CITY OF BLOOMINGTON
PLAN COMMISSION – Special Session
June 19, 2017 @ 5:30 p.m. ❖ **City Council Chambers - Room #115**

ROLL CALL

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

WITHDRAWN

Amendments withdrawn from the Comprehensive Plan for the City of Bloomington
Withdrawn amendments to the May 2017 draft:
144, 165, and 172

Case Manager: Scott Robinson

CONSENT AGENDA:

MP-12-17 **Amendments to the Comprehensive Plan for the City of Bloomington**
Amendments to the May 2017 draft:
146, 147, 149, 151, 152, 153, 155, 156, 157, 159, 160, 161, 162 (revised version), 164, 166, 167, 168, 170, 171, 173, 174, 175, 176, 180, 181, 183, 184, 187, 188, 189, and 190

Case Manager: Scott Robinson

PETITIONS:

MP-12-17 **Amendments to the Comprehensive Plan for the City of Bloomington**
Amendments to the May 2017 draft:
25, 127, 145, 148, 150, 154, 158, 163, 169, 177, 178, 179, 182, 185, and 186

Case Manager: Scott Robinson

Next Special Meeting July 26, 2017 **Last Updated: 6/15/2017**

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

Amendment #25

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

Proposed Amendment to Chapter 5, Housing and Neighborhoods, under Programs, Affordable Housing, p. 60
Currently:
No specific mention of Section 8.

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

Staff Recommendation: *"Work with Bloomington Housing Authority to ensure ample affordable community housing options are available to BHA clients."* The sentence may also consider adding the following for additional clarity *", including but not limited to promoting greater utilization of the option to project-base existing Section 8 Housing Choice Vouchers."*

There are two 2 types of Section 8 housing; one is "project based" where the unit itself is available only to someone on the Section 8 program or meets the income guidelines; and the other is "tenant based" where the renter receives a Section 8 certificate and then looks for a landlord who will accept it. HUD has been encouraging a shift towards project-based, with considerations for agreements that lock-in the affordability period for a number of years. A tendency for project-based units may result in a concentration of project-based units in low-income areas. There by removing the geographic and corresponding economic mobility component which is an attractive aspect of the "tenant based" Section 8 program over units within traditional public housing complexes.

Amendment #127

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

Text of amendment: Goal 6.4, pg. 70

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

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

Staff Recommendation: This amendment failed at the June 5th, 2017 meeting to receive a majority of Plan Commissioners by a voice vote of 4-2-1. The current goal is broad and covers the policies listed within this goal. This amendment will need to be reconsidered.

Amendment #145

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

Page 24, column 2, paragraph X:

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

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

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

Amendment #146

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

Page 40, column 2, paragraph 3:

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

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

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

Add source and clarify data meaning.

Amendment #147

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

Page 42, column 2, paragraph 7:

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

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

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

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

Amendment #148

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

Page 42, column 2, paragraph X:

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

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

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

Amendment #149

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

Page 52, column 2, paragraph 1:

Parking turnover and utilization rates

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

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

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

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Amendment #150

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

Page 56, column 2, paragraph 1:

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

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

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

Delete the highlighted text from this section of the report.

Amendment #151

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

Page 59, column 2, paragraph 1:

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

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

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

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

Amendment #152

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

Page 62, column 1, paragraph 1:

Transportation enables us to connect with people and places in our community, but transportation is more than just covering the distance between destinations. Streets are our largest public space in terms of land area, and public streets have long functioned as places to interact socially, to conduct business, or to gather for events such as markets, parades, or festivals. Rights of way are the foundation of our transportation system and must accommodate the diverse needs of our population, from a child walking to school to a delivery truck taking products to a local restaurant. Additionally, space surrounding streets is where utilities such as telecommunications, water, sewer, and more are typically located. Transportation and the right of way it generally occurs within is complex and impacts our lives, health, economic prosperity, and environment in many ways.

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

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

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

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

Amendment #153

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

Page 62, column 1, paragraph 3:

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

This text can be enhanced.

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

The transportation modes and routes utilized depend on many variables such as what modes are available, what paths are available, the safety of the routes, and the travel time required.

Amendment #154

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

Page 64, column 1, paragraph 1:

Bloomington should take note of what this concept has to offer and work to reduce the frequency and severity of crashes on our road network.

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

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

Delete the highlighted text from this section of the report.

