

CITY OF BLOOMINGTON  
PARKING COMMISSION

**City of Bloomington  
Parking Commission  
Work Session Packet**

Tuesday, June 13 2017

**Packet Related Material**

1. Special Meeting Agenda
2. Work Session Agenda
3. Memo from Jim Blickensdorf, Chairperson

Next Meeting: June 27<sup>th</sup>, 2017 Hooker Room #245

# PARKING COMMISSION

## SPECIAL MEETING AGENDA

City Hall Room 235

June 13, 2017

5:30 PM

- I. Call to Order
- II. Reports from Commissions & City Officers
- III. Public Comment
- IV. Discussions of Topics Not the Subject of Resolutions
  - A. Resident-Only Parking Permits **BMC §15.36**
  - B. **BCC App Ord 17-02** - *To Specially Appropriate from the General Fund, ParksGeneral Fund, Motor Vehicle Highway Fund, Parking Facilities Fund, Parking Meter Fund, and Vehicle Replacement Fund Expenditures Not Otherwise Appropriated (Appropriating a Portion of the Amount of Funds Reverted to Various City Funds at the End of 2016 for Unmet Needs in 2017)*
- V. Resolutions for First Reading and Discussion
  - A. **Resolution ParkComm 2017-04** - *To Recommend Creation and Enforcement of a Residential Neighborhood Zone in Garden Hill designated Zone '12'*
- VI. Member Announcements
- VII. Adjournment

Next Work Session: June 13<sup>th</sup>, 2017 Dunlap Room #235 Immediately Following the Special Meeting

Next Meeting: June 27<sup>th</sup>, 2017 5:30 PM Hooker Room #245

\*Action Requested/Public comment prior to any vote, limited to five minutes per speaker.

Auxiliary aids for people with disabilities are available upon request with advance notice.

Please call **(812) 349-3429** or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).

# WORK SESSION MEETING AGENDA

City Hall Room 235

June 13, 2017

Immediately Following the Special Meeting

- I. Call to Order
- II. Public Comment
- III. Discussions of Topics Not the Subject of Resolutions
  - A. Updates to a Report on **Resolution 2017-02** - *To Gather All Data Necessary for an Annual Parking Report*
  - B. Establishing a subcommittee for the purpose of writing the annual report
- IV. Resolutions for Second Reading and Discussion
  - A. **Resolution 2017-03** - *An Immediate One-Time Budget Request to Fund a Parking Study\**
  - B. **Resolution 2017-04** - *To Adopt a Comprehensive Parking Management Policy Statement*
- V. Member Announcements
- VI. Adjournment

Next Meeting: June 27<sup>th</sup>, 2017 5:30 PM Hooker Room #245

\*Action Requested/Public comment prior to any vote, limited to five minutes per speaker.

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# MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission  
To: Parking Commissions  
Date: June 1, 2017  
Re: **Agenda Items for the May Meeting**

## **Special Meeting**

On June 13, 2017 we will have a brief, special meeting prior to the work session. The purpose of the meeting is to discuss changes to BMC §15.36, Resident-Only Parking Permits, Appropriation Ordinance 17-02, and implementing a Residential Neighborhood Zone parking program in the Garden Hill Neighborhood.

## **Resident-Only Private Parking**

This topic was vetted by the Traffic Commission in October of 2016 and they recommended eliminating the program. Changes to §15.36, deleting Resident-Only Parking, were introduced as Ordinance 17-24 and discussed at the Council's May 24th Committee of the Whole. The Do Pass Recommendation was 0-7-1.

On May 31, 2017, the Common Council had the second reading and discussion of the ordinance. Further discussion and final vote was postponed until August 7th. Between now and August 7th, Parking Commission may make a recommendation to Council.

Andrew Cibor from City planning has provided the minutes from the Traffic Commission, a copy of the draft ordinance and staff recommendations. They have been attached to the packet.

## **App Ordinance 17-02**

On June 7, 2017 the Common Council will discuss **App Ordinance 17-02**, additional appropriations of funds budgeted for 2016 but unspent. The Ordinance includes the following appropriations which affect parking:

### **Parking Meter Fund**

- \$93,000 from the Bloomington Police Department from fund 455
  - \$40,000 Category 3 - Expense
  - \$53,000 Category 4 - Capital Improvement

### **Parking Facility Fund**

- \$243,000 from Public Works from fund 452
  - \$40,000 Category 3 - Expense
  - \$203,000 Category 4 - Capital Improvement

The City is requesting \$40,000 from the Parking Meter Fund and Parking facilities for a parking study. This makes Parking Commission Resolution 2017-02 unnecessary.

