

City of Bloomington Common Council

LEGISLATIVE PACKET

Meetings for the week of 27-31 July 2020

Wednesday, 29 July 2020

Regular Session

6:30 PM

Friday, 31 July 2020

Council Work Session

12:00 PM

Legislation and background material contained herein:

- [Ordinance 20-13](#)
- [Ordinance 20-14](#)

**Please see the notes on the [Agenda](#) about this week's Standing Committees and about addressing public meetings during the public health emergency*

For a schedule of upcoming meetings of the Council and the City's boards and commissions, please consult the City's [Calendar](#).



Legislative Packet Contents

Materials pertaining to the week of July 27-31

PACKET MEMO FROM COUNCIL STAFF

AGENDAS & NOTICES FOR MEETINGS OF JULY 27-31

- Common Council Regular Session – Agenda and Notice
 - Wednesday, July 29, 2020 at 6:30 pm accessible via:
<https://bloomington.zoom.us/j/94365263460?pwd=UXkxTmJHZUNEQUdxYVNySmhGQ1ltQT09>

- Common Council Work Session - Notice
 - Friday, July 31, 2020 at 12 noon accessible via:
<https://bloomington.zoom.us/j/94213878380?pwd=RW9oWkNrdzVWV1poWUg0WHJFMVI1UT09>

NEW LEGISLATION AND MATERIALS FOR WEEK OF JULY 27-31

- **Ordinance 20-13** - To Amend the City of Bloomington Zoning Maps by Amending the District Ordinance and Preliminary Plan for the Thomson PUD to Add 8.46 Acres - Re: 700 W. Guy Avenue (Habitat for Humanity, Petitioner)
 - Certification from Plan Commission
 - Memo from Planning staff
 - Environmental Commission Report
 - Map of Site and Surrounding Zoning
 - Aerial Map and Surrounding Area
 - Petitioner’s Statement
 - Preliminary Plan and District Ordinance
 - Renderings

Contact:

Eric Greulich, greulice@bloomington.in.gov, 812-349-3423



City of Bloomington Indiana

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

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

- **Ordinance 20-14** - An Ordinance to Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles And Traffic" - Re: Reflecting A Proposed Redesign Of Seventh Street As The "7-Line"
 - Memo from Planning staff
 - 7th Street map and examples of other protected facilities
 - Preliminary Design Concept Memo from Toole Design
 - Maps -

Contact:

Beth Rosenbarger, rosenbab@bloomington.in.gov, 812-349-3423



Packet Memo – from Council Office

Pertaining to meetings held July 27-31

REGULAR SESSION – JULY 29

Reports

Annual Tax Abatement and Economic Development Commission Report (Summary of 2019 Activity)

Every year the Council hears an Annual Tax Abatement Report, which will be provided this year by Jane Kupersmith, Assistant Director of Small Business Development, Economic and Sustainable Development Department. As part of this report, the Council will also hear an Annual Report from the Economic Development Commission (*EDC Report*).

Annual EDC Report

Statute requires that the EDC file a report with the fiscal body every year.¹ This *EDC Report* is being combined with the Annual Tax Abatement report (*Report*) this year, but should, in the future, be filed by the end of January. It must contain “information on the operations, activities, and financial expenditures of the commission” for the previous year and may include “any other information required by the fiscal body...” The *EDC Report* provides an overview of the tax abatement program in 2019, including recommendations to amend certain criteria.

Annual Tax Abatement Report

The *Report* is an analysis of the tax abatements granted by the City and is largely based on the annual CF-1 filings by the recipient of an abatement. CF-1 forms for improvements to real estate and the installation of new manufacturing equipment (personal property) are all typically due on May 15 of each year, though this deadline was extended to June 15 this year, due to COVID-19. The Council must act within 45 days of the deadline for filing the CF-1s, if it intends to exercise its power to rescind a tax abatement.² Although there is no recommendation to rescind any of the projects currently receiving a tax abatement, the presentation of the *Report* next week would allow, if necessary, for such action. If councilmembers are interested in the history of any particular tax abatement contained in the *Report*, please reach out to either council staff or to Jane Kupersmith.

¹ IC §36-7-12-36 (a) Each commission shall file a report, within thirty (30) days after its initial meeting and on each subsequent January 31, with the fiscal body that it serves.

(b) A report under subsection (a) must contain: (1) information on the operations, activities, and financial expenditures of the commission during the preceding calendar year; and (2) any other information required by the fiscal body that the commission serves.

² IC 6-1.1-12.1-5.9



Tax Abatements

Tax abatements are a reduction of tax liability on real or personal property that applies to increased assessed valuation due to new investment.³ Prior to awarding a tax abatement, the Council must make a determination (in the form of designating an Economic Revitalization Area [ERA] and, for certain uses, an Economic Development Target Area [EDTA]) that the site would not develop under normal market conditions. Although this is a prediction and, therefore, a difficult determination to make, it serves as a check on the awarding of an abatement by providing an initial focus on the nature of the site and whether this tax break is needed to encourage the investments at that location.

Please note that the period of abatement may run from 1 to 10 years and the amount of the abatement is generally determined by a sliding scale which runs from 100% to 0% over the period of abatement. As of 2013, all tax abatements must be accompanied by a schedule which specifies the percentage for each year of the abatement.⁴

Based on phased-in assessed valuation rates governed by State law, the Bloomington Economic Development Commission recommends a term of abatement for each project, which requires the Council authorization. With respect to abatements on new construction and on personal property, the Council may choose to limit the dollar amount of the deduction.

Guidelines for Granting a Tax Abatement

As noted above, tax abatements are governed by both State statute and local rules. In January 2011, the City adopted new local tax abatement guidelines, [Tax Abatement Program: General Standards](#). These standards supplement the requirements outlined in State law and attach to those projects approved *after* the Local Standards went into effect. Upon determining that a site is distressed per an ERA designation, State statute and *Local Standards* require the Council to find that the benefits asserted by the petitioner are reasonable and probable and justify, in totality, the granting of the abatement. According to State law, those benefits are set forth in a Statement of Benefits (SB-1) and include the estimated cost of the project, number of persons employed, and payroll, along with any locally identified benefits.

³ The kinds of investments in real and personal property that may be eligible for tax abatements are largely found in IC 6-1.1-12.1 et seq., which, along with the ones typically authorized by the City, also include ones for distressed residential properties and vacant buildings. In addition, there is an opportunity to grant a tax abatement for Council Enterprise Information Technology Equipment with a “high technology district area” under IC 6-1.1-10-44.

⁴ IC 6-1.1-12.1-17



Standard of Review

The Council reviews projects under a statutory process that focusses on the CF-1s which compare benefits committed to by the applicant in the Statement of Benefits (SB-1) with the actual benefits delivered by the project. In reviewing the CF-1s (which are available upon request), the Council must determine whether the projects are in “substantial compliance” with the commitments made at the time the abatement was granted. Should the Council determine that a recipient of an abatement is not in “substantial compliance,” it has 45 days from the CF-1 filing deadline to initiate the rescinding of the abatement, which will result in the terminating of the deduction. The decision to terminate the tax deduction should be made only if the Council concludes that the taxpayer has not made reasonable efforts to meet its commitments and was not prevented from complying with the terms of the abatement due to factors beyond its control.⁵ Please note that ESD staff and the EDC recommend a finding of substantial compliance for all projects in this year’s report.

Legislation for First Readings - Summary

Item 1:

Ordinance 20-13 - To Amend the City of Bloomington Zoning Maps by Amending the District Ordinance and Preliminary Plan for the Thomson PUD to Add 8.46 Acres - Re: 700 W. Guy Avenue (Habitat for Humanity, Petitioner)

Ordinance 20-13 would amend a planned unit development (PUD) to add an additional 8.46 acres to the PUD. The petitioner, Habitat for Humanity, is proposing to expand the boundaries of the Thomson PUD to add an additional 8.46 acres to allow for the creation of 70 single family residences. The Thompson PUD was put into place in 1998 by [Ordinance 98-38](#). The staff memo provided by Eric Greulich, Senior Zoning Planner, includes information about the site location and surrounding uses. It describes the proposed changes to the existing PUD and includes a discussion on the conformance of this proposal with the City’s [2018 Comprehensive Plan](#). The memo also lists 2 recommendations forwarded from the Environmental Commission

Land Use Committee (LUC)

Please recall that the Council should, at First Reading, entertain a motion to refer this legislation to the LUC or, in the event that fails, entertain a motion to refer it to the Committee of the Whole. Assuming the legislation is referred to the LUC, please know that it can be kept there for two legislative cycles before being reported back to the full Council at a Regular Session. Please also know that the motion may entail the scheduling of other meetings in regard to this PUD amendment.

⁵ IC 6-1.1-12.1-5.9. Also, please know that the local General Standards give the following examples of grounds for terminating a tax abatement: 1) Failure to comply with any terms set forth in the Memorandum of Agreement; 2) An incomplete, inaccurate, or missing CF-1; 3) Petitioner vacates the City of Bloomington during the term of abatement; 4) Fraud on the part of petitioner; and 5) Initiation of litigation with the City of Bloomington.



Forwarded by Plan Commission With Positive Recommendation

Please note that the Plan Commission considered this item at its June 8, 2020 meeting and voted 9-0 to forward this petition to the Council with a positive recommendation. Minutes from the Plan Commission's meeting are available here:

https://bloomington.in.gov/onboard/meetingFiles/download?meetingFile_id=7345.

If the Council fails to act on the proposal within ninety (90) days after certification, the ordinance takes effect as if it had been adopted (as certified) ninety (90) days after certification.⁶ The 90-day period will be up on September 15, 2020.

Council Review

In reviewing a PUD proposal, the Council's review is guided by both local code and State statute. Both are reviewed below. In reviewing a PUD, Council must have a rational basis for its decision, but otherwise has wide discretion.

BMC - UDO

As noted elsewhere in this packet, local code ([BMC 20.04.080\(h\)](#)) calls for the Plan Commission and Council to consider as many as 10 criteria relevant to a PUD proposal. Please refer to the BMC and the staff memo for these 10 criteria and the findings regarding each one made by the Plan Commission.

Local code also provides that permitted uses in a PUD are subject to the discretion and approval of the Plan Commission and the Council. Permitted uses are determined in consideration of the Comprehensive Plan, existing zoning, land uses contiguous to the area being rezoned, and the development standards outlined in the UDO.⁷

Indiana Code

Indiana Code § 36-7-4-603 directs that the legislative body "shall pay reasonable regard" to the following:

- the Comprehensive Plan (formerly the Growth Policies Plan);
- current conditions and the character of current structures and uses in each district;
- the most desirable use for which the land in each district is adapted;
- the conservation of property values throughout the jurisdiction;
- and responsible development and growth.

⁶ IC § 36-7-4-608(f)

⁷ BMC 20.04.020



Note that these are factors that a legislative body must consider when making a zone map change decisions. Nothing in statute requires that the Council find absolute conformity with each of the factors outlined above. Instead, the Council is to take into consideration the entire constellation of the criteria, balancing the statutory factors.

When adopting or amending a PUD district ordinance, state law provides that the Council may adopt or reject the proposal and may exercise any powers provided under state law. Those powers include:

- Imposing reasonable conditions;
- Conditioning issuance of an improvement location permit on the furnishing of a bond or a satisfactorily written assurance guaranteeing the timely completion of a proposed public improvement; and
- Allowing or requiring the owner of real property to make written commitments.⁸

Item 2:

Ordinance 20-14 - An Ordinance to Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles And Traffic" - Re: Reflecting A Proposed Redesign Of Seventh Street As The "7-Line"

Ordinance 20-14 proposes various amendments to Title 15 of the Bloomington Municipal Code, entitled "Vehicles and Traffic." Planning staff propose these changes in order to allow the city to complete design and eventual construction of the "7-Line Project" on 7th Street.

In 2018, the Council approved a series of 2018 Parks Bonds by adopting [Resolution 18-21](#), [18-22](#), and [18-23](#) in honor of the city's bicentennial. These bonds were meant to finance certain trails and tree planting projects designed to enhance the physical beauty and recreational value of Bloomington. One project meant to be financed by the bonds approved by [Resolution 18-21](#) was a project (now called the 7-Line Project) to provide improvements along the 7th Street Greenway, including bike lanes, a greenway trail, multi-use paths from the B-Line Trail to Woodlawn, and Union to the State Road 45/46 Bypass. Additional background information about these 2018 resolutions and bonds are included in the Council's legislative packet from [October 10, 2018](#). The changes proposed by [Ordinance 20-14](#) are meant to enable the city to proceed with the 7-Line Project. The ordinance specifies that the changes to Title 15 will become effective on July 1, 2021.

Each section of [Ordinance 20-14](#) is briefly summarized below. The changes proposed include the following:

⁸ I.C. § 36-7-4-1512



Section 1:

This section removes metered parking locations from Schedule U (“On-Street Metered Parking Locations and Maximum Hourly Rate”) of [BMC 15.40.010](#).

Sections 2 and 3:

These sections delete (Section 2) or add (Section 3) various no parking zones within Schedule M (“No Parking Zones”) of BMC [Section 15.32.080](#).

Sections 4 and 5:

These sections delete (Section 4) or amend (Section 5) various angle parking locations within Schedule L (“Angle Parking”) of BMC [Section 15.32.030](#).

Section 6:

This section deletes two loading zone locations listed in Schedule O (“Loading Zones”) of BMC [Section 15.32.100](#).

Section 7:

This section deletes four bus zone locations listed in Schedule P (“Bus Zones”) of BMC [Section 15.32.110](#).

Section 8:

This section adds six new stop intersection locations to Schedule A (“Stop Intersections”) of BMC [Section 15.12.010](#).

Section 9:

This section removes five multi-stop intersections listed on Schedule B (“Multi-Stop Intersections”) within [BMC 15.12.010](#).

Section 14:

This section adds one signalized intersection to Schedule D1 (“Signalized Intersections”) within [BMC 15.12.030](#).

Section 15:

This section removes one street from Schedule E (“One-Way Streets”) within [BMC 15.16.010](#).