Amendment #155

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

Page 65, column 1, paragraph 1:

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

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

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

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

Amendment #156

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

Page 66, column 1, paragraph 2:

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

Request to add source.

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

Add source

Amendment #157

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

Page 66, column 1, paragraph 4:

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

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

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

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

Amendment # 158

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

Page 66, column 2, paragraph 3:

With the exception of areas of new development, this network has very few opportunities for new connections. Investments in infrastructure for motor vehicles should focus on maintenance, improved efficiency within existing space, and reductions in crash risk and severity.

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

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

With the exception of areas of new development, this network has ~~very~~ few opportunities for new connections. Investments in infrastructure for motor vehicles should focus on maintenance, improved efficiency ~~within existing space~~, and reductions in crash risk and severity.

Amendment #159

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

Page 66, column 2, paragraph 4:

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

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

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

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

Amendment #160

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

Page 66-67:

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

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

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

The City does not have the space or resources to significantly expand roads and intersections within ~~our~~ the built-out, urban environment. Many ~~In addition, every~~ medium and large-sized cities with similar challenges are ~~city that has attempted~~ attempting to manage ~~reduce~~ congestion and improve transportation long-term by investing in walking, bicycling, and public transportation rather than solely ~~by~~ building more motor vehicle capacity ~~has only induced more demand and created further congestion~~. ~~The cities that have most successfully managed congestion and improved transportation long-term have done so by investing in walking,~~

~~bicycling, and public transportation.~~ While ~~these~~ investments in active and public transportation most obviously benefit users of those modes, ~~we must recognize that~~ every person walking, ~~on bicycle~~cycling, or in a bus represents one less car on the street.

Amendment #161

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

Page 67, column 2, paragraph 2
In the past, the Master Thoroughfare Plan (MTP) served Bloomington well in this basic fashion. It established right-of-way needs for roadways and utility infrastructure for a growing community. The Plan shaped street design to handle traffic flows and addressed general safety concerns through typical cross sections. It also prioritized roadways to accommodate traffic flows and to establish automobile speeds. The MTP aided in annual maintenance schedules for paving, snow plowing, and emergency routes. All of this was achieved by using a standard functional classification system commonly used throughout the U.S. However, this method is antiquated because it fails to respect context, land uses, and most of all people. The functional classification system prioritizes automobile mobility over the mobility and safety of people. National trends in context-sensitive solutions and "Complete Streets" have begun to address these shortcomings. New approaches balance speed, traffic flow, and roadway design while enhancing historic neighborhoods and natural features in order to create streets that support vibrant work, living, and shopping areas.

The MTP does not prioritize traffic flows, establish speeds, aid in maintenance schedules, or emergency routes. While that 2002 plan may be less than ideal, I'm concerned the text stretches the truth and dismisses a tool successfully used throughout the country.
Complete streets do all of these things but they also promote sustainability. The sustainability component is not highlighted in the draft plan.

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

In the past, the Master Thoroughfare Plan (MTP) served Bloomington well in this basic fashion. It established right-of-way needs for roadways and utility infrastructure for a growing community. The Plan shaped street design to handle traffic flows and addressed general safety concerns through typical cross sections. ~~It also prioritized roadways to accommodate traffic flows and to establish automobile speeds. The MTP aided in annual maintenance schedules for paving, snow plowing, and emergency routes.~~ All of this was achieved by using a standard functional classification system commonly used throughout the U.S. However, the 2002 MTP does not always ~~this method is antiquated because it fails to~~ respect context and focuses on the ~~land uses, and most of all people. The functional classification system prioritizes~~ automobile mode ~~mobility over the mobility and safety of people~~. The City currently focuses on context and the multimodal transportation system as a whole. As an example, the forthcoming Transportation

Plan will combine what has traditionally been contained within a thoroughfare plan and an active transportation plan.

National trends in context-sensitive solutions and "Complete Streets" ~~have begun to address these Shortcomings are~~ being embraced. New approaches balance speed, traffic flow, and roadway design while enhancing historic neighborhoods and natural features, which support sustainability goals, in order to create streets that support vibrant work, living, and shopping areas.

Amendment (revised) #162

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

Page 69, column 2, paragraph 2

Goal 6.2 Maintain an efficient transportation network for all users.

This goal is incomplete.