From the Parking Facility Fund, the City is requesting \$203,000 for resurfacing of the 7th Street and Morton Street garages. This process will seal and protect the garages, ensuring a longer lifespan.

A request for \$53,000 is being requested from the Parking Meter Fund. The Mayor's Office reports that funds will be used to replace three vehicles for parking enforcement. This is not a specifically enumerated use for the parking meter fund under BMC §15.40. In 2015 and 2016 when parking enforcement required vehicles, money was dispersed from 602-the City's capital account for fleet replacement. The Parking Meter fund is also being charged each year for fleet replacement. In the opinion of the Chair, those charges, deposited to 602, should be tapped for vehicle replacement.

### **Zone 12 - Garden Hill**

In January of 2017, residents of the Garden Hill Neighborhood Association petitioned the Parking Commission to expand the NZ program to their neighborhood. In March, Councilman Volan updated the Commission with information from the Chief of Police regarding staff requirements along with a commitment to increase enforcement during Little 500, and in general. Councilman Volan has continued discussions with the neighborhood association and BPD and will present a draft ordinance creating Zone 12 tailored to the specific enforcement needs of Garden Hill residents.

Cm. Volan has written a draft ordinance which he plans to introduce to the Common Council on June 14. An ordinance and memo authored by Cm. Volan is attached to the packet.

### **Updates to Resolution 2017-02 Data Report**

Based on feedback from Commissioners, the data report presentation has been revised to separate 2016 and 2017 financial data. Additional historical data from 2011-2015 will be presented.

### **Annual Report Committee**

The Commission's deadline to produce an annual report is September 30th, 2017. The Chair intends to establish a subcommittee for the purpose of writing and presenting a draft of the report to the Commission.

### **Additional Reports from Public Works, Legal & Funding for a Parking Study**

The Chair has obtained additional reports on data from Legal and Public Works. The City has substantial and adequate data on the use and occupancy of the Garages and has provided additional information on the types and number of NZ permits categorized by Month.

The Commission should review the additional data sources prior to voting on a request for funding for a comprehensive parking study.

**City of Bloomington Traffic Commission Minutes  
October 26, 2016 in the Council Chambers, City Hall**

*Traffic Commission minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning and Transportation Department for reference.*

**Attendance**

Traffic Commission: James Batcho, Andrew Cibor, Ryan Cobine, Markeus Farrand, Judi Maki, Abigail Pietsch, and Sarah Ryterband

Others in Attendance: Evan Batcho, James Brosher, Neil Kopper (Staff), Nate Nickel (Staff) and Scott Robinson (Staff)

- I. Call to Order** (~5:30 PM)
- II. Approval of Minutes** – September 28, 2016. Mr. Cibor sent several edits to staff and motioned to approve the minutes with those corrections; Mr. Farrand seconded. **The motion passed 6-0.**
- III. Public Comment** – none.
- IV. Communications from Commission** – none
- V. Reports from Staff** - Mr. Kopper provided an update regarding the planned Rogers Road multi-use path. The design for this is prioritized for MPO funding in Fiscal Year 2017, which has already started. A search is underway to select an engineering consultant, and once that is complete, the design process will begin. He noted that this project should address the design of the Rogers/Stands intersection, which has been a source of concern for neighbors.
- VI. Old Business** - None
- VII. New Business** –
  - A. S. Fairview Street On-Street Parking\*** - Mr. Nickel provided an overview of this request to eliminate on-street parking restrictions as detailed in the packet. He explained the background and the goal of cleaning up the varied regulations in Title 15. Ms. Maki asked whether this proposal would apply to just the new bump-out parking areas, or all of Fairview. Mr. Nickel said it would be for all of Fairview, but that could be changed by the Commission. Ms. Maki expressed concern about the narrow width of the street. Mr. Robinson explained that the street experiences low traffic volumes; the on-street parking could also act as a deterrent to speeding, which was originally a main concern of neighbors. Ms. Ryterband asked about traffic counts and data, plus ways to better protect pedestrians. Mr. Cibor gave several on-street parking restriction

options that could be implemented if issues did occur. Mr. Cobine asked to have the current parking regulations clarified. He felt this street would be a good area to eliminate restrictions and start fresh. Ms. Ryterband was interested in hearing more neighborhood feedback. She approved of finding ways to reduce traffic speeds for the neighborhood. Mr. Cobine motioned to make a positive recommendation to the City Council to eliminate the parking restrictions on Fairview Street and Mr. Cibor seconded. **The motion passed 6-1.**