**NOTICE AND AGENDA
THE BLOOMINGTON COMMON COUNCIL**

REGULAR SESSION

WEDNESDAY, 29 July 2020 AT 6:30 PM

Per Executive Orders issued by the Governor, this meeting will be conducted electronically. The public may access the meeting at the following link:

<https://bloomington.zoom.us/j/94365263460?pwd=UXkxTmJHZUNEQUdxYVNySmhGO1ltOT09>

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES (None)

IV. REPORTS (A maximum of twenty minutes is set aside for each part of this section.)

1. Councilmembers

2. The Mayor and City Offices

– [Annual Tax Abatement and Economic Development Commission Report](#)

3. Council Committees

4. Public*

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

None

VII. LEGISLATION FOR FIRST READING

1. [Ordinance 20-13](#) - To Amend the City of Bloomington Zoning Maps by Amending the District Ordinance and Preliminary Plan for the Thomson PUD to Add 8.46 Acres - Re: 700 W. Guy Avenue (Habitat for Humanity, Petitioner)
2. [Ordinance 20-14](#) - An Ordinance to Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" - Re: Reflecting a Proposed Redesign of Seventh Street as the "7-Line"

VIII. ADDITIONAL PUBLIC COMMENT*

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

IX. COUNCIL SCHEDULE

X. ADJOURNMENT

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

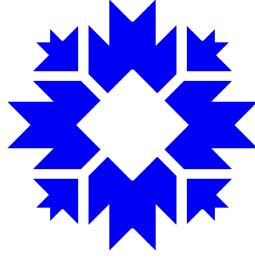
Statement on public meetings during public health emergency:

As a result of Executive Orders issued by the Governor, the Council and its committees may adjust normal meeting procedures to adhere to guidance provided by state officials. These adjustments may include:

- allowing members of the Council or its committees to participate in meetings electronically;
- posting notices and agendas for meetings solely by electronic means;
- using electronic meeting platforms to allow for remote public attendance and participation (when possible);
- encouraging the public to watch meetings via Community Access Television Services broadcast or livestream, and encouraging remote submissions of public comment (via email, to council@bloomington.in.gov).

Please check <https://bloomington.in.gov/council> for the most up-to-date information about how the public can access Council meetings during the public health emergency.

Posted: 24 July 2020



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

NOTICE

Wednesday, 29 July 2020 at 6:30 PM

Regular Session

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As a quorum of the Council or its committees may be present, this gathering constitutes a meeting under the Indiana Open Door Law (I.C. § 5-14-1.5). For that reason, this statement provides notice that this meeting will occur and is open for the public to attend, observe, and record what transpires.

Posted: Friday, 24 July 2020



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

NOTICE

COMMON COUNCIL WORK SESSION

Friday, 31 July 2020 at 12:00pm

*Per [Executive Orders](#) issued by the Governor, this meeting will be conducted electronically. The public may access the meeting at the following link:
<https://bloomington.zoom.us/j/94213878380?pwd=RW9oWkNrdzVVV1poWUg0WUJFMVUUT09>*

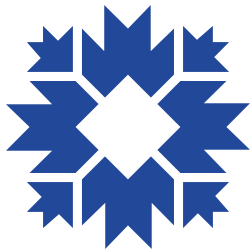
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CITY OF BLOOMINGTON

Economic and Sustainable Development

Memorandum

To: City of Bloomington Common Council
From: Jane Kupersmith, Asst. Director Small Business Development
Cc: Stephen Lucas, City Council Administrator/Attorney
Larry Allen, Asst. City Attorney
Alex Crowley, Director, Economic & Sustainable Development
Mick Renneisen, Deputy Mayor
Kurt Zorn, President, Economic Development Commission
Date: July 22, 2020
Re: 2019 Economic Development Commission Activity Report

Attached please find the 2019 Activity Summary for all activity by the Bloomington Economic Development Commission, including the Tax Abatement program. The Economic Development Commission (EDC) approved this activity report in their meeting on July 15, 2020, and recommended it be forwarded to the City of Bloomington Common Council. Staff and the EDC recommend a finding of substantial compliance for all projects in this report.

I look forward to presenting the details of EDC's activity, including active tax abatement projects, to Common Council on July 29, 2020, via the annual EDC activity report.

Annual Economic Development Commission (EDC) Report

2019 Activity and Tax Abatement Summary



Presentations to:

Economic
Development
Commission
July 15, 2020

Common Council
July 29, 2020



Tax Abatement Activity

- I. Introduction
- II. Economic Impact
- III. Residential Projects
- IV. Mixed-Use Projects
- V. Commercial Projects
- VI. Projects in Progress
- VII. Other EDC Activity



Tax Abatements

- Phase-in of new property taxes
 - All or part of **new** assessed value exempted from paying property tax
 - Reduction of tax liability on **added** assessed value (AV) only – from *improvements* only
- Terms from 1 to 10 years
 - Sliding scale from 100% to **no** exemption on the new AV;
 - Designating body may provide an “alternative deduction schedule” (IC 6-1.1-12.1-17)



Tax Abatements

- Local economic development tool
 - City authorizes, County administers
- City of Bloomington General Standards
 - Evaluative criteria adopted 2010
 - Creation of full-time, permanent living-wage jobs
 - Creation of capital investment to enhance tax base (↑ AV)
 - Quality of Life and Environmental/Sustainability
 - Affordable Housing
 - Community Service
 - Community Character
- Bloomington Common Council requires an Economic Development Commission (EDC) recommendation



Authorization Process

- ESD Department
 - Receives Application and Statement of Benefits (IN Form SB-1)
- EDC recommendation
 - Economic Revitalization Area
 - Economic Development Target Area, if appropriate
 - Abatement term and schedule
- Common Council
 - Designating resolution
 - Public hearing and confirmatory resolution
 - Or modifying/confirming or rescinding resolution



Annual Reporting

- *Note: Due to COVID-19, receipt of some CF-1's was delayed.*
- Compare estimated “benefits” to actual results
- Taxpayer submits annual Compliance form with Statement of Benefits form (IN Form CF-1)
 - Filed with County Auditor for deduction administration
 - Copied to City Clerk for reporting to Common Council
- Council has given ESD Department the responsibility to compile and report to EDC
 - EDC forwards final report to Council for any action



Economic Impacts

Progress toward new real and personal property investment estimates
(Active Abatements only)

Category	Proposed New Investment (SB-1)	Actual New Investment (CF-1)
Commercial RE	\$ 77,500,000	\$ 44,346,687
Commercial PP*	\$ 110,400,000	\$ 65,869,287
Mixed Use	\$ 11,500,000	\$ 12,600,000
Residential	\$ 17,600,000	\$ 24,473,938
Total	\$ 217,000,000	\$ 147,298,912



Economic Impacts

Progress toward new jobs and salary estimates

Proposed New Jobs	Proposed New Salaries	Actual New Jobs	Actual New Salaries	Total Jobs New and Retained	Total Salaries New and Retained
336	\$ 18,635,104	1,119	\$69,248,917	2,678	\$158,930,780
<i>Average Proposed New Salary = \$55,462</i>		<i>Average Actual New Salary = \$61,885</i>		<i>Average New and Retained Salary = \$59,347</i>	

Figures exclude temporary jobs and corresponding salaries from construction.

Excludes unknown salary information from some businesses leasing space in mixed-use developments, non-reported information and commissions/benefits.



Economic Impacts of Active Abatements

Category	Current Assessed Values (Improvements only)
Commercial RE + PP	\$134,396,698
Mixed Use	\$14,859,300
Residential	\$2,609,100
Total	\$ 151,865,098

Union at Crescent
N. Crescent Road
Resolution: 17-30





Union at Crescent
N. Crescent Rd
Resolution: 17-03

Statement of Benefits

Compliance

Type: Real Estate Property Improvements

Summary: Real estate improvements are complete.

Length of Abatement: 10 years RE

Estimated New Investment: \$17,600,000

Estimated Retained Employment: n/a

Estimated New Job Created: 5

Estimated New Salaries: \$13.00/HR

Benefits: Construction of a new 146-unit, 5-story multi-family mixed affordable and market rate housing development within four attached buildings.

Summary: No less than 70% of the units (102 units) will be allocated to households with incomes at or below 60% of the Area Median Income, and no less than 20% of the units will be Market Rate.

Actual New Investment: \$24,473,938

Actual retained Employment: n/a

Actual New Employment: 5

Actual New Salaries: \$17.00/HR

Current Assessed Value: \$2,609,100
(partial assessment)

Remarks: Staff recommends a finding of substantial compliance with the Statement of Benefits.

This Real Property abatement is in Year 1 of 10.

Urban Station
403 South Walnut St.
Resolution: 16-12





Urban Station
403 South Walnut St.
Resolution: 16-12

Statement of Benefits

Compliance

Type: Real Estate Property Improvements

Summary: Real estate improvements are complete.

Length of Abatement: 10 years RE

Estimated New Investment: \$11,500,000

Estimated Retained Employment: 10

Estimated New Job Created: 5

Estimated Retained Salaries: \$400,000

Estimated New Salaries: \$115,000

Benefits: Construction of one new 4 story, mixed-use building with 7,000 sq ft of commercial space on 1st and one new 4 story residential building.

Summary: First City tax abatement project that includes Workforce Housing, including five 1BR and five 2BR units, with a duration of 99 years.

Actual New Investment: \$14,500,000

Actual retained Employment: n/a

Actual New Employment: 4

Actual Retained Salary: n/a

Actual New Salaries: \$150,000

Current Assessed Value: \$14,859,300

Remarks: Staff recommends a finding of substantial compliance with the Statement of Benefits.

This Real Property abatement is in Year 3 of 10.

The Foundry
304 West Kirkwood Ave.
Resolution: 14-15





The Foundry
304 West Kirkwood Ave
Resolution: 14-15

Statement of Benefits

Type: Real Estate and Personal Property Improvements

Length of Abatement: 5 years RE, 10 years PP

Estimated New Investment RE:
\$11,500,000

Estimated New Investment PP: \$400,000

Estimated Retained Employment: 54

Estimated New Jobs Created: 11

Estimated Retained Salaries: \$3,637,099

Estimated New Salaries: \$825,000

Benefits: Construction of a new 4 story, mixed-use building with 12,640 sq ft of commercial space on 1st and 2nd floor.

Summary: Tax Abatement does not include top floor residential units

Compliance

Summary: Real estate improvements are completed. Personal Property has not yet been purchased.

Actual New Investment: \$18,875,710 (RE)

Actual Retained Employees: 54

Actual Retained Salaries: \$3,673,099

Actual New Employees: 11

Actual New Salaries: \$1,901,809

Current Assessed Value: \$15,966,800

Remarks: Staff recommends a finding of substantial compliance with the Statement of Benefits.

The RE abatement is in year 1 of 5. The PP abatement has not yet begun.

Cook Pharmica d/b/a Catalent Biologics (2015)

1300 S Patterson Drive

Resolution 15-06





Cook Pharmica d/b/a Catalent Biologics

1300 S. Patterson Dr.

Resolution: 15-06

Statement of Benefits

Compliance

Type: Personal Property Improvements

Summary: PP investments complete.

Length of Abatement: 10 years

Estimated New Investment: \$25,000,000

Est. Retained Jobs: 550

Est. Retained Salaries: \$31,000,000

Estimated New Jobs Created: 70

Estimated New Salaries: \$3,200,000

Actual New Investment: \$31,869,287

Actual Retained Jobs: 550

Actual Retained Salaries: \$31,000,000

Actual New Employees: 686

Actual New Salaries: \$37,134,386

Current Assessed True Tax Value of Personal Property: \$17,797,408

Benefits: Investment in building improvements, machinery and equipment in order to expand its capacity to formulate, fill and finish (package) vials and syringes.

Remarks: Staff recommends a finding of substantial compliance with the Statement of Benefits.

Summary: 70% personal property tax abatement

This abatement is in year 2 of 10.

Catalent Indiana, LLC
1300 S. Patterson Dr.
Resolution: 19-03; 19-04





Catalent Indiana, LLC
1300 S. Patterson Dr.
Resolution: 19-04

Statement of Benefits

Type: Real Estate and Personal Property Improvements

Length of Abatement: 10 years

Est. New PP Investment: \$85,000,000

Est. New RE Investment: \$40,000,000

Est. Retained Employees: 839

Esti. Retained Salaries: \$43,926,000

Estimated New Jobs Created: 200

Estimated New Salaries: \$13,312,000

Benefits: Phase 1: Build out 15,000 ft² of manufacturing space to expand packaging capacity and add new capabilities to support specialized device assembly. (End

Compliance

Summary: Phase 1 PP investments complete. RE investments pending.

Actual New Investment: \$34,000,000

Actual Retained Employees: 839

Actual Retained Salaries: \$43,926,000

Actual New Employees: 397

Actual New Salaries: \$24,208,386

Current Assessed True Tax Value of Personal Property: \$89,376,790

Remarks: Staff recommends a finding of substantial compliance with layer 1 for PP of the Statement of Benefits.

This abatement is in year 1 of 10.



Hoosier Energy
2501 South Cooperative Way
Resolution: 13-03





Hoosier Energy
2501 South Cooperative Way
Resolution: 13-03

Statement of Benefits

Type: Real Estate Improvements
Length of Abatement: 10 years

Estimated New Investment:
\$20,000,000
Estimated Retained Employees: 116
Estimated Retained Salaries:
\$11,118,764
Estimated New Employees: 0
Estimated New Salaries: 0

Benefits: Construction of a new multi-story, LEED-certified 80,000+ square foot headquarters building

Compliance

Summary: Real estate improvements are complete.

Actual New Investment:
\$20,800,000
Actual Retained Employees: 116
Actual Retained Salaries: \$11,118,764
Actual New Employees: 16
Actual New Salaries: \$5,854,336
Current Assessed Value: \$9,303,400

Remarks: Staff recommends a finding of substantial compliance with the Statement of Benefits.
The abatement is in year 4 of 10.

Woolery Mill Ventures, LLC
Property at 2600 S. Kegg Rd
Resolution: 04-01; 13-14





Woolery Mill Ventures, LLC
Property at 2600 S. Kegg Rd
Resolution: 04-01; 13-14

Statement of Benefits

Type: Real Estate Improvements
Length of Abatement: 10 years
Estimated New Investment:
\$6,000,000
Estimated New Employment: 45
Estimated New Salaries: \$1,183,104

Benefits: Renovation of an abandoned limestone mill into a mixed use facility (42 apts/condos, 55-room hotel, recreational amenities, event space) rehabilitated to the historic standards of the Secretary of Interior.

Phase I includes site improvements and completion of event space.

Compliance

Summary:

Woolery Ventures obtained a building permit for Phase I (event space) and completed the event space in May 2019. They have met their investment and construction timeline for Phase I requirements.

