

**CITY OF BLOOMINGTON**

**PARKING COMMISSION  
WORK SESSION  
PACKET**

June 2021

Thursday, June 10, 2021  
Virtual Meeting on Zoom  
5:30 PM — 6:30 PM

Next Regular Meeting: June 24, 2021, 5:30 PM — 7:00 PM

**CITY OF BLOOMINGTON**  
**PARKING COMMISSION**  
**WORK SESSION**  
**AGENDA**

June 10, 2021, 5:30 PM — 6:30 PM

This meeting will be conducted electronically. Virtual meetings will be accessible at:  
<https://bloomington.zoom.us/j/97331022788?pwd=Z0pYWlJUZWIkV3BkK0EyVGlkQjJOZz09>

Dial by your location: 312 626 6799 (Chicago), Meeting ID: 973 3102 2788, Passcode: 536011, find your local number: [https://bloomington.zoom.us/u/adDxLtWyPO](https://bloomington.zoom.us/j/97331022788?pwd=Z0pYWlJUZWIkV3BkK0EyVGlkQjJOZz09)

- I. Call to Order
- II. Reports from Commissioners & City Offices
- III. Reports from the Public
- IV. Discussions of Topics Not the Subject of Resolutions
  - A. On-Street Parking Meters on 200 S. Lincoln Street (William Abram, Bloomington Fire Department)
  - B. Coach Bus Parking Downtown
  - C. Minimum Parking Requirements in the UDO as presented by Andrew Guenther
  - D. Parking Commission Annual Report
- V. Topic Suggestions for Future Agendas
- VI. Member Announcements
- VII. Commission Schedule (Regular Meeting and Work Session)
- VIII. Adjournment

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

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Deadline for regular meeting packet material is June 14, 2021

**Bullet points sent by Ms. Lindsey Poynter (from Hilton Garden Inn) as a follow-up on public comments regarding Coach Bus Parking Downtown discussion in the Parking Commission regular meeting on May 27, 2021 (Ms. Poynter had technical difficulties during the Zoom meeting).**

1. We are obligated, per these universities, to provide adequate and convenient bus parking for the safety and well being of the athletes, coaches and bus drivers.
2. The drivers, athletes and coaches need very easy access to the buses at all times due to how often they are on and off the buses.
3. For my hotel, I am the only business that the buses are impacting, considering we do not park buses across the street on College Ave.
4. These teams provide occupancy and food and beverage taxes to the city.
5. Not allowing these buses to park in front of the hotels will ultimately negatively impact the hotels from a revenue perspective, due to losing the teams all together.
6. The hotels work closely with IU as well in order to provide for visiting teams. Last time we couldn't provide for a team, IU got involved and the team refused to come to Bloomington to play IU. (Team was supposed to stay at Hyatt). It was Penn State Soccer I believe. Just an example of how it affects a lot of ppl.
7. The fact that we rent the metered spaces and have the buses parked in the front of our hotels is no different than the social and the tap renting metered spaces for their customers to eat outside, in my opinion.
8. You will see these buses in downtown mostly in December and the 1st quarter of the year. Some will come during summer when IU is out, but not as many.
9. One team can have anywhere from 1-4 buses, depending on size.
10. Football teams alone provide our property upwards of \$100,000 per weekend when they stay with us. Occupancy and F&B tax, again.

# One Simple Trick: How Bloomington Can Reduce Traffic, Support Climate Action, Make Housing More Affordable, And Reduce Urban Sprawl All At Once!

Andrew Guenther - B.S.P.A., M.E.S. Student  
O'Neill School of Public & Environmental Affairs  
Indiana University - Bloomington

# Parking Reform: That's It!

- ❖ Parking Reform is critical to urban planning policy on everything from housing to economic development to environmental planning.
- ❖ Where we park can almost be as important as how we get from place-to-place.
- ❖ Today we'll be focusing on parking minimums in Bloomington and other municipalities.