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

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

Page 70
Eliminate Goal 6.5 and move policy 6.5.1 under Goal 6.2

Amendment #163

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

Page 69, column 2, paragraph 7

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

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

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

Amendment #164

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

Page 70, column 1, paragraph 5

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

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

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

Amendment #166

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

Page 70, column 1, paragraph 8

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

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

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

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

Amendment #167

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

Page 70, column 1, paragraph 8

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

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

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

Move Policy 6.4.4 to the motor vehicle parking program section.

Amendment #168

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

Page 70, column 1, paragraph 12

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

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

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

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

Amendment #169

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

Page 70-72

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

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

General

- Evaluate facility, equipment, vehicle, material, and staffing demands to assure appropriate maintenance capabilities for evolving and growing transportation network

- Maintain traffic devices (e.g., traffic signals, signage, pavement markings, guard rails, etc.) in compliance with applicable standards and regulations.
- Quickly respond to immediate safety concerns like potholes, missing stop signs, etc. 24/7/365.
- Require all transportation facilities (e.g., sidewalks) to be acceptably constructed before accepting streets into the City's inventory.
- Inspect all capital projects (City and non-City) to assurance compliance with applicable standards and specifications.
- Develop standards and specifications for street trees and landscaping to minimize maintenance and sight line concerns, and maintain trees and landscaping to not obstruct use of streets, sidewalks, etc.

Motor Vehicles

- Evaluate existing intelligent transportation system (ITS) facilities and prioritize needed investments to operate and maintain an efficient transportation network.
- Manage and operate an efficient and effective street sweep and snow removal program.
- Develop targeted pavement condition indexes for the road typologies and implement an asset management plan to achieve the targeted thresholds.
- Coordinate the street maintenance and capital project programs with utility providers and their project programs to minimize cuts in facilities with good pavement condition indexes

Bicycle and Pedestrian Transportation

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

Amendment #170

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

Page 77

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

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

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

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Amendment #171

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

Page 82

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

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

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

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

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

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

Amendment #173

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

Then I would add these 2 policy points:

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

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

Amendments #174 (Revised 28-31):

At page 86, under the heading "Land Use Development Approvals:"

Add a new paragraph break immediately after the sentence that end with "…should be used for development approvals." After the new paragraph break, in the first bullet point, replace the first

sentence of the bullet point ("Site and architectural design throughout the center should reflect a consistent style.") with the following new first sentence:

In a traditional Employment Center, site and architectural design throughout the Center should reflect a consistent style.

At the top of page 87, immediately after the end of the last bullet point, add the following new bullet point:

• **Some Employment Centers of the future are likely to utilize newer models based on an integration of employment, commercial, housing, and recreational uses. For such non-traditional Employment Centers, consistency of architectural and site design may not be as important as innovative design that serves the needs and preferences of employees who choose to live and play in close proximity to their places of employment.** ***Phasing may also need to be more flexible to encourage such newer development models.*** **The zoning code should be flexible enough to accommodate these new kinds of Employment Centers as well as more traditional ones.**

Amendment #175 (Revised 43):

At page 45, at the beginning of the list of "Outcomes & Indicators," add the following new Outcome and Indicator:

Outcome: Air quality is maintained at a high level.
• **Relevant measurements of air quality, including ground-level ozone, particulate matter, carbon monoxide, sulfur dioxide, and nitrogen dioxide, taken on a regular basis at appropriate locations around the community.**

Amendment #176 (Revised 55):

At page 78, under the heading "Site Design:" Replace the final sentence of the paragraph ("The district must continue to emphasize pre-WWII neighborhood characteristics regarding building mass, scale, landscaping, and other site planning features.") with the following new sentence:

Although there may be various architectural styles that would be appropriately compatible with the existing architecture in these older neighborhoods, the district must continue to emphasize pre-WWII neighborhood characteristics regarding building mass, scale, landscaping, and other site planning features.

Amendment #177

BRIEF SYNOPSIS/JUSTIFICATION FOR AMENDMENT: Although the current CMP text discusses the need to achieve a better balance of different housing types in the Downtown, and the concomitant need to restrict new student-oriented housing developments in and near the Downtown, there are currently no Policies that specifically address this issue.

At page 51, amend Goal 4.4 by adding a new Policy 4.4.3:

Policy 4.4.3: Until such time as a reasonable balance of different housing types is achieved in the Downtown and nearby areas, strongly discourage new student-oriented housing developments in these areas.