Actual New Investment: \$4,670,977

Actual New Employees: 0*

Actual New Salaries: 0

Current Assessed Value: \$1,952,300

*Employees status affected by COVID-19.

Remarks: Staff recommends a finding of substantial compliance with the Statement of Benefits

Abatement is in year 1 of 10.

Southern Knoll/Milestone Ventures
1107 W 3rd St
Resolution: 18-09





Southern Knoll/Milestone Ventures
1107 W 3rd St
Resolution: 18-09

Statement of Benefits

Type: Real Estate Improvements
Length of Abatement: 10 years RE / 98% rate
Estimated New Investment RE: \$4,000,000
Estimated New Job Created: 1 FTE
Estimated New Salaries: \$23,200

Benefits: A 31-unit 2-story affordable housing complex on 1107 W. 3rd St. All units affordable to households at or below 80% of the Area Median Income (AMI), at least 75% of the units affordable to households at or below 60% AMI.

- 7 units set aside as permanent supportive housing for the homeless. (Shalom)
- 7 units will be set-aside for persons with developmental disabilities. (LifeDesigns)

Summary: Construction is about to begin, estimated completion 2020

Catalent Indiana, LLC
1300 S. Patterson Dr.
Resolution: 19-03; 19-04





Catalent Indiana, LLC
1300 S. Patterson Dr.
Resolution: 19-03

Statement of Benefits

Type: Real Estate

Length of Abatement: 10 years / 45% rate

Estimated New Investment: \$40,000,000 RE; \$85,000,000 PP

Estimated New Jobs Created: 200

Estimated New Salaries: \$13,312,000

Benefits: Phase 1: PP Complete

Phase 2: Build out the facility's drug product sterile filling capacity by 79,000 sq ft. (End of 2021)

Summary: Declining tax abatement, 45% average rate per year, over 10 years on both RE and PP investments.



VIII. Other EDC Activity

- I. Housing Bond Approvals
- II. Tax Abatement Guidelines Review and Recommendation



Limestone Crossing





Walnut Woods / Rev. Butler Renovations

-
-
-
-
-





Tax Abatement Guidelines Review





Tax Abatement Guidelines Review

Review Criteria: Each project is reviewed on its own merits, and the effect of each project on the revitalization of the surrounding areas and employment is considered. Basic eligibility is achieved through demonstrating the following:

- Creation of Full time, permanent living-wage jobs; and
 - Creation of capital investment as an enhancement to the tax base
-
- **Additional Evaluative Criteria:** “Other qualifying and evaluative criteria will be considered...list intended to be neither exhaustive nor definitive, and applicants are encouraged to submit proposals of projects that may not be found on this list but make a significant positive contribution to overall economic vitality and quality of life in the City of Bloomington.”
 - Quality of Life/Environmental Sustainability; Affordable Housing; Community Service; Community Character
Appendix 1 provides examples



Tax Abatement Guidelines Review

Problems with Current Guidelines

- Ambiguous language
 - Are Job creation/capital investment “threshold” factors (both factors required or just one?)
 - Appendix 1 indicates job creation/capital investment/affordable housing, etc. are equally considered, while language in the document itself indicates otherwise
- Nonsensical to evaluate affordable housing/community service/character/quality of life projects through the basis of capital investment and job creation
Does not match breadth or flexibility of other process requirements (ERA designation, abatement schedule, application form)



Tax Abatement Guidelines Recommendation

-Edit “Review Criteria” Section as follows:

“Each project is reviewed on its own merits, and the effect of each project on the revitalization of the surrounding areas and employment is considered. Basic eligibility is achieved through demonstrating the following:

- Creation of capital investment as an enhancement to the tax base; and either
 - Creation of affordable housing units; or
 - Creation of permanent living-wage jobs with benefits, or a significant increase in wages.”
- EDC approved changes to guidelines in 2019. Requires Council approval -- to be scheduled in 2020.

A large, light blue starburst graphic centered on the page, composed of multiple overlapping star-like shapes.

Thank you for your service!

ORDINANCE 20-13

TO AMEND THE CITY OF BLOOMINGTON ZONING MAPS BY AMENDING THE DISTRICT ORDINANCE AND PRELIMINARY PLAN FOR THE THOMSON PUD TO ADD 8.46 ACRES

**- Re: 700 W. Guy Avenue
(Habitat for Humanity, Petitioner)**

WHEREAS, Ordinance 06-24, which repealed and replaced Title 20 of the Bloomington Municipal Code entitled, "Zoning", including the incorporated zoning maps, and incorporated Title 19 of the Bloomington Municipal Code, entitled "Subdivisions", went into effect on February 12, 2007; and

WHEREAS, the Plan Commission has considered this case, PUD-10-20, and recommended that the petitioner, Habitat for Humanity, be granted an approval to rezone 40.75 acres from Business Park (BP) and Residential Single Family (RS) to Planned Unit Development (PUD) and to approve a PUD District Ordinance and preliminary plan. The Plan Commission thereby requests that the Common Council consider this petition;

WHEREAS, the Plan Commission therefore requests that the Common Council consider this petition;

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

SECTION 1. Through the authority of IC 36-7-4 and pursuant to Chapter 20.04 of the Bloomington Municipal Code, the district ordinance and preliminary plan shall be expanded and approved for the PUD on the property located at 700 W. Guy Avenue. The property is further described as follows:

A PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 8 NORTH, RANGE 1 WEST, MONROE COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A STONE MARKING THE SOUTHWEST CORNER OF SAID QUARTER QUARTER; THENCE NORTH 00 DEGREES 03 MINUTES 15 SECONDS EAST ALONG THE WEST LINE OF AUTUMNVIEW (RECORDED IN PLAT CABINET "C", ENVELOPE 80, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA), A DISTANCE OF 529.58 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 00 DEGREES 03 MINUTES 15 SECONDS EAST, 539.83 FEET; THENCE SOUTH 88 DEGREES 03 MINUTES 58 SECONDS EAST, 689.68 FEET; THENCE SOUTH 01 DEGREES 11 MINUTES 30 SECONDS WEST, 236.55 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 30 SECONDS WEST 296.08 FEET; THENCE SOUTH 01 DEGREES 11 MINUTES 30 SECONDS WEST, 305.52 FEET TO THE NORTH LINE OF AUTUMNVIEW; THENCE ALONG SAID NORTH LINE NORTH 87 DEGREES 07 MINUTES 15 SECONDS WEST, 328.99 FEET TO THE POINT OF BEGINNING, CONTAINING 6.46 ACRES, MORE OR LESS.

AND ALSO

PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 8 NORTH, RANGE 1 WEST, MONROE COUNTY, INDIANA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT A INCH REBAR WITH CAP SET IN THE CENTERLINE OF GUY AVENUE AT ITS WESTERN TERMINUS SAID POINT BEING 515.46 FEET NORTH AND 679.07 FEET EAST OF A STONE FOUND MARKING THE SOUTHWEST CORNER OF SAID QUARTER QUARTER; THENCE NORTH EIGHT-EIGHT (88) DEGREES, FORTY-EIGHT (48) MINUTES THIRTY (30) SECONDS WEST 296.08 FEET TO A INCH REBAR WITH CAP SET; THENCE NORTH ONE(01) DEGREE, ELEVEN (11) MINUTES, THIRTY (30) SECONDS EAST 294.24 FEET

TO A INCH REBAR WITH CAP SET; THENCE SOUTH EIGHTY-EIGHT (88) DEGREES, FORTY-EIGHT (48) MINUTES THIRTY (30) SECONDS EAST 296.08 FEET TO A INCH REBAR WITH CAP SET; THENCE SOUTH ONE (01) DEGREE, ELEVEN (11) MINUTES, THIRTY (30) SECONDS WEST 294.24 FEET TO THE POINT OF BEGINNING, CONTAINING 2.00 ACRES, MORE OR LESS.

Subject to any and all easements, agreements, and restrictions of record.

SECTION 2. This District Ordinance and the Preliminary Plan shall be approved as attached hereto and made a part thereof.

SECTION 3. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstance 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 4. This ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2020.

STEPHEN VOLAN, 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 _____, 2020.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2020.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

Ordinance 20-13 would amend the preliminary plan and district ordinance for the Thomson PUD to add 8.46 acres to allow 70 single family lots.

****ORDINANCE CERTIFICATION****

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 20-13 is a true and complete copy of Plan Commission Case Number PUD-10-20 which was given a recommendation of approval by a vote of 9 Ayes, 0 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on June 8, 2020.

Date: June 17, 2020



TERRI PORTER, Secretary
Plan Commission

Received by the Common Council Office this 17th day of June, 2020.



NICOLE BOLDEN, City Clerk

Appropriation Ordinance # _____	Fiscal Impact Statement Ordinance # _____	Resolution # _____
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Type of Legislation:

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

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

Cause of Request:

Planned Expenditure _____	Emergency _____
Unforeseen Need _____	Other _____

Funds Affected by Request:

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

Signature of Controller

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

Yes _____ No _____

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

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

Interdepartmental Memo

To: Members of the Common Council
From: Eric Greulich, Senior Zoning Planner
Subject: PUD-10-20
Date: June 16, 2020

Attached are the staff report, maps, petitioner's statement, and exhibits which pertain to Plan Commission case PUD-10-20. The Plan Commission heard this petition at the June 8, 2020 hearing and voted 9-0 to send this petition to the Common Council with a positive recommendation.

The Plan Commission report for that hearing is included below.

REQUEST: The petitioner is requesting an amendment to the preliminary plan and district ordinance for the Thomson PUD to add 8.46 acres to allow 70 single family lots. Also requested is delegation of final approval to staff.

BACKGROUND:

Area:	12.5 acres
Current Zoning:	Planned Unit Development and Residential Medium Lot (R2)
Comp Plan Designation:	Neighborhood Residential (Thomson PUD) and Mixed Urban Residential
Existing Land Use:	Undeveloped
Proposed Land Use:	Dwelling, Single-family (attached and detached)
Surrounding Uses:	North – Commercial/Industrial (Thomson PUD) West – RCA Community Park East – Dwelling, Single-family South – Dwelling, Single-family

REPORT: The property is located at 700 W. Guy Avenue and is zoned Planned Unit Development (Thomson PUD) and Residential Medium Lot (R2). The 8.46 acre portion of property is located at the west end of the stubs of Cherokee Drive, Chambers Drive, Duncan Drive, and Guy Avenue with Bernard Drive to the south. The petitioner also owns a 4 acre property to the north that is within the Thomson PUD. Surrounding zoning includes the Thomson PUD to the north, Residential Medium Lot (R2) to the east and south, and Mixed Use Institutional (MI) to the west. The surrounding properties have been developed with a mix of single family residences to the east and south, industrial uses within the Thomson PUD to the north, and the RCA Community Park to the west. This site is undeveloped and has several trees along the property border and no known sensitive environmental features. The property has almost 60' of elevation change from the south end of the site to the north end.

The petitioner is proposing to expand the boundaries of the Thomson PUD to add an additional 8.46 acres, to allow for the creation of 70 single family residences. This would expand the boundaries of Parcel D within the Thomson PUD to include this additional acreage. Parcel D was the only parcel within the Thomson PUD that allowed single family residences. They were only allowed at the southeast corner of the parcel, since that was the only area of the PUD that was

adjacent to other residential uses and was therefore deemed an appropriate location within the PUD for residential uses.

This petition would involve extending the adjacent stub streets to connect through this development, as well as providing a new stub street to the north. The development would feature 70 single family lots, in a mix of attached and detached single family residences, as well as several common area lots. The proposed lots would be approximately 3,000 square feet for the lots with attached residences and 4,000 sq. ft. for the lots with detached residences. There would be several areas of tree preservation along the west, north, and east property lines. All internal roads will be public and 26 of the 70 lots will be alley loaded. The petitioner is continuing to work with the Parks Department regarding facilitating the construction of an off-site, multi-use path along the adjacent northern property line to connect to the Switchyard Park.

COMPREHENSIVE PLAN: This property is designated as *Mixed Urban Residential* (for the portion that is zoned R2) and *Neighborhood Residential* (for the portion within the Thomson PUD). The Comprehensive Plan identifies several characteristics and provides land use guidance for both of these districts.

The comprehensive plan states that new and redevelopment activity for these districts is mostly limited to remodeling or new construction for single-family residential uses.

Additional guidance specifically includes-

- Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).
- Promote neighborhood enhancements of public improvements such as sidewalks, streetlights, street trees and landscaping, and playgrounds and play areas.
- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations.
- Create neighborhood focal points, gateways, and centers. These could include such elements as a pocket park, formal square with landscaping, or a neighborhood-serving land use. These should convey a welcoming and open-to-the-general-public environment.
- Ensure that appropriate linkages to neighborhood destinations are provided.

Both of these districts call out for single family residences to be the predominant land use and to encourage owner occupied housing, which this petition directly addresses. The comprehensive plan further encourages incentives to providing affordable housing, which again this petition directly addresses as these units will only be sold to income eligible families. The petitioner will be solidifying language regarding a “buy-back option” if the original families elect to sell the residence, to insure long-term affordability.

The location of this site and new residences immediately adjacent to a City Park, offices, and employment uses within the Thomson PUD offers a unique location for infill development for affordable, single family housing and furthers many of the goals of the Comprehensive Plan.

PRELIMINARY PLAN:

Uses/Development Standards: The petitioner is proposing to utilize the Residential Urban (R4)

zoning district for the development standards for the site plan and the Traditional Subdivision type for the subdivision request, with some proposed modifications. Neither the site plan nor subdivision plat are being approved at this time, only the standards that will govern those later approvals. The requested modifications are as follows-

Rear Yard Setback- a 20' rear yard building setback is proposed instead of 25'.

Minimum Lot Width- for the attached single family lots only, the petitioner is requesting to allow for some of the lots to be 30' wide rather than the minimum 35' requirement.

Minimum Lot Size- for the attached single family lots only, a minimum lot size of 3,000 square feet is requested rather than the minimum standard of 4,000 square feet.

Minimum number of lots served by an alley- the Traditional Subdivision type requires a minimum of 67% of the lots be served by an alley. This petition proposes 57%.

With the PUD request, the petitioner is also requesting an allowance to utilize and expand an existing storage building on the property that is located at the west end of Guy Street. This is located on the area identified as Lot #59 on the proposed plan. This would be used as a temporary, on-site construction office and Habitat headquarters, and to store building materials associated with the development of this property. The Department believes this is an appropriate use of the structure during construction only, with a condition of approval that require the office to be removed after the last lot is sold and to require all building materials to be stored inside the structure or other structures on the site.