Photo Credit: Dave Askins, BSquareBeacon.com



Photo Credit: City of Bloomington



Photo Credit: HeraldTimes

# Parking Minimums: What are they?

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

DU = dwelling unit

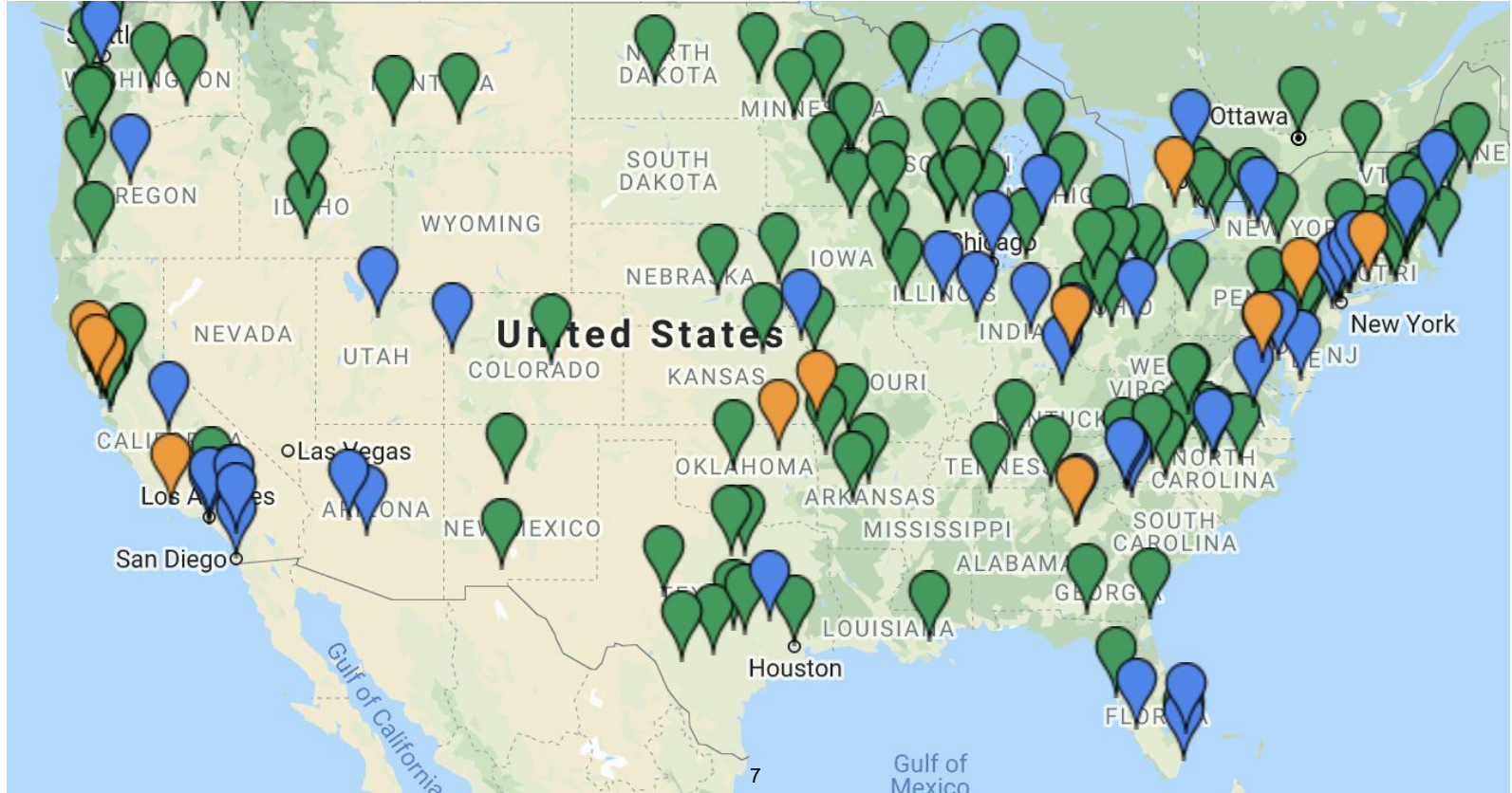
	All Other Zoning Districts	MD Zoning District
Dwelling, single-family (detached)	No requirement	
Dwelling, single-family (attached)		
Dwelling, duplex	0.5 spaces per DU [1]	No requirement
Dwelling, triplex		
Dwelling, fourplex		
Dwelling, multifamily [2]	Studio: 0.5 space per DU 1 bedroom: 1 space per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