**B. College Avenue/8<sup>th</sup> Street Intersection – parking restrictions to improve sight distance\*** – Mr. Kopper gave an overview of this request to eliminate two parking spaces on College Ave. He noted that it originated through a request from Monroe County Commissioner Thomas relating to the County's new parking garage, which will be opening soon. Mr. Kopper said her original request was to open 8<sup>th</sup> Street to 2-way traffic, but he felt that this parking restriction would better address the situation. He also said that the project will add bump-outs at the intersection, plus the handicap accessible space would be maintained. Ms. Ryterband encouraged looking into additional bicycle parking in this area. Mr. Cobine motioned to restrict parking as proposed, Mr. Batcho seconded. **The motion passed 7-0.**

**C. Bike Code Changes** – Mr. Robinson presented the proposed changes to Title 15 regarding bicycles. He noted that it is draft language and that he is working with the City's Legal Department to further refine. The Bicycle and Pedestrian Safety Commission already reviewed these changes. Mr. Batcho said that the current requirements for City bicycle registration and decals are not very helpful. Ms. Ryterband mentioned concern about bicyclists going the wrong way on a street when a sidewalk is available. She has often seen this on Bloomfield Road at night many times. She voiced her support for this measure. Mr. Cobine noted that bicyclists are already allowed to ride on the sidewalk if they are under a certain wheel diameter. Mr. Batcho said that kids are safer riding on sidewalks versus the street. Ms. Maki said that many sidewalks have a low pedestrian volume, like Jordan Avenue, so it would be more safe and efficient to have bicyclists use them rather than the street. Mr. Farrand noted that bicyclists are not allowed on the sidewalk on the Indiana University campus because there are so many people walking. He is an active pedestrian and is concerned about the mix of bicyclists and pedestrians being problematic. Ms. Maki asked about skate boards and roller skates being in compliance with the City Code. Mr. Robinson said that the City is trying to acknowledge all users of the transportation system. The goal is that if you are in the street, you should operate as a vehicle. This increases the safety context for all versus simply tailoring rules to the mode of travel. Mr. Kopper noted that this proposal also would bring the City's Code into better compliance with the State's Code.

Ms. Ryterband noted that lack of lights are an issue for many skateboarders and that education on the rules of the road is very important. Mr. Robinson agreed, noting the Civil Streets campaign to address this. Mr. Cobine motioned to make a positive recommendation to the City Council to approve the Title 15 changes and Mr. Farrand seconded. **The motion passed 7-0.**

**D. Parking Code Changes** – Mr. Robinson presented the proposed changes to Title 15 regarding parking. Mr. Cibor mentioned that the changes will permit back-in angled parking, but won't identify the precise locations for these spaces. He also said there are currently 22 permitted locations for private parking spaces. Several of these no longer meet the City's criteria, plus ADA requirements now make private parking spaces more difficult for the City to provide. As a result, it is now legally a good reason to eliminate this type of parking and find other options for those needing parking spaces. Mr. Cobine motioned to make a positive recommendation to the City Council to approve the Title 15 changes and Ms. Pietsch seconded. **The motion passed 7-0.**

### **VIII. Traffic Inquiries –**

**A. E. 1<sup>st</sup> Street – request to reduce traffic speeds between Lincoln and Henderson Streets** – Mr. Nickel described the details of this request and that it originated as a constituent concern to Councilmember Piedmont-Smith. Mr. Broshner spoke and asked the Commission to explore various options that would lower traffic speeds. Ms. Ryterband asked about speed counts and traffic data. Mr. Cobine asked about the posted speed limit, as well if there were any bike facilities. Mr. Cibor said that it was signed 30 mph. Mr. Robinson said that this road is a signed bike route. Mr. Cobine noted that a bike lane could be added as a potential solution to lower traffic speeds. Ms. Ryterband agreed and said that this section would be a good candidate for a “road diet”, but the traffic and speed data would first need to be studied. Mr. Broshner added that he would like to see a bike lane added here. Several Commissioners noted that the configuration of on-street parking could be modified to narrow the street width in order to reduce traffic speeds. Ms. Pietsch said that adding more stop signs might not be a good solution because she has noted people running the stop signs at the Henderson Street intersection. She agreed with Ms. Ryterband that more data would be needed before making a decision. Mr. Cibor said he was not convinced that simply adding a bike lane or on-street parking would reduce traffic speeds or increase the safety of bicyclists. Staff was directed to study the traffic and speed data for this section of E. 1<sup>st</sup> Street and report back to the Commission at a future date.