Parking, Streetscape, and Access: The petitioner is showing public streets throughout the project with some of these streets having on-street, parallel spaces along both sides. Some of the lots will also utilize alley loaded garages to accomplish a traditional, grid-like design encouraged by the Comprehensive Plan and required with the Traditional Subdivision type. The internal alleys will be 14' wide and in 20' of dedicated right-of-way. The petitioner is proposing to preserve existing trees along several of the property boundaries and is not utilizing alley loaded garages for all of the lots to increase preservation possibilities and to minimize impacts to surrounding uses.

The streets with on-street parking are proposed to have 60' of dedicated right-of-way, which is consistent with the Neighborhood Residential street design outlined in the Transportation Plan. The proposed sidewalks and tree plots are requested to be a minimum 5' wide, rather than 6' wide as outlined in the Transportation Plan. The Department finds that the sidewalks and tree plots within the development should be widened to be consistent with the Transportation Plan and has proposed a condition of approval to that effect. Compliance with that requirement would be reviewed with the final plan approval.

The petitioner is also requesting to have the portions of the Duncan and Chambers Drive extensions to only have 44' of dedicated right-of-way since they are requesting to not have on-street parking on either side. Those sections of the street would be required to be signed with No Parking signs. These are the areas of the site that transition from the existing stub streets to the east into this development. The existing stub streets have very little to no excess right-of-way and the right-of-way varies from 30' wide to only the edge of pavement. The Department finds the proposed 44' of right-of-way is appropriate in those situations since these are merging into existing, very narrow streets and since there are very few lots that would not have on-street parking directly in front and

are served by dedicated driveways.

Alternative Transportation: The proposed site plan features several multi-modal transportation facilities. All of the internal streets will have sidewalks along both sides. In addition, there is an 8' wide multi-use path shown running east/west through the site that aligns with Chambers Drive to the east and provides a multi-use path to the RCA Park immediately to the west that can be used by residents of the existing neighborhoods.

Since this petition involves extending several stub streets from the east, the Department was concerned about ways to improve pedestrian connectivity between this site and Rogers Street further to the east. Due to very limited right-of-way on all of the adjacent streets, there was little opportunity to install any sidewalk connections that would be feasible. However, there is an electric line corridor on the north side of this property that spans from Weimer Road to the west to Rogers Street to the east and aligns with the west entrance of the Switchyard Park. The Parks Department has identified that electric line corridor as an ideal location for a large, multi-modal path that would connect the Clear Creek Trail with the Switchyard Park and provide a major east/west multi-modal facility through the southwest corner of the City. The Parks Department has begun early efforts into a plan for this corridor and this petitioner is in conversations with the Parks Department about how they could contribute to the installation of a portion of the facility to help promote east/west pedestrian connectivity in this area. This would obviously be a great benefit to the overall community and the residents of this area. More information on the progress of that discussion may be available at the time of the hearing.

Architecture/Materials: A sample rendering of residences along one of the internal streets has been submitted. The Department has relayed concerns to the petitioner regarding insuring there is variety of elevations available for the residences to prevent a monotonous design. These housing types would be reviewed with the final plan approval and the Department has proposed a condition of approval that at least 4 different housing models be designed to promote diversity.

Environmental Considerations: The petition site is currently undeveloped with almost 60' of grade change from the south end of the site to the north end. While there are several scattered trees on the property, there is not a mature canopy that is required to be preserved. The petitioner has designed the site plan to preserve the trees along the property boundaries along the west and north sides, and will be able to save several other trees on the east. These will be required to be placed in tree preservation easements. There are no known sensitive environmental features.

20.02.050(b) The UDO outlines several qualifying standards for a Planned Unit Development. These standards apply most appropriately to new PUD's and since this request is for an expansion of an existing PUD, some of the standards may be difficult to directly apply to this petition.

The UDO states that- "a petition for rezoning into a Planned Unit Development (PUD) shall only be considered if the petition meets the following criteria, as determined by the Planning and Transportation Director".

1. The proposed PUD zoning district includes a minimum of five acres of land;

DEPARTMENT FINDING: The total acreage of the petition site is 12.5 acres.

2. The land included in the proposed PUD zoning district is not within the Mixed-Use

Downtown (MD) zoning district;

DEPARTMENT FINDING: This site is not located within the Mixed-Use Downtown (MD) zoning district.

3. Where residential dwelling units are proposed, a minimum of 15 percent of the total dwelling units must be permanently income-limited through a deed restriction to households earning less than 120 percent of the HUD AMI for Monroe County, Indiana and the development will be subject to the applicable standards established in Subsection 20.04.110(c): Affordable Housing, unless the City otherwise adjusts or releases this requirement.;

DEPARTMENT FINDING: This petition involves exclusively single family, owner occupied housing. This petition provides a different form of affordable housing since 100% of the lots will be in the form of owner occupied housing. The lots are only sold to income eligible families, which are the exact demographic of the community that this criteria was intending to serve.

4. The proposed PUD could not be developed using conventional zoning districts or standards established in this UDO;

DEPARTMENT FINDING: Although this development could be built using some of the incentives outlined in the new code, since a portion of this subject property is already within the Thomson PUD, expanding the PUD to include this additional acreage allows for this area to be developed uniformly and extend all of the adjacent stub streets in a uniform manner. The proposed storage/office building would also be limited under traditional zoning.

5. The land included in the proposed PUD is under single ownership or control. Single control of property under multiple ownership may be considered when the petition includes enforceable agreements, covenants, or commitments that run to the benefit of the City and that the City may require to be recorded if the PUD is approved; and

DEPARTMENT FINDING: The petitioner owns all 12.5 acres of the petition site.

6. The proposed PUD zoning district embraces the following highly-valued design features:
 - (A) Protection of specific natural, environmental, or scenic resources or green spaces; and/or
 - (B) Retaining natural landforms throughout the development; and/or
 - (C) Low Impact Development design features throughout the development; and/or
 - (D) Solar orientation of building forms and other passive energy-efficient design strategies throughout the development.

DEPARTMENT FINDING: There are no sensitive environmental features on the property. However, the petitioner has agreed to preserved the existing trees along the north, west, and east property lines. The development will utilize existing slope as much as possible and the buildings have been positioned to minimize impacts to the natural slope and take best advantage of passive solar lighting.

7. The proposed PUD zoning district embraces several highly-valued design features, as determined by the Planning and Transportation Director, including but not limited to:
- (A) No block perimeter greater than 1,400 feet in the development;
 - (B) Centralized gathering and recreation spaces of an appropriate size for the entire development, or designed to serve an area larger than the entire development;
 - (C) Internally and externally connected park, trail, and open space system;
 - (D) Community-level renewable energy production.

DEPARTMENT FINDING: None of the blocks exceed 1,400 feet in length. The petitioner has created several internal common areas, however the location of a large City Park immediately on the west side of this property provides a substantial, public open space and opportunity. In addition, a possible future multi-modal path along the north property line that connects several major Parks and Alternative Transportation routes is another important component and amenity for the residents here. This petition also substantially extends several road stubs and provides several pedestrian connections through the site and the surrounding area. The petitioner has shown an internal multi-use path through the development that directly connects to the adjacent park.

20.06.070(E)(4) Approval Criteria for Rezoning to a Planned Unit Development (PUD):

- (A) Is consistent with the purpose of this UDO and the purpose of Section 20.02.050 (Planned Unit Development (PUD) District); and

ADOPTED FINDING: The general purpose of the PUD District is to encourage new and imaginative concepts in urban design and land development to promote and improve the health, safe, and general welfare of the residents of the City. As mentioned previously, this petition is a request to expand an existing PUD. The purpose of the Thomson PUD was to promote redevelopment of that area. The Thomson PUD has a wide mix of uses and is one of the larger employment uses in the City. This petition helps further the continued redevelopment goals of that PUD by providing owner occupied, affordable, single family residences within the PUD. This petition allows for a dense, infill development that is compatible with the existing adjacent single family residences. The dense development has several multi-modal features that encourages alternative transportation, thereby reducing demand on vehicular traffic and reduced environmental benefits which impacts the community as a whole.

- (B) The petitioner has demonstrated that the proposed rezoning is compatible with surrounding development or can be made compatible with surrounding development through commitments or conditions; and

ADOPTED FINDING: The proposed land use of single family residences is identical to the adjacent single family residential uses to the east and south. No impact to those residences has been identified as a result of this petition.

- (C) Any portion of the PUD zoning district to be occupied by multifamily, mixed-use, or industrial development shall provide a greater level of internal connectivity and connectivity to surrounding developments than would be required by this UDO if the

project were not being developed in a PUD zoning district; and

ADOPTED FINDING: Although this particular standard is not applicable because this is not a multi-family use, this petition extends 5 existing stub streets to this petition site and provides an additional stub to undeveloped property to the north. This petition features a high level of vehicular and pedestrian connectivity.

(D) Each multifamily, mixed-use, or nonresidential principal structure in the PUD zoning district shall provide a greater level of design quality than would be required by this UDO if the project were not being developed in a PUD zoning district; and

ADOPTED FINDING: Although this particular standard is not applicable because this is not a multi-family use, the Department has required a minimum number of design elevations to insure diversity in building design with this petition.

(E) At least one of the following criteria are met;

- (i) The proposed PUD zoning district will include construction of a substantial open space, recreational, entertainment, or cultural amenity that will be open to and usable by the general public, and that would not otherwise be required by this UDO. Reconfiguration of open space required by this UDO does not satisfy these criteria;

ADOPTED FINDING: This petition will be providing some open space for the residents, however the need for this is negated with this petition as there is a large City Park immediately adjacent to this site.

- (ii) The proposed PUD zoning district will protect a significant ecological, natural, historical, architectural, or archeological resource that was not already protected from development by this UDO or by state or federal law. Avoidance of designated floodplains or wetland areas, or the provision of additional buffers around such areas, does not satisfy these criteria; or

- (iii) The proposed PUD zoning district provides affordable housing beyond the amounts that the petitioner would have been required to provide in order to earn a Tier 1 or Tier 2 affordable housing incentive under Section 20.04.110(c)(5) by either:

- (1) Income-restricting at least 10 percent more of the dwelling units at or below the income levels required to earn a Tier 1 or Tier 2 incentive, or
- (2) Income restricting the same number of dwelling units required to earn a Tier 1 or Tier 2 affordable housing incentive, but limiting incomes to at least 10 percent lower AMI level than would have been required to earn a Tier 1 or Tier 2 incentive.20.04.110(c)(5)

ADOPTED FINDING: The Department believes that this

petition meets the intent of this requirement to provide a higher level of affordability requirement since this petition requires that 100% of the residents be income eligible.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) made 2 recommendations concerning this development, which are listed below:

1.) The EC would like to see the results of any environmental remediation that has been conducted to the soil on site.

STAFF RESPONSE: This element will be reviewed with the final plan approval.

2.) Show on the plan where the Tree Preservation Easement will be, and show the design of the signage that is required for it.

STAFF RESPONSE: This is required and will be reviewed for compliance with the secondary plat.

CONCLUSION: The proposed PUD amendment offers a highly needed housing type for the community, in an appropriate location. The lack of sensitive environmental features allows for a dense, infill project with a high degree of connectivity, while still allowing for preservation of the few high quality trees on the site. This petition accomplishes many of the goals of the Comprehensive Plan already outlined in this report, including providing owner occupied, single family housing adjacent to other single family residences, a major employment center, and a community park.

RECOMMENDATION: The Plan Commission voted 9-0 to forward this petition to the Common Council with a favorable recommendation and the following conditions:

1. Final development plan is delegated to Department staff.
2. Interior sidewalks and tree plots must be widened to be consistent with the Transportation Plan.
3. The garage is approved as an on-site construction office and Habitat headquarters and must be removed once the last lot is sold.
4. Final details regarding the details of the off-site, multi-use path along the north end of the property must be resolved with the Parks Department prior to final plan approval.
5. A minimum of four housing elevations must be submitted with the final plan approval to insure diversity of the proposed residences.
6. A minimum of 57% of the lots must be alley loaded. This approval allows for the reduced development standards and subdivision standards as outlined.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: June 8, 2020

To: Bloomington Plan Commission

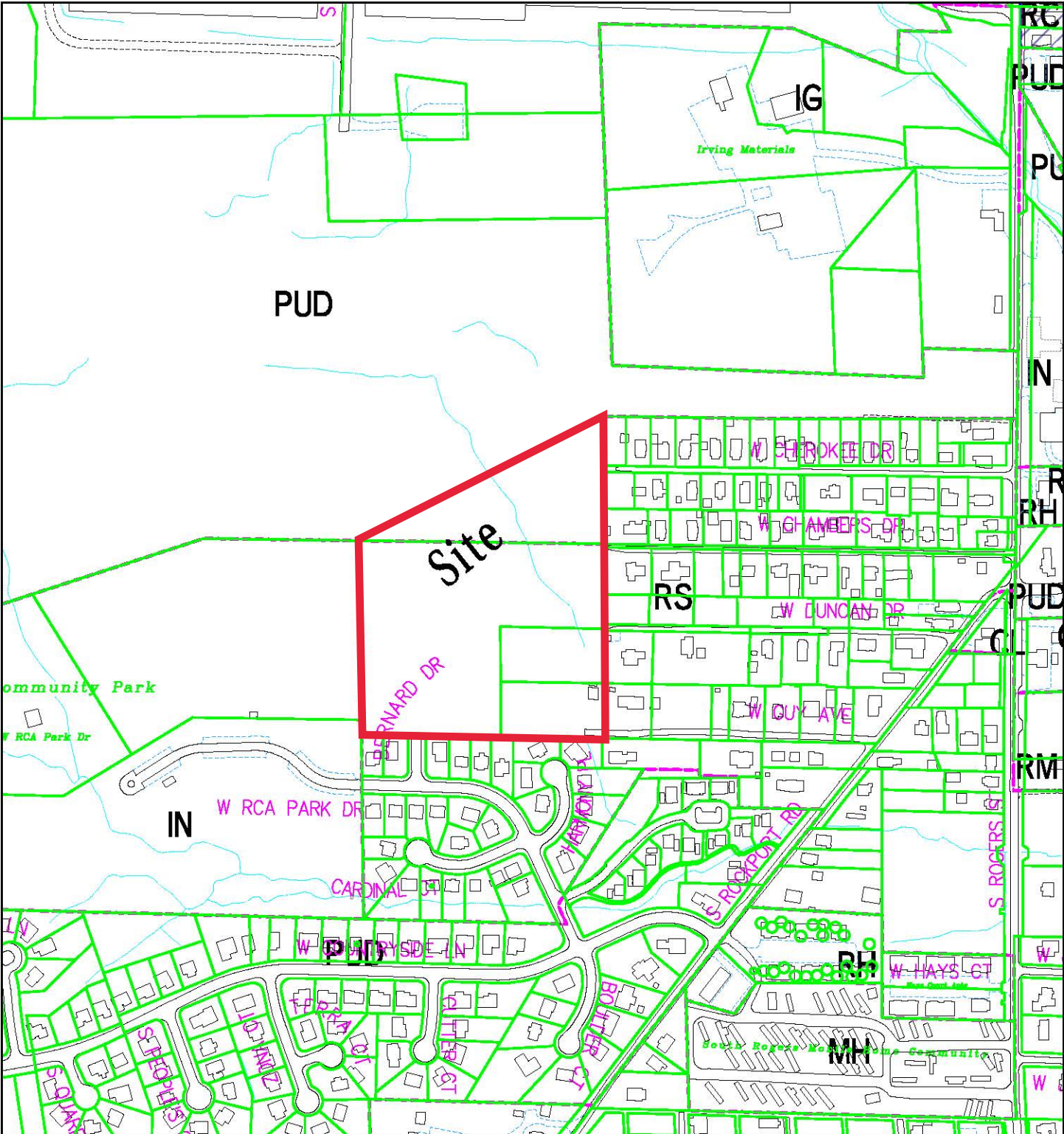
From: Bloomington Environmental Commission

Subject: PUD-10-20: Osage Place, Habitat for Humanity, Thompson
700 W. Guy, Duncan, Cherokee, & Chambers Streets

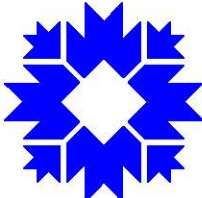
The purpose of this memo is to convey the environmental concerns and recommendations for conditions of approval from the Environmental Commission (EC) with the hope that action will be taken to enhance its environment-enriching attributes. The EC reviewed the petition and offers the following for your consideration.