**NOTES:**

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

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

# Parking Minimums: Where have they been reduced/eliminated?

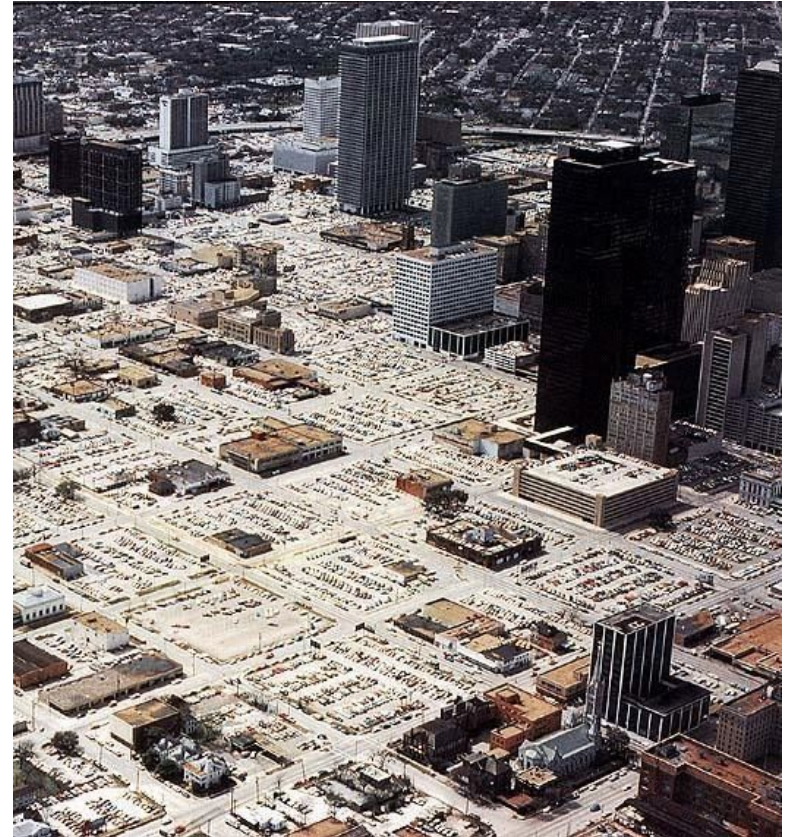


Source: StrongTowns.org

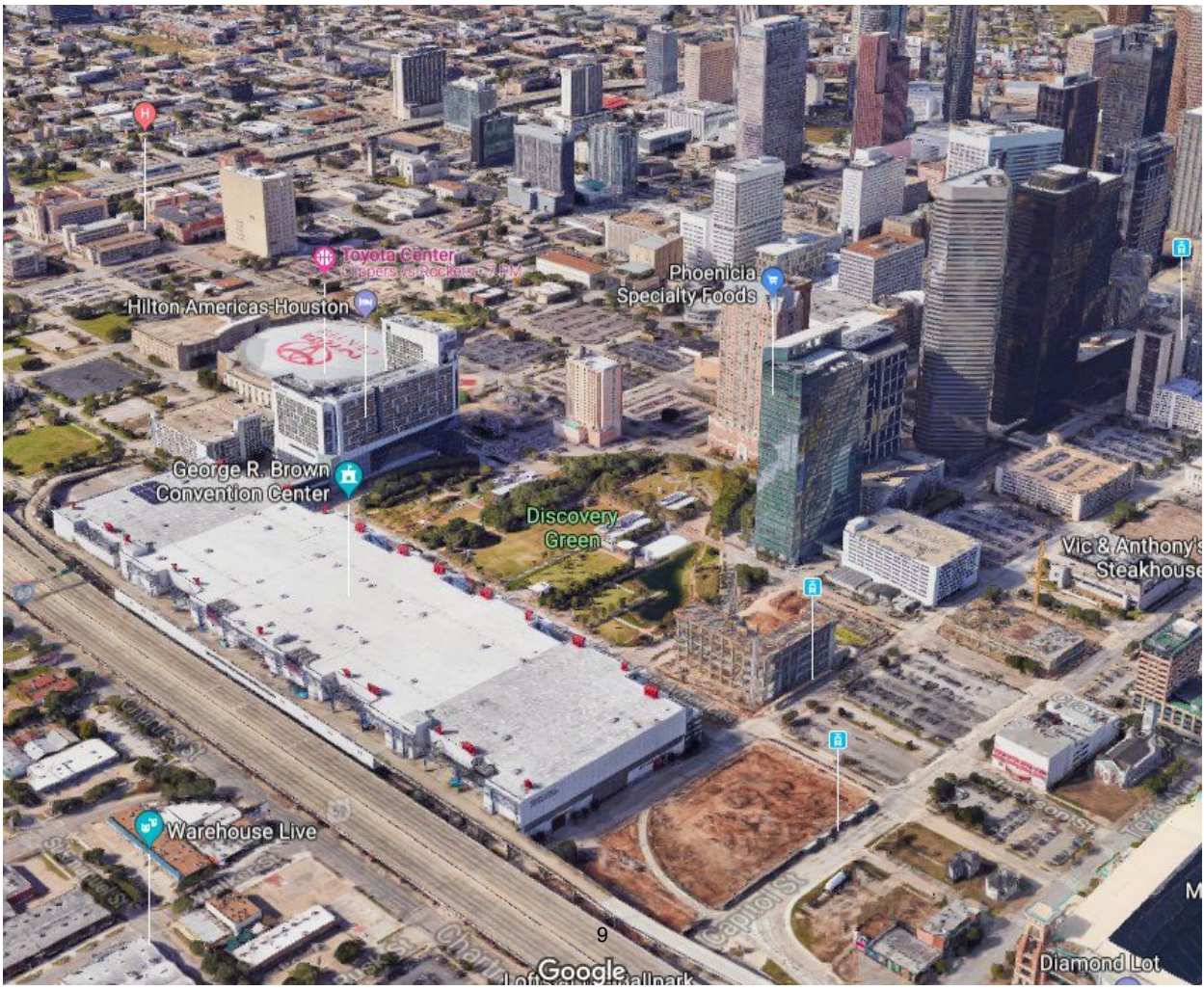


# Parking Minimums: Where has this been done?

- ❖ Buffalo, NY
  - Eliminated parking requirements citywide in 2017.
- ❖ Minneapolis, Minnesota
  - Eliminated all parking requirements for new development in May 2021.
- ❖ Spokane, Washington
  - Eliminated parking requirements for 4+ unit developments in dense areas.
- ❖ Prince George's, Maryland
  - Reduced parking minimums in 2018 across the city.