### **IX. Adjournment (~6:40 PM)**

*Next meeting – November 16, 2016*

*\*Action requested*





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**MEMORANDUM**

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To: Traffic Commission  
From: Scott Robinson, Planning Services Manager  
Date: October 18, 2016  
Re: Parking related Bloomington Municipal Code Amendments

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**Background**

The following are Title 15 amendments that staff is proposing to allow for back-in angled parking and to sunset the resident only parking permits. A summary of the Title 15 sections are reviewed below.

15.32.175, Parallel and angle parking – Will be amended in its entirety and replaced with the following draft material. (a) Parallel parking: Where parallel parking is required, vehicles shall park with the curbside wheels of the vehicle parallel with and within one foot of the curb or within the marked space. (b) Pull-in angle parking: Where pull-in angled parking is required, vehicles shall be parked with the front wheel nearer the curb touching or within one foot of the curb or within the marked space. (c) Back-in angle parking: Where back-in angle parking is required, vehicles shall be parked with the rear wheels of the vehicle closest to and at an angle to the curb or edge of the roadway. The parked vehicle shall be as close as practical to the curb or edge of the roadway and no portion of the vehicle may extend into the roadway so as to obstruct traffic flow.

15.36, Resident-only parking permits – Will be deleted in its entirety. The draft material will include a sunset provision to allow some time for permit holders to consider alternatives. In some instances short term loading zones or general loading provisions may be one way to manage some requests this permit has covered in the past. These are typically for people needing travel assistance to and from their home and need a convenient pickup and drop-off location near their entrance.

**Recommendations**

Staff is seeking approval to move forward with these proposals to amend Title 15. Staff is working with the City Legal Department on the exact amendment language for these proposals. A detailed Title 15 amendment proposal will be prepared for the Common Council to consider at a later date. Staff is seeking a recommendation on these proposals to include with the next Title 15 update.

Reflecting the Changes to Class of Traffic Violations in the Traffic Violation Schedule – Sections 12 – 15 of the Ordinance – Affecting BMC Sections 15.64.010 (c, d, e, g, & h)

Throughout the ordinance, a class of traffic violations has been assigned to new requirements, reassigned to existing or modified requirements, and (in some cases) eliminated from the code. The latter sections of the ordinance reflect those changes in the Traffic Violation Schedule which is found at the end of the title (BMC 15.64.010).

**Item Two – Ord 17-24 – Amending Title 15 of the BMC (Vehicles and Traffic) to Remove Chapter 15.36 (Resident-Only Parking Permits)**

The second item for First Reading next Wednesday is **Ord 17-24**. It amends BMC Title 15 (Vehicles and Traffic) to remove Chapter 15.36, regarding resident-only parking permits, effective January 1, 2018. This proposal appeared in Ord 17-23, but was removed through a revision, in order to give Planning and Transportation staff some time to contact current permit holders about these changes and give them a chance to discuss with staff why it is being done and what might be done in their particular circumstances.

As noted in the summary for Ord 17-23, this change was recommended by the Traffic Commission at its October 26, 2016 meeting.<sup>10</sup> Although not often sought or granted,<sup>11</sup> for decades the City has offered the opportunity for persons living in a single household detached dwelling, located anywhere in the City, to obtain this annual permit for one passenger vehicle to park at a designated space on the street when there is a lack of “adequate off-street parking at the applicant’s place of residence.” (BMC Chapter 15.36)

Applicants apply through the Office of Controller and the decision on granting the permit rests with the Planning and Transportation Engineer (with an appeal to the Board of Public Works available). There is an initial administrative fee of \$25, an annual permit fee of \$26, and decal which is placed on the sign posted for the designated parking space.

The memo from Andrew Cibor, Transportation and Traffic Engineer, and Barbara McKinney, Assistant City Attorney, provides three reasons for this proposal:

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<sup>10</sup> Excerpts from the Traffic Commission packet and minutes are attached for your benefit.