COMMENTS AND RECOMMENDED CONDITIONS OF APPROVAL

- 1.) The EC would like to see the results of any environmental remediation that has been conducted to the soil on site.
- 2.) Show on the plan where the Tree Preservation Easement will be, and show the design of the signage that is required for it.



City of Bloomington
 Planning & Transportation



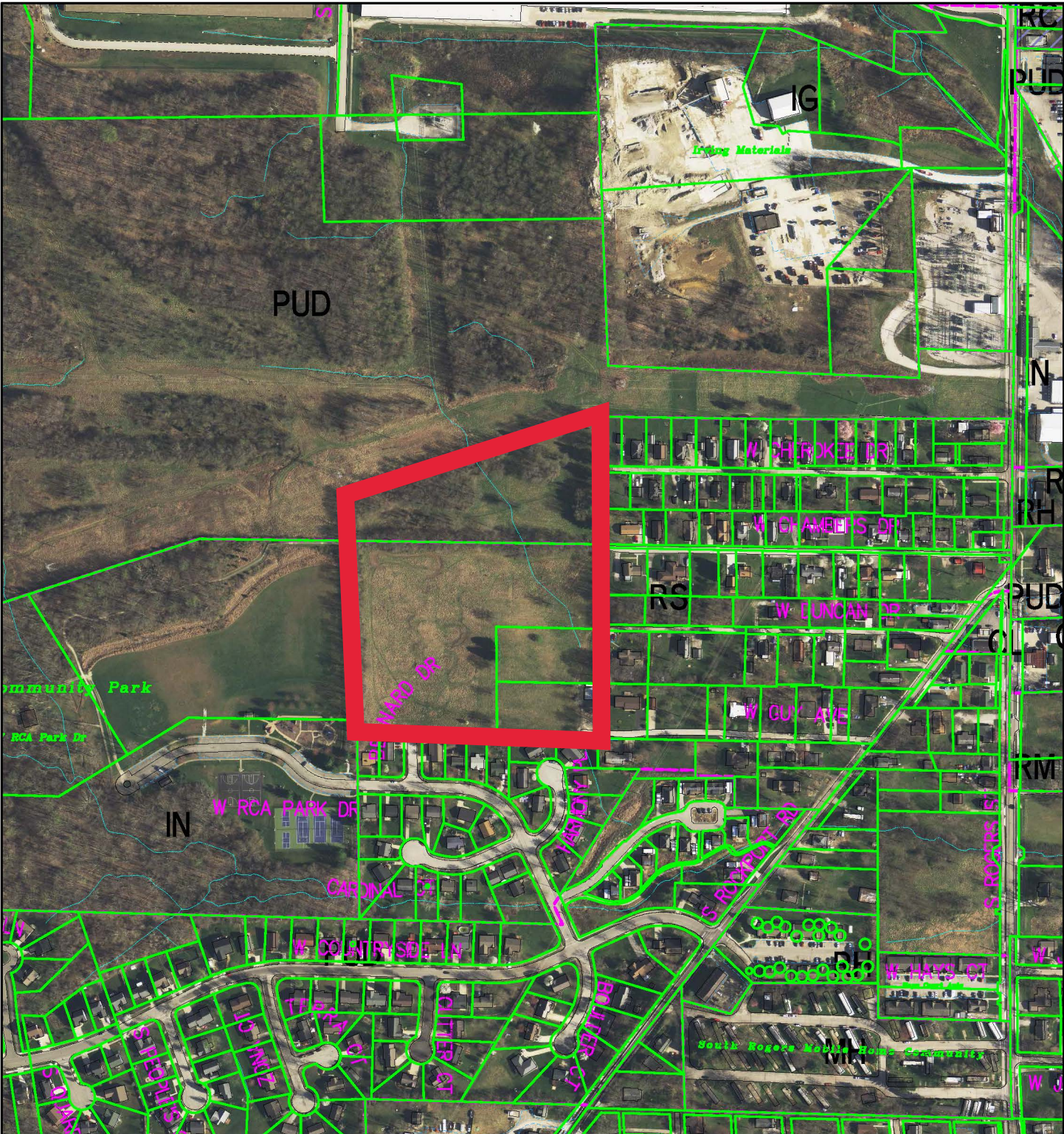
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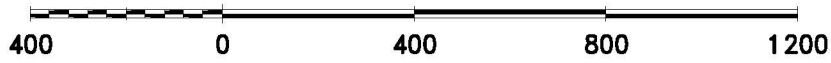
By: greulice
 8 May 20



For reference only; map information NOT warranted.

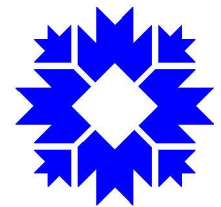


By: greulice
8 May 20



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 400'

Wednesday, May 27, 2020

Mr. Greulich,

This letter is in support of Habitat for Humanity of Monroe County's rezone petition for the expansion of the Thomson PUD to incorporate the entirety of their planned Osage Place neighborhood. As a current board member of this organization as well as someone with extensive planning and development experience/exposure I believe that this regulatory approval will not only help to accomplish several goals in the City of Bloomington's Comprehensive Plan but will also assist in removing barriers to a better, healthier and more financially stable future for many of our prospective homeowners.

The City of Bloomington's Future Land Use Map identifies this area as 'Mixed Urban Residential'. As noted in the text of the City's Comprehensive Master Plan (CMP) the map should not automatically denote zoning, which is a related but separate delineation, but should be used 'as a decision-making guide by the public, City staff, the Plan Commission, and the City Council in the following instances: Development petitions for site plans, variances, Planned Unit Developments, and rezone requests that seek to establish land use development intensity, neighborhood transitions, and other levels of land use and design context.' The proposed Osage Place site plan is very much in line with the Mixed Urban Residential characteristics of 'traditional block and grid-like street patterns', residences 'built at higher densities than the Neighborhood Residential district', and architectural styles that 'largely consist of cottages and bungalows of less than two stories'. It also respects the prevailing character and development pattern of adjacent properties to the east which will share roadway extensions with the proposed neighborhood.

From a Planned Unit Development (PUD) perspective, this proposed development meets or exceeds all requirements in Section 20.02.050 (b) PUD District Qualifying Standards. It also provides significant access to new affordable housing opportunities. The latter was clearly identified and supported by the City of Bloomington's announcement in May of 2019 to pledge up to \$800,000 in infrastructure improvements in the Osage Place neighborhood to support home construction. In conjunction with this partnership Habitat announced that, in Osage Place, the Habitat model would be adapted so that at least half of the homes would be built to remain affordable on a long-term basis.

I believe that from a planning and community development vantage point this project is truly a win-win. In order to meet the density targets and make fundraising and budgets feasible, this site plan needs a flexibility that the underlying zoning district will not allow. However, because of its partial inclusion and adjacency to the Thomson PUD, it makes logistical sense to envelop the entire development into the PUD rather than change zoning classifications in order to avoid the appearance of spot zoning or incompatible adjacent intensities.

I fully support this petition and am proud to be a part of this local organization. Thank you for your time and attention.

Christy Langley, AICP



Todd M. Borgman, PLS
Don Kocarek, L.A.
Katherine E. Stein, P.E.
Stephen L. Smith, Founder (Retired)

May 1, 2020

Eric Greulich
City of Bloomington Planning and Transportation
401 N. Morton Street
Bloomington, IN. 47404

Re: Rezone – Expansion of the Thomson PUD

Dear Eric,

On behalf of our client, Habitat for Humanity of Monroe County, we respectfully request to be placed on the City of Bloomington Plan Commission agenda for consideration of a rezoning petition to expand the Thomson PUD. Details of this request are discussed in the attached petitioner's statement and shown on the materials included with this request. We would also like to request a waiver of the second hearing for the rezone and request final plan approval be delegated to staff.

Habitat for Humanity of Monroe County's mission is to eliminate poverty housing by building decent, affordable homes in partnership with qualifying families. Habitat houses are built through volunteer labor and tax-deductible donations of money and materials, then sold to low-income families earning 25-80% of the Area Median Income. As homeowners pay back their affordable mortgage, Habitat is able to offer future families an opportunity for home ownership. The Osage Place neighborhood will house approximately seventy low-income families when complete.

Habitat is the owner of the property in question. A portion of the site is located within the Thomson PUD and a portion of the property is located outside of the Thomson PUD. It is our desire to expand the PUD to alleviate a situation of split zoning and to allow for development of the site in a cohesive manner following the R4 development standards. We are requesting a reduction in the minimum lot size specifically for the attached home lots to be 30' wide instead of the minimum 35' wide. We are also requesting a reduction in



Todd M. Borgman, PLS
Don Kocarek, L.A.
Katherine E. Stein, P.E.
Stephen L. Smith, Founder (Retired)

lots to be served by alley from 67% to 57%. The western lots will have tree conservation easement and including an alley for these lots would not allow for any tree preservation.

Sincerely,

Katherine E. Stein, P.E.
Smith Brehob & Associates, Inc.

Petitioner's Statement

Project Location

The 12.90 acre vacant site is located immediately north of the Autumn View subdivision and is bounded by the Thomson PUD to the north, Thomson Park to the west and the Cherokee, Chambers, Duncan and Guy area neighborhood to the east.

Topography

The site is predominately a vacant field with tree canopy coverage around the old fencerow edges. The site generally slopes from northwest to southeast.

Environmental

There are no karst features, springs, wetlands, steep slopes or other environmental constraints on the property. There is tree canopy coverage around the old fencerow edges and scatter trees across this site. A tree conservation easement will be included with the final plat along the western property line. Preserving the existing trees along the western side of the property will not allow the lots on the west side to be alley served.

Access

Smith Brehob & Associates, Inc.,
2755 E. Canada Drive, Suite 101, Bloomington, IN. 47401
(812) 336-6536
www.smithbrehob.com



Todd M. Borgman, PLS
Don Kocarek, L.A.
Katherine E. Stein, P.E.
Stephen L. Smith, Founder (Retired)

Access to the site is provided by a road stub on the south from the Autumn View subdivision (S. Bernard Drive) and the aforementioned road stubs of Cherokee Drive, Chambers Drive, Duncan Drive and Guy Avenue. These local streets all provide direct access to S. Rockport Road and S. Rogers Street.

Utility Availability

City of Bloomington Utilities including sanitary sewer and water are stubbed to the property and available for connection. Private utility lines including electric, power, phone and gas area also available.

Development Standards

Residential Development Standards

- Allow detached and attached single family residential
- Minimum lot size
 - o Detached = 4000 SF
 - o Attached = 3000 SF
- Minimum lot width
 - o Detached = 40'
 - o Attached = 30'
- Setbacks
 - o Front yard = 15'
 - o Carport/garage = 10' behind front wall line
 - o Side yard = 5'
 - o Rear yard = 20'
- Impervious surface coverage
 - o Detached = 50%
 - o Attached = 45%
- Height
 - o Primary = 35'
 - o Accessory = 20'

Roadway Standards

- Minimum Roadway right-of-way widths
 - o No on-street parking = 44'
 - o On-street parallel parking = 60'
- Minimum pavement width of travel lanes = 20'
- Minimum Alley right-of-way width = 20'

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Smith Brehob & Associates, Inc.



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- Minimum alley pavement = 14'
- Sidewalks = minimum 5' both sides
- Tree plot = minimum width = 5'

Accessory Uses Permitted

- Temporary build-out office
- Temporary building material storage

Phasing

- The subdivision will be completed in multiple phases over a period of several years to address the demand need for affordable housing.