# Comprehensive Plan

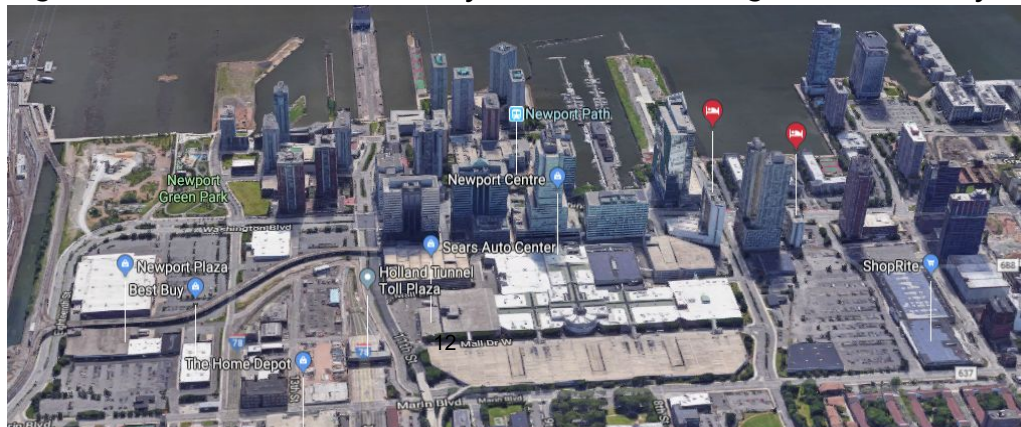
- ❖ “The City of Bloomington has often been a leader in environmental protection, and **the City may need to guide future denser development patterns to the best locations to support walkable and livable environments**, in more neighborhoods than only Downtown.” -page 23
- ❖ “**Nuture a resilient, environmentally responsible community** by judiciously using our scarce resources, enhancing our natural assets...” -page 38
- ❖ “Bloomington residents consistently express their hopes for a better natural environment on local, regional, and global levels. **These hopes include: reducing air-contaminating pollutants by lessening our reliance on fossil fuels...** -page 42
- ❖ “In the transportation sector, **reducing miles traveled by vehicles with internal-combustion engines is one effective strategy for improving air quality.**” -page 45
- ❖ “For decades, **transportation infrastructure policy and infrastructure investments have focused on supporting motorized vehicles. That focus created a legacy we are now working to overcome.**” -page 45
- ❖ “Bloomington must continue to direct future population growth toward **a compact, well connected, integrated, and sustainable urban community**, while balancing these goals with economic development and access for many to a higher quality of life... **(e)xamples include** providing fair housing opportunities, protecting sensitive natural habitats, and **reducing dependence on the private automobile.**” -page 80
- ❖ For Downtown Zoning Districts: “**Land dedicated to parking should be minimized** by building, preferring multi-story parking garages to surface parking lots, and **by encouraging active transportation (bicycling and walking).**” -page 86

# Comprehensive Plan

- ❖ Goal 3.1: Increase renewable energy sources and **reduce community-wide fossil fuel consumption.** -page 46
- ❖ Goal 3.7: **Reduce greenhouse gas emissions.** -page 47
- ❖ Policy 3.7.2: **Reduce vehicle miles travelled per capita.** -page 47
- ❖ Policy 6.1.2: **Balance economic, environmental, accessibility, and equity issues in local transportation decisions.** -page 74
- ❖ Policy 6.1.3: In land use decisions, **require sufficient density** through infill, redevelopment, and reuse of vacant or under-utilized parcels **to support multi-modal transportation and discourage urban sprawl.** -page 74
- ❖ Policy 6.1.7: **Prioritize safety and accessibility** over capacity in transportation planning, design, construction, and maintenance decisions. -page 74
- ❖ 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.** -page 75
- ❖ Policy 6.5.2: Balance vehicular circulation needs with the **goal of creating walkable and bike-friendly neighborhoods.** -page 75

# Costs of Parking Minimum Requirements

- ❖ It hinders infill development by requiring space-consuming parking spaces/driveways in areas where dense development may be sorely needed.
  - Annexation vs. Infill Development
- ❖ It raises the cost of development.
  - It costs \$5000 to build a parking space (\$25k for an above ground garage space, \$35k for an underground garage space); typical renters pay \$142/month for garage parking (even if it's built into their rent); 17% of a unit's rent can be attributed to parking costs on average.
- ❖ It encourages people to use vehicles to go from place-to-place.
  - Vehicle use around town directly contributes to worsening air quality in municipalities.
- ❖ It undermines us in our goal to create walkable city centers and neighborhoods by encouraging vehicle use and dependency.