Amendment #178

BRIEF SYNOPSIS/JUSTIFICATION FOR AMENDMENT: Although the current CMP text discusses the need to redirect new student-oriented housing developments away from the Downtown and nearby areas, thus implying that we would like to see such developments go elsewhere in the community, there are currently no Policies that specifically address the issue of exactly where student-oriented housing should be encouraged to go.

At page 59, amend Goal 5.3 by adding a new Policy 5.3.5:

Policy 5.3.5: Redirect new student-oriented housing developments away from the Downtown and nearby areas, and toward more appropriate locations closely proximate to the IU campus that already contain a relatively high percentage of student-oriented housing units, are within easy walking distance to the campus, and have direct access to university-provided parking as well as the university transit system.

Amendment #179 (Revised #132)

Justification: The current text makes it sound like we "should" build parking garages. The amendment seeks to clarify that we only want to dedicate space for cars (instead of people) if it’s really necessary.

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

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

New text: Land dedicated to parking should be minimized by building, if necessary, multi-story parking garages as opposed to surface parking lots, and by encouraging active transportation (bicycling and walking).

Amendment #180
Chapter 1: Community Services & Economic
Programs, page 26 5th bullet point

Justification: I am not sure that the far eastern periphery and Downtown are areas where growth is increasing to the extent that more land for services is needed. The only need I have heard of is a new fire station in the southeast or southwest quadrant of the city. Perhaps it is best to leave the below program point vague to just make sure the city considers land acquisition as appropriate for service coverage.

Current text:

Be mindful of opportunities to acquire land in the far eastern periphery of Bloomington and its edges and the Downtown with the potential for filling gaps in service in growing areas.

New text:

Consider opportunities to acquire land that may be needed to fill gaps in service to growing areas of the city.

Amendment #181 (Revised 15):

Chapter 6, Transportation
Add another goal on pg. 70

Justification: Education and outreach are important components in getting more people to use "alternative" transportation instead of cars, so we should have a specific goal addressing that. This is part of achieving the City Council-adopted objective *"Provide a safe, efficient, accessible, and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile."*

Amendment: Add new goal and 2 policy points:

Goal 6.6 Educate and encourage residents to use transportation options that minimize negative environmental and infrastructure impacts.
Policy 6.6.1 Educate drivers, bicyclists, and pedestrians on sharing the public right-of-way safely.
Policy 6.6.2 Collaborate with community organizations to educate residents about using public transit and bicycling.

Staff note: If Amendment #162 passes and subsequently this amendment passes, the numbering for this Goal and Policies would be 6.5 and not 6.6. This amendment also has similar language as Amendment #164 for consideration.

Amendment #182

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

Page 42, column 2, paragraph 6

Policy 3.2.2: Increase the overall greenspace and increase protection for environmentally sensitive areas.

As discussed on June 5th, the term 'overall' adds confusion and potential issues.

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

Policy 3.2.2: Increase ~~the overall~~public greenspace and increase protection for environmentally sensitive areas.

Amendment #183

Brief synopsis/justification for Amendment: P25, Community Services Section: Policies in Goal 1.3 and Goal 1.4 overlap. Create clearer distinction between the two goals by focusing the first on facilities and the second on services.

Proposed Amendment (must provide the exact text that will be considered)**:**
Rephrase Goal 1.3 as follows:

Goal 1.3 Enhance the everyday importance and plan for the future of City parks, trails, and community centers/spaces, libraries, and civic buildings by investing in their expansion, maintenance and improvement.

And move Policies 1.4.3 through 1.4.6 under the newly worded Goal 1.3.

Amendment #184

Brief synopsis/justification for Amendment: P25: In the Community Services section, Policies 1.3.1 and 1.3.3 seem to duplicate each other.

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

Revise Policy 1.3.1, as follows:
Increase accessibility of parks, trails, recreation facilities, libraries, and arts/cultural centers for all users, both in terms of getting to the facilities and getting around in the facilities.

Delete Policy 1.3.3

Amendment #185

Brief synopsis/justification for Amendment: P25: In the Community Services section, Policies 1.4.4 and 1.4.5 overlap. Merge them as noted below and delete Policy 1.4.5.

Proposed Amendment:

Policy 1.4.4: When reviewing development plans, consider emerging community needs as well as the location of existing parks, trails, plazas, and other public gathering spaces.