<sup>11</sup> It appears that there are 19 spaces around the City at this time.

- These parking spaces do not “comply with national accessibility rules which require if on-street parking spaces are marked or metered, then at least one accessible parking space must be provided;”
- Setting aside these on-street parking spaces removes this “valued public resource” from use by others;
- About half of the current 19 permit holders “do not meet the criteria ...either because adequate off-street parking is available or because the property is not a single household detached dwelling.”

*Please know that Cibor has sent letters to these permit holders alerting them to the proposed change.*

**Happy Birthday Tim and Sue Mayer (May 14<sup>th</sup>)**

**ORDINANCE 17-24**

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE (BMC)  
ENTITLED "VEHICLES AND TRAFFIC" -  
Re: Deleting BMC Chapter 15.36 (Resident-Only Parking Permits)**

WHEREAS, On October 26, 2016, the Traffic Commission considered and, by a vote of 7-0, recommended that this change to the Bloomington Municipal Code be forwarded to the Council;

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

SECTION 1. Bloomington Municipal Code Chapter 15.36, "Resident-only parking permits," shall be deleted in its entirety (including from the table of contents for this title), effective January 1, 2018. The codifier shall make note of this deletion in the code with the next supplement to the municipal code and remove this provision with the first supplement delivered after January 1, 2018.

SECTION 2. 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 3. This ordinance shall be in effect after its passage by the Common Council and approval by the Mayor and, as noted in Section 1, BMC Chapter 15.56 "Resident-only parking permits," shall be deleted from the code effective January 1, 2018.

PASSED and ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

\_\_\_\_\_  
SUSAN SANDBERG, 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 \_\_\_\_\_, 2017.

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

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

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

**SYNOPSIS**

This ordinance comes forward at the recommendation of the Traffic Commission and would remove Chapter 15.36 (Resident-Only Parking Permits) of the BMC effective January 1, 2018.

## **MEMO:**

TO: City of Bloomington Common Council  
FROM: Andrew Cibor, Transportation & Traffic Engineer  
Barbara E. McKinney, Assistant City Attorney  
DATE: 5/10/17  
RE: Ordinance 17-XX, Update to Title 15 of the Bloomington Municipal Code

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The attached ordinance deletes Chapter 15.36, Resident-Only Parking Permits, from the Bloomington Municipal Code, effective January 1, 2018.

This section, which dates back to 1982, allows residents who meet specified criteria, including living in a single household detached dwelling without adequate off-street parking (i.e., space for one parked automobile), to have a reserved on-street parking space adjacent to or near to their homes. The Bloomington Traffic Commission is recommending that it be eliminated for several reasons:

--It does not comply with national accessibility rules which require if on-street parking spaces are marked or metered, then at least one accessible parking space must be provided.

--On-street parking spaces are a valued public resource. The resident-only parking permit program effectively makes some of this public resource private and under-utilized.

--Currently, there are 19 resident-only parking permit spaces in Bloomington. About half of the permits do not meet criteria specified by the BMC, either because adequate off-street parking is available or because the property is not a single household detached dwelling.

Andrew Cibor sent a letter to all 19 current resident-only parking permit holders, inviting them to contact him with any questions or comments and/or to attend the Council meetings when this will be discussed.

**TITLE 15 (VEHICLES AND TRAFFIC)**  
**ANNOTATION OF AMENDMENTS PROPOSED BY ORD 17-24**

**Guide to Annotations**

**Text Shaded in Yellow** = Text Changed by Ordinance

~~Strikeout Text~~ = Deleted Text

**Bold Text** = Added Text

**Title 15 VEHICLES AND TRAFFIC**

**Chapters:**

Chapter 15.04 - DEFINITIONS

Chapter 15.08 - ADMINISTRATION

Chapter 15.12 - STOP, YIELD AND SIGNALIZED INTERSECTIONS

Chapter 15.16 - ONE-WAY STREETS AND ALLEYS

Chapter 15.20 - TURN RESTRICTIONS

Chapter 15.24 - SPEED REGULATIONS

Chapter 15.26 - NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Chapter 15.28 - TRUCK ROUTES