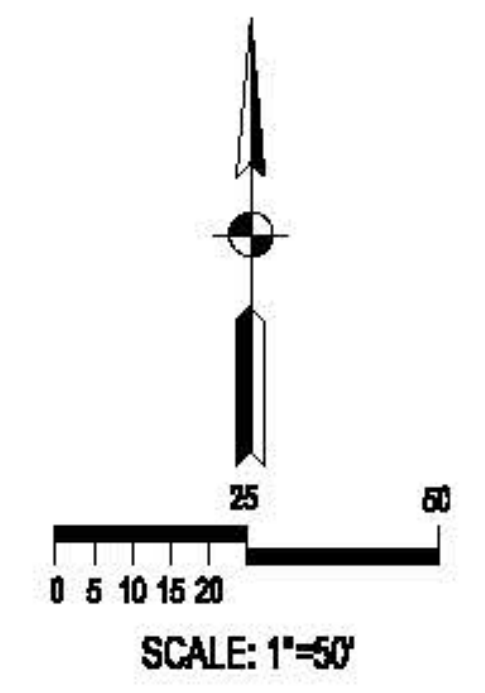
Smith Brehob & Associates, Inc.,
2755 E. Canada Drive, Suite 101, Bloomington, IN. 47401
(812) 336-6536
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LEGAL DESCRIPTION

A part of the Northeast quarter of Section B, Township 8 North, Range 1 West, Monroe County, Indiana, described as follows:
 Commencing at a stone marking the Southwest corner of said quarter, thence North 00 degrees 55 minutes 14 seconds West (Indiana State Plane, West Zone) along the West line of Autumnview (Plat Cabinet "C", Envelope 60) 529.41 feet to the Southwest corner of land contained in Instrument 2015014872 and to the point of beginning; thence North 02 degrees 28 minutes 44 seconds West along the West line of said land and the extension thereof 880.91 feet to the South line of the electric transmission line easement (Book 120, Page 600); thence North 72 degree 07 minutes 44 seconds East along said South line 741.50 feet to the extension of an East line of land contained in Instrument 2002030818; thence South 01 degree 05 minutes 10 seconds East along said East line and the extension thereof 380.33 feet to the Northeast corner of the aforesaid land contained in Instrument 2015014872; thence South 00 degree 44 minutes 08 seconds West along the East line thereof 236.48 feet to the Northeast corner of land contained in Instrument 2018014436; thence South 00 degrees 19 minutes 31 seconds West along the East line thereof 314.63 feet to the North line of the aforesaid Autumnview; thence North 88 degrees 00 minutes 31 seconds West along said North line 678.01 feet to the point of beginning, containing 12-803 acres, more or less.

SITE LEGEND

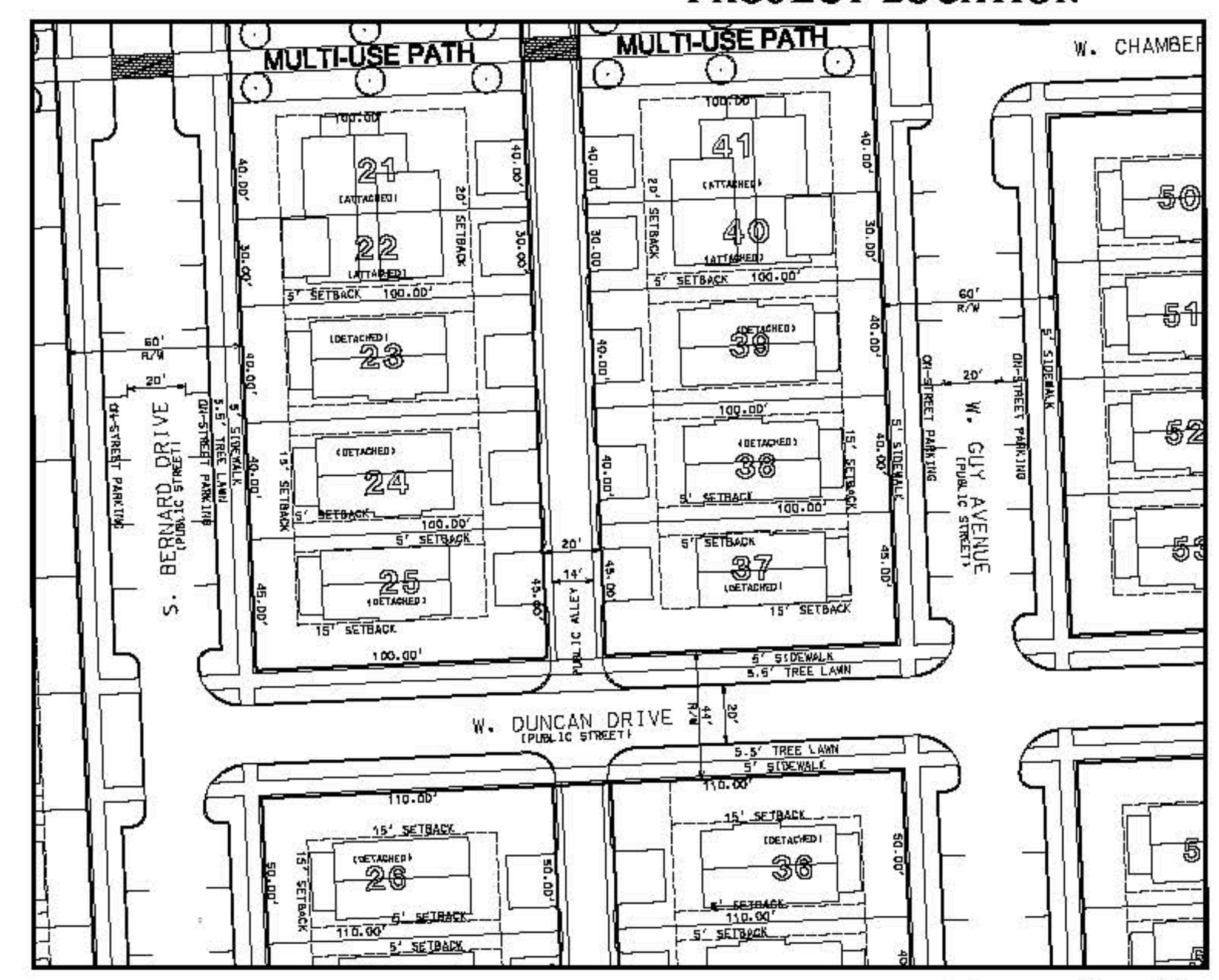
- DRAINAGE EASEMENT 10' DE
- UTILITY EASEMENT 10' LE
- DR. & UT. EASEMENT 10' DAUE
- 2" ROLL CURB
- 2" CURB AND GUTTER
- 6" STANDING CURB
- CONCRETE SIDEWALK
- HANDICAPPED RAMP
- HANDICAPPED RAILING
- RET. WALL (CONCRETE)
- RET. WALL (MASONRY)
- RET. WALL (STONE)
- RET. WALL (WOOD)
- FENCE (BARB WIRE)
- FENCE (CHAIN LINK)
- FENCE (SMOOTH WIRE)
- FENCE (POST & RAIL)
- FENCE (WOOD SLAT)
- GUARD RAIL
- PROPOSED STREET TREE
- BOLLARD
- DUMPSTER (WOOD)
- DUMPSTER (MASONRY)
- THOMSON PUD AREA



PROJECT LOCATION



CONCEPTUAL SITE PLAN



TYPICAL LOT DEVELOPMENT ZONING STANDARDS SCALE: 1" = 40'

LOT STANDARDS
 MIN. LOT AREA = 4000 SF DETACHED, 3000 SF ATTACHED
 MIN. LOT WIDTH = 40' DETACHED, 30' ATTACHED
BUILDING SETBACKS
 FRONT = 15'
 CARPORT/GARAGE = 10' BEHIND FRONT WALL LINE
 SIDE YARD = 5'
 REAR YARD = 20'
 MAX COVERAGE = 45% DETACHED, 50% ATTACHED

ROADWAY STANDARDS
 MIN R/W WIDTH (NO ON-STREET PARKING) = 44'
 MIN R/W WIDTH (ON STREET PARKING) = 60'
 MIN. PAVEMENT WIDTH OF TRAVEL LANES = 20'
 5' SIDEWALK BOTH SIDES OF STREET
 MIN. TREE PLOT WIDTH = 5'



DATE: //

JOB TITLE
OSAGE PLACE
BLOOMINGTON, INDIANA
HABITAT FOR HUMANITY

REVISIONS	BY	DATE

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 DRAWN BY: SB/W/W
 CHECKED BY: [blank]
 DATE: [blank]

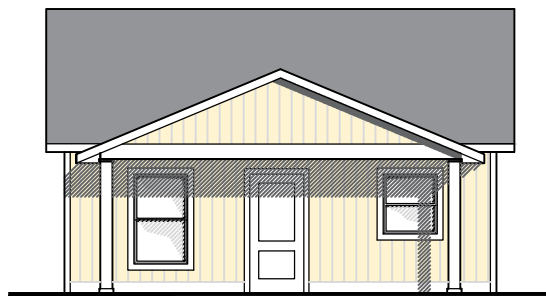
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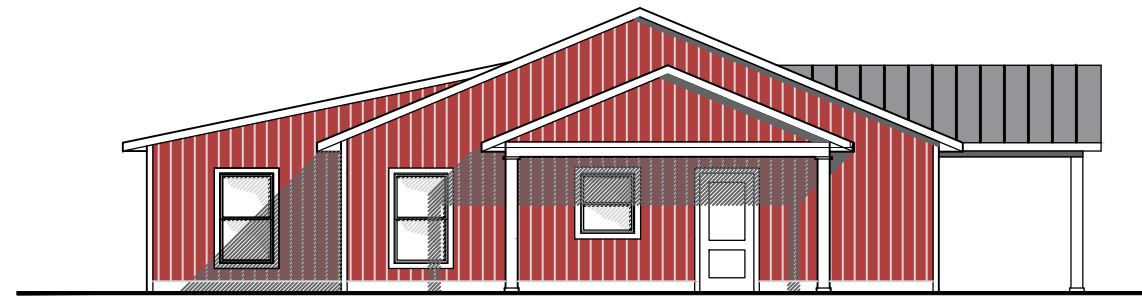
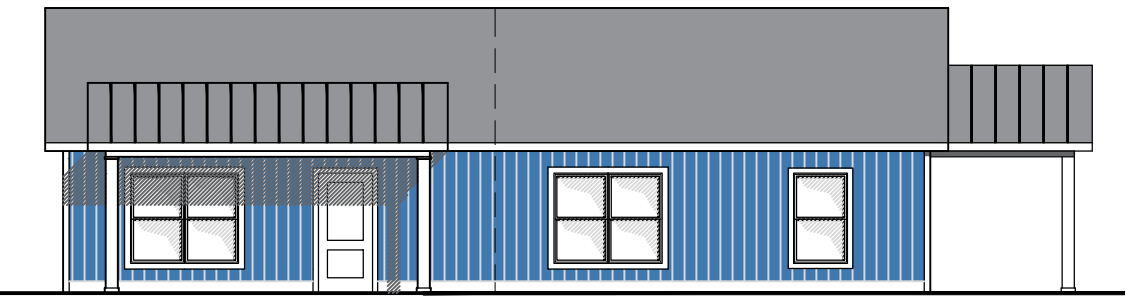
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HOUSE TYPES

OSAGE PLACE

HABITAT FOR HUMANITY OF MONROE COUNTY

ORDINANCE 20-14

AN ORDINANCE TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED "VEHICLES AND TRAFFIC" - Re: Reflecting a Proposed Redesign of Seventh Street as the "7-Line"

- WHEREAS, in January 2018, the Bloomington Common Council passed Resolution 18-01, adopting the City's *Comprehensive Plan*; and
- WHEREAS, the *Comprehensive Plan* is the City's long-range vision for the community, one upon which future land use and other policy decisions are predicated; and
- WHEREAS, the 7-Line project is a project that would be located along Seventh Street and includes a two-way protected bike lane, raised pedestrian crossings, transit islands, and other improvements; and
- WHEREAS, the 7-Line project supports *Comprehensive Plan* Goal 3.6, which states, "Protect local air quality from pollutants." (*Comprehensive Plan*, pg. 47); and
- WHEREAS, the 7-Line project supports *Comprehensive Plan* Goal 3.7, which states, "Reduce greenhouse gas emissions." (*Comprehensive Plan*, pg. 47); and
- WHEREAS, the 7-Line project supports *Comprehensive Plan* Goal 4.3, which states, "Promote Walking, Biking and Public Transit: Promote walking, biking and public transit for all ages and abilities by integrating housing, and employment, with entertainment, shopping and other forms of commerce." (*Comprehensive Plan*, pg. 55); and
- WHEREAS, the 7-Line project supports *Comprehensive Plan* Goal 4.5, which states, "Promote a Sustainable Downtown: Seek to establish Downtown as a model of sustainability, with special attention to inclusivity and safety." (*Comprehensive Plan*, pg. 56); and
- WHEREAS, the 7-Line project supports *Comprehensive Plan* Goal 6.1, which states, "Increase Sustainability: Improve the sustainability of the transportation system." (*Comprehensive Plan*, pg. 74); and
- WHEREAS, the 7-Line project supports *Comprehensive Plan* Goal 6.2, which states, "Improve Public Transit: Maintain, improve, and expand an accessible, safe, and efficient public transportation system." (*Comprehensive Plan*, pg. 74); and
- WHEREAS, the 7-Line project supports *Comprehensive Plan* Goal 6.3, which states, "Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists." (*Comprehensive Plan*, pg. 74); and

WHEREAS, the 7-Line project supports *Comprehensive Plan* Goal 6.4, which states, “Prioritize Non-Automotive Modes: Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.” (*Comprehensive Plan*, pg. 75); and

WHEREAS, in May 2019, the Bloomington Common Council passed Resolution 19-01, adopting the City’s *Transportation Plan*; and

WHEREAS, the 7-Line project is a recommended project in the *Transportation Plan*; and

WHEREAS, The 7-Line project supports and furthers many goals of the *Comprehensive Plan*;

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

SECTION 1. Section 15.40.010, Schedule U, “On-Street Metered Parking Locations and Maximum Hourly Rate” shall be amended by removing the following locations:

Block Face	Maximum Rate
100 W. 7 th Street	\$1.00
100 E. 7 th Street	\$1.00
200 E. 7 th Street	\$1.00
300 E. 7 th Street	\$1.00
400 E. 7 th Street	\$1.00

SECTION 2: Section 15.32.080, Schedule M, “No Parking Zones” shall be amended by removing the following:

NO PARKING ZONES

STREET	FROM	TO	SIDE OF STREET	TIME OF RESTRICTION
Seventh Street	Dunn Street	Woodlawn Avenue	North	Any Time
Seventh Street	Indiana Street	Woodlawn Avenue	South	Anytime
Seventh Street	Morton Street	College Avenue	South	Anytime

SECTION 3: Section 15.32.080, Schedule M, “No Parking Zones” shall be amended by adding the following:

NO PARKING ZONES

STREET	FROM	TO	SIDE OF STREET	TIME OF RESTRICTION
Seventh Street	First Alley West of College Avenue	Woodlawn Avenue	North	Any Time
Seventh Street	The B-Line Trail	Woodlawn Avenue	South	Anytime

SECTION 4. Section 15.32.030, Schedule L, “Angle Parking”, shall be amended by removing the following:

ANGLE PARKING

STREET	FROM	TO	SIDE OF STREET	ANGLE TYPE
Seventh Street	First Alley West of College Avenue	Morton Street	North	Pull In

SECTION 5. Section 15.32.030, Schedule L, “Angle Parking”, shall be amended as follows:

ANGLE PARKING

STREET	FROM	TO	SIDE OF STREET	ANGLE TYPE
Seventh Street	Morton Street [delete] The B-Line Trail [add]	Madison Street	South	Pull In

SECTION 6. Section 15.32.100, Schedule O, “Loading zones” shall be amended by removing the following:

117 West Seventh Street

Seventh Street, first space west of College on north side.