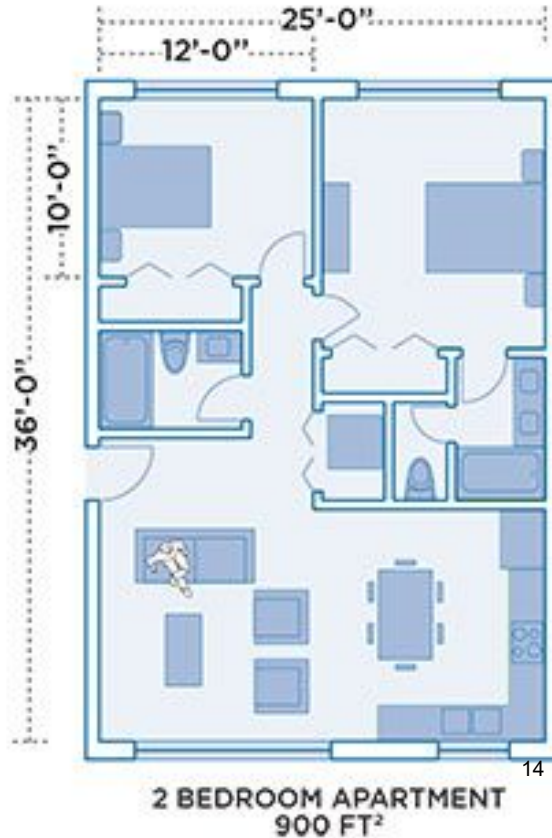
# Benefits to Lowering Parking Requirements

- ❖ It limits/eliminates a mandate, giving developers more freedom in areas limited by space, accessibility, or connectivity.
- ❖ It lowers the cost of development, which has resulted in lower rent in other municipalities.
  - Assists in decoupling parking from rent.
- ❖ It can encourage “park and walk” models of transportation.
- ❖ It decreases the vehicle miles traveled in the City, which decreases greenhouse gas emissions, improves pedestrian safety, and complies with the Comprehensive Plan.
  - How can we continue to encourage not using an automobile while simultaneously mandating parking spots for them in new development that may not need them?

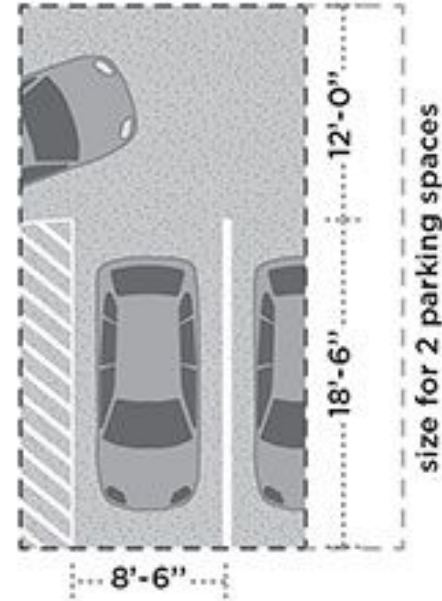




# Impacts on Density



14



**1.5 PARKING SPACES**  
INCLUDING AISLES  
488 FT<sup>2</sup>

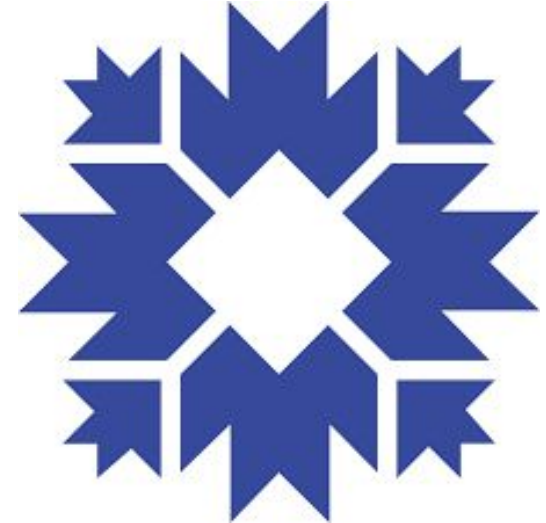
Source: Seth Goodman,  
[graphicparking.com](http://graphicparking.com).