Chapter 15.32 - PARKING CONTROLS

Chapter 15.34 - ACCESSIBLE PARKING FOR PEOPLE WITH PHYSICAL DISABILITIES

~~Chapter 15.36 - RESIDENT ONLY PARKING PERMITS~~

Chapter 15.37 - RESIDENTIAL NEIGHBORHOOD PERMIT PARKING

Chapter 15.38 - CITY EMPLOYEE PARKING\*

Chapter 15.40 - MUNICIPAL PARKING LOTS, GARAGES AND ON-STREET METERED PARKING

Chapter 15.48 - REMOVAL AND IMPOUNDMENT OF VEHICLES\*

Chapter 15.52 - ABANDONED VEHICLES

Chapter 15.56 - BICYCLES, SKATEBOARDS AND OTHER FOOT-PROPELLED VEHICLES

Chapter 15.60 - MISCELLANEOUS TRAFFIC RULES

Chapter 15.64 - TRAFFIC VIOLATION SCHEDULE

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## **Chapter 15.36 — RESIDENT-ONLY PARKING PERMITS**

### **Sections:**

15.36.010 Eligibility.

15.36.020 Information required in application.

15.36.030 Information contained on permit.

15.36.040 Decal required.

15.36.050 Expiration of permits.

15.36.060 Fees.

15.36.070 Issuance and revocation of permits.

15.36.080 Regulations for permit holders.

15.36.090 Disposition of revenue.

15.36.100 Violations.

### **15.36.010 — Eligibility.**

- (a) Any person residing in a single household detached dwelling in an area of the city zoned for residential purposes who owns an automobile may apply to the city controller for a permit for one parking space adjacent to such residential property. At the time of application, a valid automobile registration shall be shown.
- (b) "Adjacent" means abutting the property of the residence or, if no such space is available, then directly across the street and within the same block as the residence.
- (c) "Household" means a single individual living upon the premises as a single housekeeping unit or a collective body of persons living upon the premises as a single housekeeping unit.
- (d) "Single household detached dwelling" means a building designed for the occupancy of no more than five adults, i.e., persons sixteen years of age or older and any dependent children of the household. Such dwellings shall be characterized by, but not limited to:
- (1) A single house number with a single mailbox for the receipt of materials sent through the United States mail;
  - (2) A single kitchen adequate for the preparation of meals;
  - (3) A tenancy based upon a legal relationship of a unitary nature, i.e., single lease, mortgage or contractual sales agreement for the entire premises.

(Ord. 82-1 § 1 (part), 1982).

### **15.36.020 — Information required in application.**

The application form shall contain the name and address of the applicant; the year, make, and license number of the automobile owned by the applicant which is authorized to use the private parking space; and a signed statement from the applicant that he resides at the address given in the application, that he owns the listed automobile, and that he does not have adequate off-street parking as defined in this chapter. Should the automobile and/or its license number change while a permit is in force, the applicant shall amend the application.

(Ord. 82-1 § 1 (part), 1982).

#### **15.36.030 — Information contained on permit.**

The permit provided for in this chapter shall contain the following information: number of the permit; name and address of the person to whom the permit is issued; year, make, and license number of vehicle authorized to use space; and month and date of issuance and date of expiration.

(Ord. 82-1 § 1 (part), 1982).

#### **15.36.040 — Decal required.**

A small, self-adhesive, colored decal bearing the expiration date of the permit will be issued and the decal shall be affixed to the sign at the location of the private residential parking space. The color of the decal shall change each year. The absence of the decal shall be presumptive evidence that the permit has expired.

(Ord. 82-1 § 1 (part), 1982).

#### **15.36.050 — Expiration of permits.**

All permits expire on December 31st of the year of issuance. Permits previously issued must be renewed by February 15th or the application and permit expire.

(Ord. 82-1 § 1 (part), 1982).

#### **15.36.060 — Fees.**

An initial administrative fee of twenty-five dollars and an annual permit fee of twenty-six dollars shall be paid upon issuance of a permit. An annual permit fee of twenty-six dollars shall be paid thereafter (thirteen dollars after July 1st).

(Ord. 82-1 § 1 (part), 1982).

#### **15.36.070 — Issuance and revocation of permits.**

(a) The application for a permit under the provisions of this chapter shall be submitted to the city controller who shall forward it to the transportation and traffic engineer. The transportation and traffic engineer shall approve or disapprove the application in accordance with the provisions of this chapter. An adverse ruling may be appealed to the board of public works, whose decision shall be final.