SECTION 7. Section 15.32.110, Schedule P, “Bus Zones” shall be amended by removing the following:

BUS ZONES

STREET	FROM	TO	SIDE OF STREET	TIME OF RESTRICTION
Seventh Street	Walnut Street	First space East of Walnut Street	North	All Time
Seventh Street	Lincoln Street	58’ West of Lincoln Street	North	Any Time
Seventh Street	Grant Street	82’ East of Grant Street	North	Any Time
Seventh Street	Dunn Street	67’ West of Dunn Street	South	Any Time

SECTION 8. Section 15.12.010, Schedule A, “Stop Intersections” shall be amended by adding the following:

- | <u>Traffic on</u> | <u>Shall stop for traffic on</u> |
|---------------------|----------------------------------|
| • Morton Street | Seventh Street |
| • Washington Street | Seventh Street |
| • Lincoln Street | Seventh Street |
| • Grant Street | Seventh Street |
| • Dunn Street | Seventh Street |
| • Seventh Street | The B-Line Trail |

SECTION 9. Section 15.12.010, Schedule B, “Multi-Stop Intersections” shall be amended by removing the following:

- Dunn Street & Seventh Street 3-Way
- Grant Street & Seventh Street 4-Way
- Lincoln Street & Seventh Street 3-Way
- Seventh Street & Morton Street 4-Way
- Seventh Street & Washington Street 3-Way

SECTION 10. If any section, sentence or provision of this ordinance, or application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or application of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 11. This ordinance shall be in effect July 1, 2021 after its passage by the Common Council and approval of the Mayor, any required publication, and, as necessary, other promulgation in accordance with the law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2020.

STEPHEN VOLAN, 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 _____, 2020.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2020.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This Ordinance amends Title 15, “Vehicles and Traffic,” of the Bloomington Municipal Code to accommodate the design and eventual construction of the “7-Line Project” located along Seventh Street by making various parking and intersection changes along the project’s route.

Memo

To: Common Council

From: Planning and Transportation Department
Planning Services Manager, Beth Rosenbarger, AICP

Date: July 23, 2020

Subject: 7-Line Project on 7th Street and Title 15 Changes

REQUEST: The City is requesting advance approval for changes to Title 15 in order to complete design and then construct the 7-Line project on 7th Street. The Title 15 changes include removing 113 on-street parking meters, removing one block of neighborhood zone parking, and modifying intersections along 7th Street in order to add improvements. The improvements include a 2-way protected bicycle lane, raised pedestrian crossing, bus islands, which are consistent with recommendations from the Transportation Plan.

BACKGROUND: 7th Street from the B-Line Trail to Woodlawn Avenue

Transportation Plan: Neighborhood Connector
Bicycle Facility Rec.: Protected Bicycle Lanes
High-Priority Network: Yes
Comprehensive Plan: Downtown; Mixed Urban Residential; Indiana University
Surrounding Streets:

- To the north: 8th Street, one-way eastbound runs from Morton Ave. to Forest Ave. (with two, one-block exceptions: Morton to College is two-way; Woodlawn to Forest is one-way westbound)
- To the south: 6th Street, ends at Indiana Avenue; from Walnut Street west, 6th Street is two-way; from Walnut Street to its terminus at Indiana Avenue, 6th is one-way eastbound.
- Cross Streets: Morton Avenue (two-way, two-lane); College Avenue (one-way, three-lane southbound); Walnut Street (one-way, three-lane northbound); Washington Street (one-way, one-lane southbound); Lincoln Street (one-way, one-lane northbound); Grant Street (two-way, two-lane); Dunn Street (one-way, two-lane southbound); Indiana Avenue (one-way, two-lane northbound); Fess Avenue and Park Avenue connect with 7th Street but do not have 4-way intersections;

Summary of the project:

The City is proposing to add multimodal improvements on 7th Street from the B-Line Trail to Woodlawn Avenue, which is approximately 0.72 miles long. The improvements include the following: a two-way protected bicycle lane on the south side of the street; three bus stop islands

on the south side of the street; four raised pedestrian crossings; two raised bicycle lane crossings; seven protected intersections; two intersections with bicycle signals; and updated pedestrian curb ramps where needed along the corridor. The plan images attached show the proposed changes along each block of the corridor.

Implications for Changes to Title 15:

Title 15 of Bloomington’s Municipal Code, “Vehicles and Traffic,” includes regulations for intersections, parking controls, and bicycle facilities. The City requests to update Title 15 to reflect the proposed improvements along the 7th Street corridor from the B-Line Trail to Woodlawn Avenue.

The changes proposed for Title 15:

- Remove the on-street metered parking from College Avenue to Dunn Street;
- Update the “No Parking” table to reflect the proposed plan, which would result in no parking on the south side of 7th Street from the B-Line Trail to Woodlawn Avenue; on the north side of the street from the alley west of College Avenue to Woodlawn Avenue;
- Modify several intersections along the corridor to remove the east/west stop signs including the following intersections with 7th Street: Morton Street, Washington Street, Lincoln Street, Grant Street, and Dunn Street;
- Modify the intersection of 7th Street and the B-Line Trail to add a stop sign for east/west travel on 7th Street and remove the north/south stop signs on the B-Line Trail;
- Remove from the code the relevant listed Bus Zones;
- Remove Loading Zones as indicated.

Adopted Plans:

The Transportation Chapter of the Comprehensive Plan includes 7 goals.

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

The proposed improvements for 7th Street directly support Goal 6.1, Goal 6.2, Goal 6.3, and Goal 6.4 of the Comprehensive Plan. The project supports those goals because it directly improves

transit, pedestrian infrastructure, and the bicycle network. Research has shown that high-comfort facilities, such as a two-way protected bike lane, can increase mode share for bicycling. Locally, this has been demonstrated with the B-Line Trail. This project can serve to reduce single-occupancy vehicle use, which supports Goal 3.7: Reduce greenhouse gas emissions, in addition to supporting Transportation Goals 6.1 and 6.4.

While the project proposes removing on-street parking, it relates to Goal 6.6 because, based on the collected on-street parking revenues, the on-street metered parking on the corridor is underutilized.

The Transportation Plan recommends adding a protected bicycle lane on 7th Street, shown in Figure 20 of the plan. The Transportation Plan also recommends a Priority Bicycle Facilities Network, Figure 21, and this street is a part of the priority network. The focus of the priority network is to create a high-comfort and safe network in order to increasing bicycling as transportation in the community. Finally, in Appendix E, each element of the streetscape is given a priority level in order to compare between different elements, “when faced with budgetary constraints, limited right-of-way, and operational challenges,” (Appendices, pg. 57). In this project, both the budget and the right-of-way are limited. Working within the existing curbs on the street requires making tradeoffs. In Appendix E, Figure 17: Typology Prioritization Matrix prioritizes On-Street Bikeways as a “Higher Priority,” and on-street parking as a “Medium Priority.” The plan notes that, “medium or lower priorities should not be dismissed from inclusion unless constraints make it infeasible to include all of the default elements for the typology.” In this case, the constraints make it infeasible to include a protected bicycle lane and on-street parking. This project is consistent with the recommendation from the Transportation Plan.

Impacts:

In order to work within the existing curbs, maintain the existing street trees, and minimize costs, most of the on-street motor vehicle parking will need to be removed. Several on-street parking spaces will remain on the north side of the street from the B-Line Trail to College Avenue, and the other existing 113 on-street metered parking spaces would be removed. The parking meters along this corridor generated \$160,000 in revenue in 2019 (throughout that year the 4th Street Garage was closed). While the revenue generated is not insignificant, it represents only 35% of the available meter hours. In parking best practices, the goal is for parking to be 85% occupied at any given time. Based on the best practice, the on-street parking along 7th Street was underutilized in 2019.

For residents and visitors looking to park, parking in the Walnut Street garage is available, and two parking garages are currently under construction—a new parking garage in the Trades District and an expanded 4th Street Parking garage. Additional parking on Dunn Street will be added with 11 new metered parking spaces and 33 neighborhood zone spaces. The parking demand represented by the meters generating revenue for 35% of available hours, translates to 42 parking spaces. Finally, some residents may be willing to try a different mode such as walking, bicycling, or using transit, or alternatively access parking nearby.

This project’s primary impact will be to improve safety along the corridor, as bicycle facilities

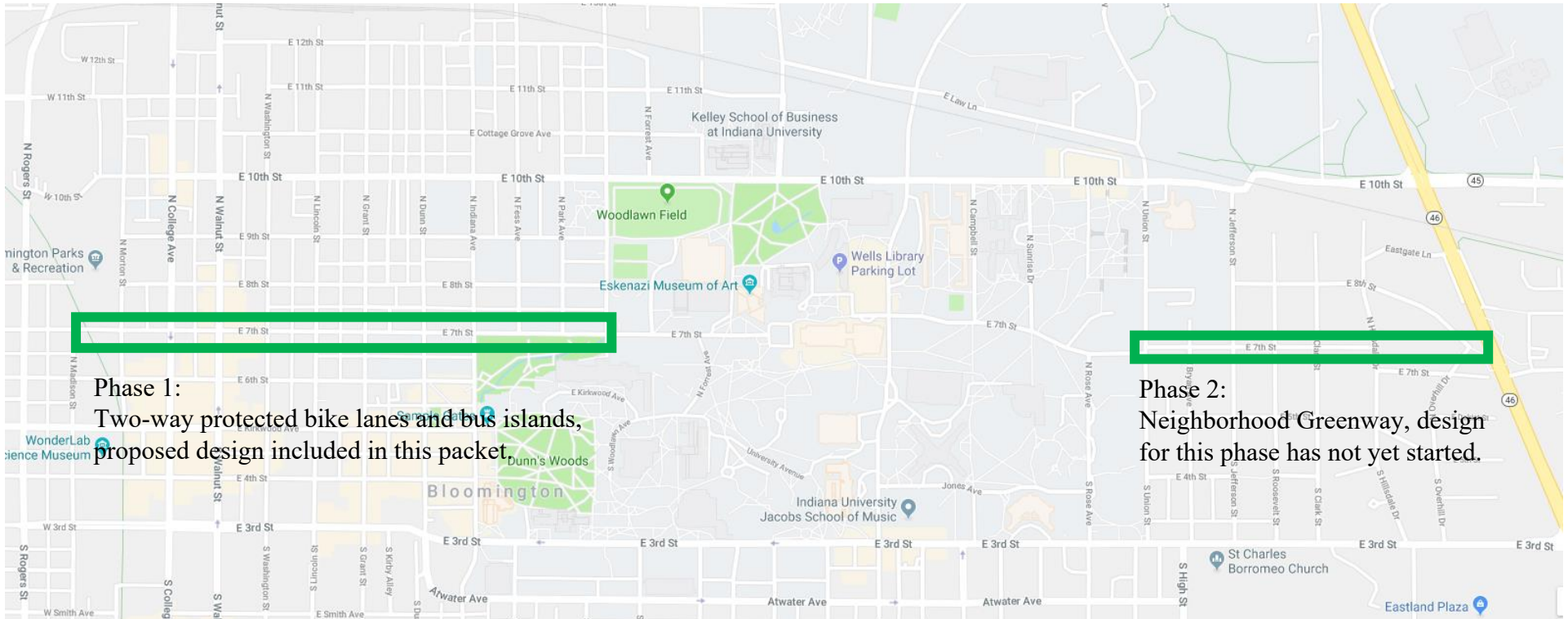
have been shown to improve safety for all street users. These safety improvements will include transit, which experiences 5 or more minor crashes each year along the street due to the narrowness of the lanes adjacent to on-street parking. Finally, removing the all-way stop sign controls along many of the intersections will improve east/west connectivity and efficiency for bicyclists, transit users, and motorists.

Public Project Review: The 7th Street project was proposed with the Parks Bicentennial Bonds and approved by Council in 2018. The 7th Street, 7-Line project was reviewed by the Bicycle and Pedestrian Safety Commission, the Traffic Commission, and the Parking Commission. Each commission provided a positive recommendation to Council. There was a virtual public meeting on June 18, 2020. The questions, answers, and comments from the public meeting were posted to the project website. There is an open, on-going question and comment form on the project website as well. The project website is <https://bloomington.in.gov/7-line>.

Next steps: The 7-Line project is scheduled for construction in the summer of 2021. Approval of the Title 15 changes is necessary in order for the project design to move forward; however, the Title 15 changes shall not take effect until construction for the project is underway, as the metered parking and other elements shall stay in place until that time.

7th Street Improvements

- 1st Section: 7th Street, B-Line to Woodlawn Avenue
 - Design: 2-way Protected Bicycle Lane designed to increase safety and comfort for all roadway users
 - 0.7 miles
 - Design will include separation for bus stops and street design improvements for bus traffic.
- 2nd Section: 7th Street from Union Avenue to the Bypass
 - Design: Neighborhood Greenway designed to calm traffic and prioritize walking and bicycling
 - 0.6 miles





**2-way Protected
Bicycle Lane
example from West
Lafayette, Indiana**



2-way Protected Bicycle
Lane example from
Austin, Texas

MEMORANDUM

April 26, 2019

To: Neil Kopper (City of Bloomington, Planning & Transportation)
From: Sagar Onta PE, PTOE and Mariel Colman, AICP, EI (Toole Design)
Cc: Nicholas Murphy, PE and Hardik Shah, PE (American Structurepoint)
Project: 7th Street Protected Bike Lane
Re: **Preliminary Design Concept**

The Bloomington Transportation Master Plan identified 7th Street from the B-Line Trail to Woodlawn Avenue as the location for a potential signature bikeway project for the City. This would provide a key multimodal connection from the B-Line and Indiana University. The vision for the 7th Street multimodal design, or 7-Line, is for it to mirror the low-stress facility that the B-Line provides by using separated design elements that focus on a comfortable and enjoyable experience for users of all ages and abilities. The preliminary concept drawings submitted with this memorandum were developed with this vision in mind. The following memorandum documents the design decisions and recommendations for the continued development of the engineering design of this project.

