planning projects happening from the City right now.
- e. **Small Needs Next Steps:** Need to create a list of the projects where Commission Members can vote. Then, we will narrow down the list and take next steps from there. Mallory is interested in helping figure out a way to allow commission members to vote online.

VIII. Topic suggestions for future agendas: Allen Street follow-up and Small Needs list

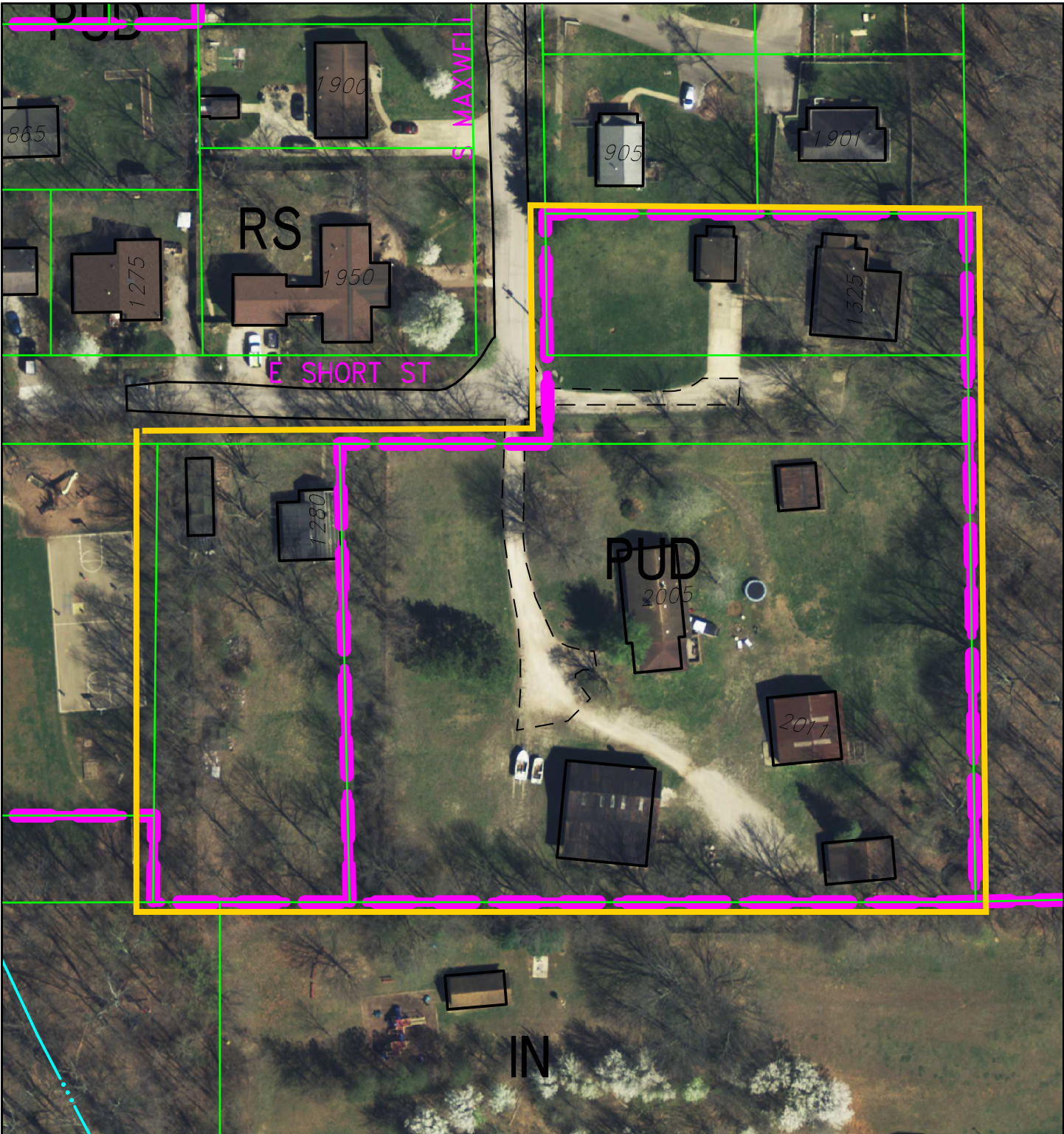
IX. Upcoming Meetings/Events - Work Session –tbd BPSC work session – It was decided this meeting is not necessary and it is cancelled

March 12, 2018 BPSC regular meeting

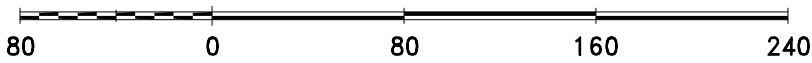
X. Adjourn: 7:00 p.m.