(b) The board of public works shall have the authority to revoke any permit upon finding violation of the regulations in this chapter and to order the forfeiture of all fees paid.

(Ord. 82-1 § 1 (part), 1982).

(Ord. No. 14-11, § 130, 7-2-2014)

#### **15.36.080 — Regulations for permit holders.**

The following regulations shall be in effect:

(1) A permit shall be issued only when there is a lack of adequate off-street parking at applicant's place of residence. "Adequate off-street parking" shall be defined as space for one automobile, including adequate access to that space.

(2) Permits shall be restricted to one per residence.

(3) Permits shall be valid only for the calendar year in which they are issued.

(4) Private parking spaces shall be used for passenger vehicles only.



~~(5) Private parking spaces shall not be subleased or rented, for consideration or gratuitously, to individuals outside the applicant's household.~~

~~(6) A permit shall not be issued for any space in which there is a parking meter installed by the city.~~

~~(7) The permit holder will purchase and maintain a standard sign as designated by the city.~~

~~(Ord. 82-1 § 1 (part), 1982).~~

#### **15.36.090 — Disposition of revenue.**

~~All funds derived from the granting of permits under the provisions of this chapter shall be placed in the general fund of the city.~~

~~(Ord. 82-1 § 1 (part), 1982).~~

#### **15.36.100 — Violations.**

~~Any violations of this chapter constitute a Class D Violation and are subject to the fines listed in Section 15.64.010 as well as enforced removal of the vehicle.~~

~~(Ord. 98-52 § 5, 1998; Ord. 92-06 § 3, 1992; Ord. 82-1 § 1 (part), 1982).~~

# MEMO

**Date:** June 4, 2017

**From:** Councilmember Volan, District 6

**Re:** Ordinance 17-NZ, establishing a Neighborhood Parking Zone 12

## INTRODUCTION

Ordinance 17-NZ creates a new Neighborhood Parking Zone 12 in Garden Hill, a historic core neighborhood of single-family homes in District 6 on the near north side of Bloomington. Zone 12 would be the first in the city to be enforced outside normal business hours.

## RATIONALE

The Garden Hill Neighborhood Association (GHNA) has requested that parking on its streets be restricted during the times when it is most problematic for residents. On weekend nights, residents frequently cannot park anywhere near their homes because street parking is completely consumed by visitors attending large, often loud parties. On the eight Saturdays a year when IU football plays home games at Memorial Stadium, which is just to the north of Garden Hill, game attendees park throughout the neighborhood — which allows them to avoid paying IU to park — and tailgate. In addition, because many of the streets do not have curbs or sidewalks, and the neighborhood experiences no regular enforcement, people frequently park on unimproved surfaces, on private property, and any which way they please.

The lack of controls against this excessive partying over the decades has led to the dramatic decline of the neighborhood as a desirable location for families. The assumption that Garden Hill has become overrun with student rentals has been used as justification to build more multi-family housing there, contributing to its further social erosion. Only its establishment as a historic district has begun to turn the tide. Restricting parking to residents will reduce the incentive for houses in the area to throw large parties, while returning the streets of the neighborhood to those who live there.

## ORDINANCE LANGUAGE

GHNA requested that the neighborhood be enforced overnight on Thursday, Friday and Saturday nights, from roughly 5 pm to 5 am. The Police Department was consulted on how to most effectively enforce this new zone. They determined that, because Parking Enforcement now is on duty until 9 pm six nights a week, it would be practical to consider enforcement later into the night, and came up with a schedule for enforcement that they consider sustainable with a minimal increase in staff hours.

Ordinance 17-NZ simply describes the area of the new zone, and adds a paragraph to BMC 15.37.030 which specifies the overnight and football-gameday hours during which Zone 12 is to be enforced. The zone extends east beyond the strict boundaries of the Garden Hill Conservation District all the way to Woodlawn Avenue, as similar single-family homes can be found in that area as well.

GHNA originally requested two changes that are reflected in the proposed language:

- GHNA originally requested that enforcement be provided during home games of the men’s basketball team at Assembly Hall. After deliberation, the neighborhood believes that that restriction is not necessary.
- GHNA originally requested that enforcement be provided only during evenings and game days. They have since requested that Zone 12 also be added to the inventory of zones enforced during the work week, as they have issues during business hours similar to the other zones. Because nighttime enforcement will come from meter-zone enforcers rather than the usual neighborhood-zone enforcers, this ordinance attempts to accommodate the request.