Design Elements

The following sections summarize the major elements of design considered for the project limits. Each section discusses the preferred design standards and related guidance.

Protected Bike Facility

For 7th Street, a bike lane of 11 ft is preferred for the length of the project due to relatively high anticipated bicycle volumes; this facility will provide safer bicycle connection between the highly used B-Line and the IU campus. Where additional space was available within the existing curb-to-curb width, the design uses it for either the bike lane or the buffer space. The proposed design maintains the current curb configuration (without gutter), which allows additional space to be allocated to the bicycle facility.

Vertical curb in a bicycle facility can present a crash risk because a bicyclist's wheel or pedal can strike the curb, and it should be avoided when possible. Where new curb is installed adjacent to the proposed bicycle facility, sloping curb should be provided (Concrete Curb Type B, INDOT). During future reconstruction projects, any remaining vertical curb adjacent to the proposed facility should be replaced with a sloping curb.

The preferred buffer width for the project area is 6 ft. The bicycle buffer widths that result in a turning offset between 6 ft and 16.5 ft from the outer motor travel lane have been shown to significantly reduce crashes at separated bike lanes^{1,2}. The added safety is due to the improved visibility between bicyclists and motorists who

¹ Schepers, J.P., P. A. Kroeze, W. Sweers, and J.C. Wust. Road Factors and Bicycle-Motor Vehicle Crashes at Unsignalized Priority Intersections. Accident Analysis and Prevention, Vol. 43, 2011, pp. 853-861

² Madsen, T., and H. Lahrmann. Comparison of Five Bicycle Facility Designs in Signalized Intersections Using Traffic Conflict Studies. Transport Research Part F, Vol. 46, 2017, pp. 438-450.

are turning across their path and the additional space for motorists to yield in. In addition, a 6-ft island is the minimum width needed to provide a pedestrian crossing island at the intersection. For the majority of the project area, a 6-ft buffer can be accommodated within the existing roadway with intersection adjustments.

Motor Vehicle Lanes

In urban areas, vehicular lanes in excess of 10 ft increase speed rather than capacity^{3,4}. NACTO's urban Street Design Guide states 10-ft lanes should be the standard in urban contexts, saying, "lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations."⁵ In the preliminary design concept, 10 ft is the preferred lane width for all through lanes for the length of the project area. Lane width is measured from curb face to curb face or pavement lane marking. Any additional space added will increase the effective lane width and allow for higher speeds than the existing condition. The extra 4 ft of space gained by not incorporating the standard 2-ft gutter in the design concept allows the bicycle buffer width to be increased to 6 ft, which will provide added safety benefit for bicyclists.

Corner Radius

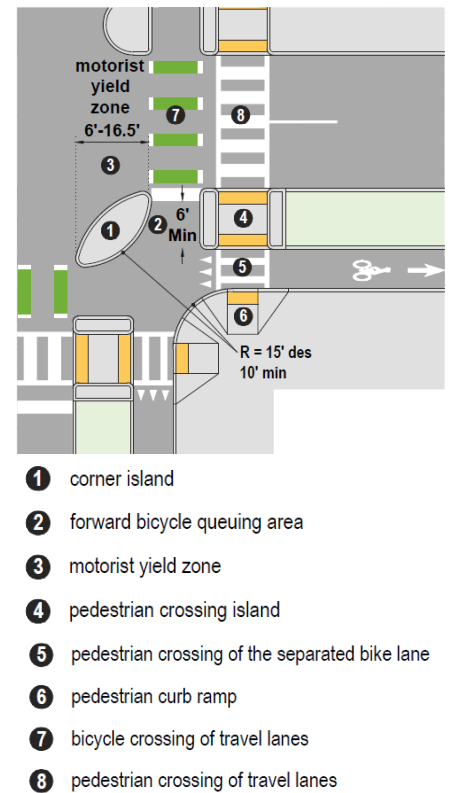
A corner radius of 10-20 ft should be considered at all intersections. Corner radii directly impact vehicle turning speeds, and minimizing it forces safer turning speeds where motorists interact with cyclists and pedestrians.

Protected Intersections

Where possible, the preliminary design concept incorporates protected intersection principles. Elements of a protected intersection include corner islands, forward bicycle queuing areas, yield zones for turning motor vehicles, pedestrian crossing islands, pedestrian crossings of a protected bikeway, pedestrian curb ramps, signal phasing (i.e., leading pedestrian/bicycle intervals), and protected phasing. They may also include a mountable apron as part of the corner island for turning trucks. These features are designed to improve the safety of bicyclists and motorists by improving visibility and separating the two modes in time and space.

Advance Stop Bar

An advance stop bar or forward bicycle queue area is preferred at controlled locations, where feasible. The Manual on Uniform traffic Control Devices (MUTCD) allows longitudinally staggering stop lines on a lane-by-lane basis, as shown in Drawing D of Figure 3b-13 in Section 3B.16.⁶ The stop bar for bicycle traffic is typically 6-15 ft ahead of the motor vehicle stop bar and at least 6 ft ahead of a pedestrian crossing. An advance stop bar can improve drivers' view of cyclists at intersections. It also decreases the crossing distance for cyclists and gives them a head start to cross the intersection.



³ Project 3-72, Relationship of Lane Width to Safety for Urban and Suburban Arterials, NCHRP 330, Effective utilization of Street Width on urban Arterials

⁴ Florida Department of Transportation. "Conserve by Bicycle Program Study." FDOT, June 2007, fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/safety/4-reports/bike-ped/cbbphase1-execsummary062907r.pdf?sfvrsn=967478d3_0.

⁵ National Association of City Transportation Officials. "Lane Width." National Association of City Transportation Officials, 24 July 2015, nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/#footnotes.

⁶ Federal Highway Administration. "Manual on Uniform Traffic Control Devices." 2009.

Splitter Island

Splitter islands should be installed on two-way bicycle facilities where there is a concern that motor vehicles may turn into the facility. The splitter island should be placed approximately 30 ft from the intersection to prevent turning bicyclists from striking the island. At minimum, an island should be 2 ft by 6 ft. Vertical flex posts may be installed on the island to improve its visibility, especially during inclement weather.

Floating Bus Stop

Floating bus stops are recommended at all the bus stop locations on the southside of 7th Street in the project area. The stops must be designed with accessible boarding accommodations. Boarding areas should be 8 ft wide and at least 5 ft long to permit boarding maneuvers by a person using a wheelchair (ADA St. 810.2.2)⁷. Based on both the vehicles used and state guidance, it is recommended that a boarding platform with a length of 50 ft be provided at each stop. As the floating bus stops will be located next to the proposed two-way bicycle facility, crosswalks will be provided as well as the MUTCD R9-6 sign “BIKES YIELD TO PEDESTRIANS.” Pedestrian crossings with detectable warnings on both sides should also be provided at each stop. The bike lanes will need to shift to accommodate the boarding platform. In some instances, the width may also be reduced to be as narrow as 8 ft to accommodate an accessible platform. The bike lane will be raised to an intermediate level and marked with green paint to clearly identify it as a cycling facility to passing pedestrians and transit users.



Bicycle Signal

A bicycle signal is recommended for signalized intersections within the project area to allow bicyclists to safely cross the intersections, especially those riding in the counter-flow direction to the adjacent motor vehicles. A separate bicycle signal with a leading bicycle interval will give priority to bicycle movement and allow bicyclists to safely establish themselves in the intersection.⁸

Access Management

When possible, driveways should be consolidated or relocated to side streets. On driveways and alleyways remaining open, conflict markings should be used to signify the two-way bicycle traffic crossing the area.⁸ Bookmark not defined. NACTO recommends that these access points be constrained or channelized to make turns at sharp angles thereby reducing travel speed prior to the crossing point.⁸

Recommended Design Summary

7th Street from the B-Line to Dunn Street

Where feasible, the proposed design abides by the design element parameters discussed in the Design Elements section of this memorandum. The preliminary design will provide a significantly safer bicycle facility than the

⁷ Department of Justice. “2010 ADA Standards for Accessible Design.” Americans with Disabilities Act, 15 Sept. 2010, www.ada.gov/regs2010/2010ADAStandards/2010ADAStandards.pdf.

⁸ National Association of City Transportation Officials. Urban bikeway design guide. Island Press, 2014.

current condition. However, the design is anticipated to result in elimination of approximately 118 parking spaces along the corridor as well as driveway closures.

Several parking spaces will need to be removed to safely align the eastbound and westbound through lanes and provide space for special uses (loading zone, bus stops). The design also reduces utility impacts and the loss of mature trees in the area, to the extent possible. Three parking spaces will be eliminated from B-Line to Morton Street to provide adequate taper lengths and better align the approaches. From Morton Street to College Street, angled parking on the north side will be replaced with four parallel parking spaces. This will allow the electrical transformer on the south side to remain. On-street parking on several other blocks will need to be removed to accommodate the proposed bicycle facility.

To reduce conflict points and improve safety, several driveway closures are recommended as a part of the project. A total of five driveways are recommended to be closed. They are:

- The unused driveway to the parking garage located between Morton Street and College Street.
- The driveway to the property located on the SE corner of the 7th Street and Washington Street intersection to accommodate a standard floating bus stop at the location. The property has an alternate driveway on Washington Street.
- Three driveways between Washington Street and Lincoln Street. The preliminary design shows alternate parking circulation for the impacted properties. A total of six off-street parking spaces are anticipated to be lost due to the new circulation.

7th Street from Dunn Street to Woodlawn Avenue

Between Dunn Street and Woodlawn Avenue, the existing curb-to-curb width is too narrow to provide the proposed facility type's preferred widths. In addition, the landscaping/furnishing zone is narrow due to many mature trees. As such, the conceptual design shows an 8-ft-wide bike facility with a 2-ft buffer, both the minimum widths for the facility. In addition, from Dunn Street to Indiana Avenue, the motor vehicle lanes will need to be reduced to 9.5 ft wide to be accommodated within the existing curb-to-curb width. A 9-ft bike lane with a 2-ft buffer and 10-ft motor vehicle travel lanes are feasible from Indiana Avenue to the project terminus.

Alternatively, the north side curb may be moved to accommodate 10-ft travel lanes in each direction, a 2-ft buffer, and 10-ft, two-way protected bicycle facility. This alternative will require reducing or eliminating the landscape buffer, which will impact existing mature trees along these two blocks. Other alternative designs may be feasible, each with varying degrees of impact to the existing trees and adjoining properties.

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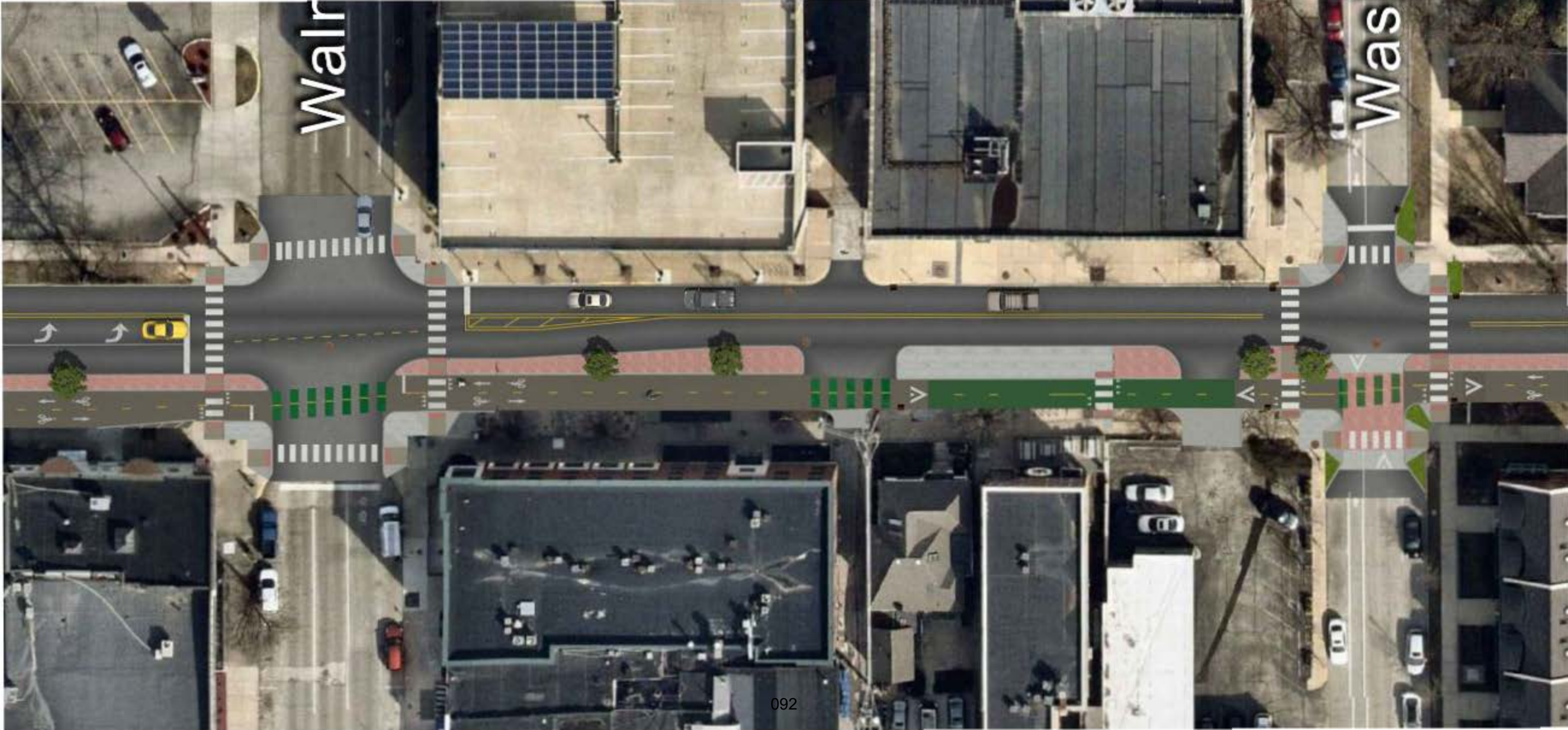
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