**Action requested*

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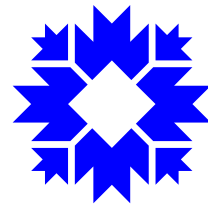
By: lewisa
21 Feb 18



For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 80'



SITE DATA

Parcel A	2.14 Acres (93,065 sf)
Parcel B	0.44 Acres (19,261 sf)
Parcel C	0.61 Acres (26,649 sf)
Parcel D	0.22 Acres (9,600 sf)
Total:	3.41 Acres (148,575 sf)
Density:	3.41 Acres/27 Lots (7.9 Lots/Acre)
Impervious Surface:	41 % (61,303 SF)
Parking Spaces:	North Lot: 28 spaces West Lot: 7 spaces West Carports: 7 spaces Private Garages: 10 spaces TOTAL: 52 spaces

SITE LEGEND

- # Residences (27 + 5 ADU's)
- A Surface Parking Areas, CH
- B ADU/Garage
- C Carport/Workshop
- D Existing Barn / Common House, CH
- E Existing Log Cabin / House / Guests, CH
- F Mail / Carts, CH
- G Bikes, CH
- H Trash Enclosure, CH
- J Picnic Shelter, CH
- K Garden, CH
- L Retention Pond, CH
- M Lawn, CH
- N Emergency Access, CH
- P Existing Ranch House
- Front Porches and Picnic Shelter, covered
- Rear Decks, open
- CH: Cohousing

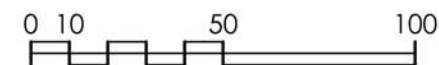
B-TOWN CoHousing

Date: 1-25-2018 Revised: 2-15-2018
 3-5-2018

Developer:
 Loren Wood Builders

Urban Design and Architecture:
 M C A Marc Cornett, Architects + Urbanists

A Proposed Site Plan -2018 PUD



C-101

Plan Commission Case: PUD on S. Maxwell and E. Short Street
Summary for your comments

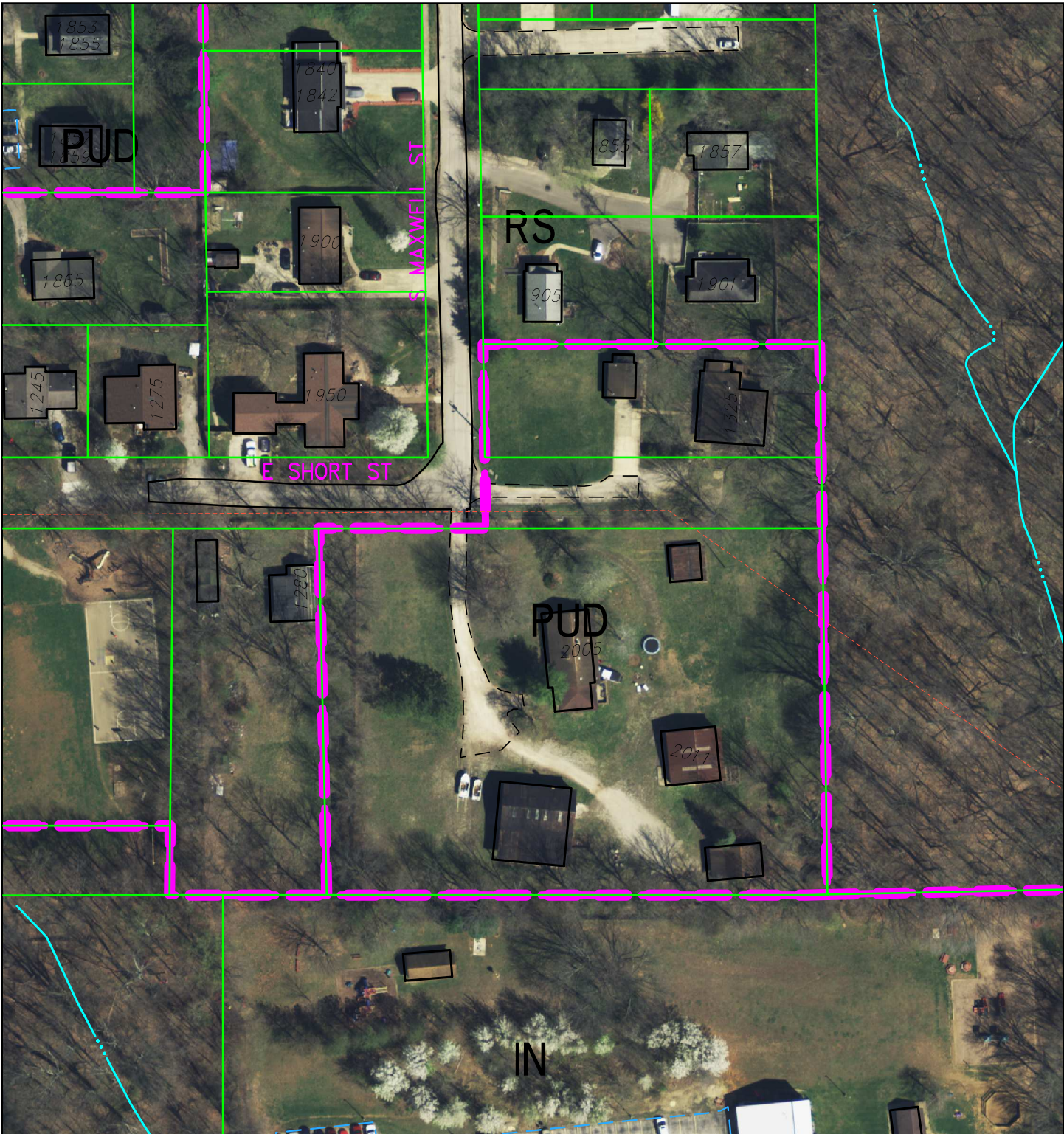
The Plan Commission will be reviewing a Planned Unit Development at their next meeting. The property is located at the corner of E. Short Street and S. Maxwell Street. Part of the site was already rezoned to a PUD several years ago. However, the site was not developed. Now, a developer has returned and is requesting to add a lot to the PUD.