Amendment #186

Brief synopsis/justification for Amendment: P25-26, Community Services section: Policies and programs addressing non-parks services are lacking.

Proposed Amendment:
Add the following policies under Goal 1.4 (if possible after moving policies 1.4.3-1.4.6 under Goal 1.3, but not necessary for these to be added).

a. Implement infrastructure plans and projects that anticipate growth and reduce community vulnerability.
b. Partner with the utility and other companies and local organizations to create plans for the safe, efficient, and future-facing maintenance and development of energy and waste management infrastructure.

Add the following program on pg. 26 under Municipal Services

a. Respond to all resident-identified complaints in public rights-of-way within a reasonable amount of time.

Amendment #187

Brief synopsis/justification for Amendment: P41, Environment section: The Urban Ecology and Solid Waste sections are too vague and broad, and do not set the stage for locally relevant policies and programs. Modify the language as suggested below.

Proposed Amendment:
Replace the current text on pg. 41 with the following.
Urban Ecology
Urbanization and the amount of land and resources it takes to support population growth degrade the natural environment to the point that it needs protection and enhancement. As urban

populations increase, cities will increasingly become test beds of how to preserve ecological functions in the midst of urban growth.

Bloomington's growth over the last generation has carried with it challenges in balancing dense infill development and greenspace. Going forward, the community has an opportunity to integrate urban ecosystem services by increasing the use of native plants for landscaping, protecting waterways, optimizing green infrastructure, and enhancing urban forests.

Solid Waste

Increasing urbanization and unsustainable consumption practices likewise create challenges for managing waste and recycling streams. Recycling markets are highly volatile, and municipalities struggle to provide expected recycling services in a cost-effective way. The situation demands creative, lifecycle-focused new approaches.

In Bloomington, the community's lack of control over critical waste infrastructure and resource streams render it particularly vulnerable to market volatility and minimize the community's ability to align practices with sustainability principles. Both waste and recycled materials travel more than 50 miles away to final disposal and processing, producing both greenhouse gasses and particulate pollution. Careful planning and strategic targeting of materials could significantly increase diversion rates, with particular focus on construction and demolition debris, organic waste, recycling for apartment-dwellers and businesses, and new approaches to recycling and reuse of glass.

Amendment #188

Brief synopsis/justification for Amendment: P40, P43, Environment section: the plan does not explicitly address Lake Monroe as a key resource. Add reference to Lake Monroe in both the chapter intro and policies.

Proposed Amendment:

P40, last sentence, add language as follows:
Access to clean water is an essential component of a sustainable community, and Lake Monroe – a reservoir created in 1964 with an estimated lifespan of just 100 years - is a critical contributor to Bloomington's ability to flourish into the future.

P43: Add Policy 3.3.3: Work with regional partners to prolong the life and improve the quality of Lake Monroe as Bloomington's drinking water supply, flood-control reservoir, and important ecosystem.

Amendment #189

Brief synopsis/justification for Amendment: P43: Policy 3.5.1 is not clear/specific. Replace this policy with the language below.

Proposed Amendment:

Policy 3.5.1: Increase community resilience by taking greater control of waste management infrastructure and critical waste streams, including exploring the establishment of a local Materials Recovery Facility.

Policy 3.5.2: Explore and cultivate local uses and markets for waste and recycled materials.

Policy 3.5.3: Create targeted diversion and/or reuse programs for challenging waste streams like glass, organic waste, construction and demolition debris, and recyclable materials generated in commercial or multi-family facilities.

Amendment #190

On page 90, replace the first portion of the second paragraph:

Specific interchanges should create unique land use environments instead of replicating each other throughout the corridor. Some interchanges (such as 3rd Street) will be made up primarily of commercial retail centers, while others (for example, Tapp Road and Fullerton Pike) will take on a more Employment Center characteristic, with retail acting as an accessory use.

With:
While specific interchanges should create unique land use environments, a balance of uses should be present at each to avoid creating isolated destinations.

Amendment #144 (withdrawn)
Brief synopsis/justification for Amendment (may provide synopsis/justification; must provide page number(s), paragraph(s) and the exact text contained in the May Draft that the proposed amendment is proposed to change)**:**

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

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

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

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

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

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

Amendment #165 (withdrawn)

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

Page 70, column 1, paragraph 8

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

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

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

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

Amendment #172 (withdrawn)

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

Page 88, column 2, paragraph 1

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

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

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

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