## **CONCLUSION**

With new student-related apartment buildings coming online every year in the area, the pressure on this historic neighborhood of single-family homes is increasing. A parking zone here is overdue. Due to its unique location close to IU’s athletic complex, and the huge number of existing student-related multifamily dwellings, GHNA has made an unusual request for enforcement during nighttime hours.

It is a request, however, that can be accommodated by the city since meters were installed downtown, and since the reorganization of transportation among departments to better manage meters and parking in general. Establishing this zone is key to making it less onerous for the long-time permanent residents of this area, and more desirable for potential owner-occupants to reclaim the neighborhood, after decades of neglect that led to its colonization by multifamily housing. District 6 requests Council support for a new Zone 12 for GHNA.

**###**

**ORDINANCE 17-NZ-1**

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED  
“VEHICLES AND TRAFFIC”**

**Re: Residential Neighborhood Parking**

- WHEREAS, neighborhoods adjacent to the Indiana University campus experience severe hardship from non-residents who park there during weekdays; and
- WHEREAS, the City has established a Residential Neighborhood Parking program for the purposes of protecting streets and neighborhoods from excessive noise, traffic, trash and air pollution; and
- WHEREAS, the City and Common Council wish to encourage and support the continuation of owner-occupied housing in the Garden Hill neighborhood; and
- WHEREAS, parking supply is severely constrained in the Garden Hill neighborhood Thursday through Saturday nights due to non-resident overnight parkers requiring additional enforcement hours; and
- WHEREAS, parking in the Garden Hill neighborhood is constrained by events at Indiana University’s Memorial and Armstrong Stadiums requiring special event enforcement; and
- WHEREAS, representatives of the Garden Hill Neighborhood Association have appealed to the City of Bloomington Parking Commission for relief, advocating creation of a Zone 12 designated the Garden Hill Residential Neighborhood Zone; and
- WHEREAS, the City of Bloomington Parking Commission reports a favorable recommendation for adoption of this ordinance;

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

SECTION 1. Section 15.37.020 entitled “Applicability” shall be amended to add a new Residential Neighborhood Zone 12 to be entitled as follows: Garden Hill Residential Neighborhood Zone (Zone 12):

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>
Thirteenth Street	Dunn Street	Woodlawn Avenue	North/South
Fourteenth Street	Walnut Street	Woodlawn Avenue	North/South

Fifteenth Street	Walnut Street	Indiana Avenue	North/South
Sixteenth Street	Walnut Street	Dunn Street	North/South
Dunn Street	Seventeenth Street	Thirteenth Street	East/West
Fess Avenue	Seventeenth Street	Thirteenth Street	East/West
Grant Street	Seventeenth Street	Fifteenth Street	East/West
Indiana Avenue	Seventeenth Street	Thirteenth Street	East/West
Lincoln Street	Seventeenth Street	Fourteenth Street	East/West
Washington Street	Seventeenth Street	Fourteenth Street	East/West

SECTION 2. Section 15.37.030 entitled “Hours in effect” shall be amended by deleting the existing subsection and replacing it with the following:

Zones 1 through Zone 11 shall be in effect from eight a.m. to five p.m. Monday through Friday.

From August 15<sup>th</sup> through May 15<sup>th</sup>, Zone 12 shall be in effect from eight a.m. until five p.m. Monday through Wednesday, from eight a.m. Thursday until six a.m. Friday, from eight a.m. Friday until six a.m. Saturday, from eight a.m. Saturday through six a.m. Sunday, and any day Monday through Saturday four hours before the start time of any event at the Indiana University’s Memorial or Armstrong Stadium through four hours after the conclusion of the event.

At all other times Zone 12 shall be in effect from eight a.m. to five p.m. Monday through Friday.

SECTION 3. If any section, sentence or provision of this resolution, 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 resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this \_\_\_\_\_ day of \_\_\_\_\_, 2017

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

ATTEST:

\_\_\_\_\_

F. NICOLE BOLDEN, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon  
this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

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

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

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

#### SYNOPSIS

This resolution is authored by CM Volan and proposes a new neighborhood parking zone 12 to restrict parking in the Garden Hill neighborhood. The new zone, unlike previous zones, would also be enforced evenings and overnight on Thursdays, Fridays and Saturdays, and for the eight-hour period centered on IU football game start times.

###

DRAFT ONE — 2017.05.31