This request warrants review by the Plan Commission and then the City Council.

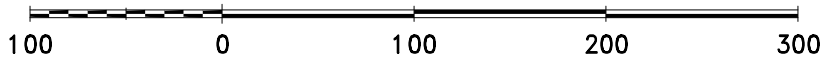
The PUD is focused on co-housing. It proposes building 27 single family houses. They are generally situated around a common green for the residents.

A few relevant items for discussion:

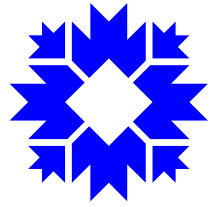
1. Short Street does not currently connect to Highland Avenue. There is dedicated right-of-way, but it does not currently have a connecting street or ADA-compliant pedestrian and bicycle facility.
2. Part of the PUD request involves vacating the portion of Short Street right-of-way from Maxwell that goes east.
3. The bicycle and pedestrian plan calls for a connector path along Short Street and through this property. The goal of the path is to connect to the southeast with S. Wexley Road. In the aerial map, the proposed connector path from the adopted plan is the small red dashed line.
4. There are currently no east/west connections between Hillside and Winslow, which are 1 mile apart.
5. The PUD proposals says it is following the “mitigate traffic” principle from the Growth Policies Plan by being two blocks from transit. However, at this time, there is no ADA-compliant connection to the transit stop.



By: rosenbab
8 Mar 18



City of Bloomington
Planning & Transportation



Scale: 1" = 100'

For reference only; map information NOT warranted.

Benefits to the CoHousing Neighborhood and Greater Bloomington Community:**Section 7****1. Environmental Sustainability - Green Aspects:**

- A. Buildings clustered on the property and use small footprints to preserve more green space.
- B. Buildings oriented for maximum solar gain to minimize use of energy from fossil fuels.
- C. Building with recycled and green materials within affordable limits to minimize environmental impact on natural resources.
- D. Residences built on a compact, downsized scale to minimize use of energy from fossil fuels and minimize environmental impact on natural resources.
- E. Shared common buildings (Common House, Picnic Shelter, Mail Kiosk, Bike Parking) and amenities (such as laundry facilities, etc...) and tools (such as lawnmowers, etc...) to reduce need to replicate these in each residence and to reduce need of these to be bought by each individual or household.
- F. Less use of cars since there can be car-pooling and since many of the resident's needs (for social interaction, entertainment, etc...) will be fulfilled within the community.
- G. Project is near public transportation-within two blocks of multiple stops (Bloomington Transit, bus line service).
- H. Smart development - urban infill reduces urban sprawl.

2. Benefits for Families with Children:

- A. Safer for children since parking is at the periphery.
- B. Children have increased opportunities for sociability in a pedestrian community with common green and shared amenities.
- C. Children learn skills by being part of cooking teams for common meals and from being with many adults with various skills.
- D. Children are monitored and given feedback by others besides their parents.
- E. Parents may take advantage of common meals which relieve them of daily cooking for their family.
- F. Parents have a resource pool for baby sitters and caregivers.

3. Natural Affordability: affordable housing is usually subsidized by other homeowners involved in the project or by taxes. The Cohousing project is "naturally affordable" because of:

- A. Smaller and more compact house designs.
- B. Passive Solar Orientation of houses that are built with optimum insulation to reduce utility costs.
- C. Quality construction using recycled building materials and elements when possible rather than luxury construction.
- D. Carpooling and access to public transportation and recreational facilities reduce use and need for cars.
- E. Having shared amenities and meals reduces costs of these to individuals.
- F. Having shared creative opportunities, meals and recreational needs fulfilled within the community reduces need for driving to more costly outside venues.

4. Options for the Aging:

- A. General caring and familiarity of neighbors makes for a safer, healthier community.
- B. Pedestrian community offers exercise, sociability and safety since cars are parked at the periphery.
- C. Units can be designed for accessibility.
- D. Project is located adjacent to family YMCA with special programs for those 50+ years in age.
- E. Community is a resource pool for caregivers.
- F. Elders have opportunities for interaction with others of all age levels.

5. Benefits to the Larger Community:

- A. Bloomington can boast of having the first CoHousing community in Indiana.
- B. Bloomington will draw in people who are familiar with CoHousing from other communities.
- C. People living in Cohousing tend to be more active in their larger communities.
- D. Common house can be used for meetings and events of the larger community.