# Why The Parking Commission Should Care

- ❖ BMC 2.12.110: (a) Purpose. It shall be the purpose of the Parking Commission (commission), in coordination with decision-makers and other entities as necessary or prudent;
  - (1) **to develop, implement, maintain, and promote a comprehensive policy on parking that takes into account the entirety of, and furthers the objectives of, the city's comprehensive plan;**
  - (2) **to coordinate parking activities, to carry on educational activities in parking matters, to supervise the preparation of and publication of parking reports, to receive comments and concerns having to do with parking matters, and to recommend to the common council and appropriate city officials ways and means for achieving the city's comprehensive plan objectives through the administration of parking policies and the enforcement of parking regulations.**
- ❖ BMC 2.12.110: (e) Powers and Duties. The commission shall meet at least one time each month, unless it votes to cancel the meeting. Its powers and duties shall include, but are not limited to:
  - (3) **making recommendations on parking policy, including but not limited to: pricing, hours of operation, addition or removal of parking spaces, and changes when necessary to City code, enforcement procedures,<sup>45</sup> or any other aspect of parking management policy;**

# Potential Avenue Forward

- ❖ 1) The Parking Commission could:
  - form a “Parking Reform Task Force” or;
  - the Parking Commission could ask the City Council to form a Parking Reform Task Force consisting of appointed members from various relevant Boards/Commissions.
    - Examples: Parking Commission, Environmental Commission, Board of Public Works, Traffic Commission, Bicycle & Pedestrian Safety Commission, Commission on Sustainability, Planning Department Staff, City Council.
      - The Task Force would be charged with reviewing different options for parking reform.
- ❖ 2) Another avenue forward would be for the Parking Commission to endorse the reduction/removal of parking minimums from the UDO via a resolution.



# End Goal

## ~~(d) Minimum Vehicle Parking Requirement~~

### ~~(1) Applicability~~

#### ~~(A) Generally~~

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

#### ~~(B) MD District~~

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

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

<del>DU—dwelling unit</del>	<del>All Other Zoning Districts</del>	<del>MD Zoning District</del>
<del>Dwelling, single-family (detached)</del>	<del>No requirement</del>	
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#### ~~NOTES:~~

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

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

- ❖ To develop a policy proposal in conjunction with various relevant groups that will limit/eliminate parking minimums and make other necessary changes to the parking code.
  - Shepherd this policy through various boards/commissions for endorsements before sending to the Common Council for passage.
- ❖ Pass a policy that has a substantial impact on pedestrian-safety, environmental sustainability, dense urban development/form, and affordability.
  - Ensure that neighborhood concerns (i.e. street parking, parking permits, enforcement, etc) are considered, handled, and implemented into a final policy draft.

Questions/Comments/Concerns?



A RESOLUTION URGING THE BLOOMINGTON COMMON COUNCIL TO ELIMINATE  
PARKING REQUIREMENTS FOR NEW DEVELOPMENT WITHIN BLOOMINGTON CITY  
LIMITS

WHEREAS, The Comprehensive Plan has multiple policies and goals dedicated to a decrease of fossil fuel consumption as well as a decrease in automobile miles traveled;

WHEREAS, The Comprehensive Plan also has goals and policies dedicated to pedestrian-safety, urban density, and creating a walkable, sustainable community;

WHEREAS, Residential parking minimums mandate that a developer add in a minimum number of parking spaces per dwelling unit;

WHEREAS, Currently, to be able to go beneath the parking minimums stated in the Unified Development Ordinance (UDO), developers must seek approval from city staff in a separate review process;

WHEREAS, Since the implementation of the UDO in 2019, there has been 1 request for an exemption from the current parking minimums, with 1 of those requests granted by Planning & Transportation staff;

WHEREAS, The City of Bloomington Parking Commission purpose is partially defined as “to receive comments and concerns having to do with parking matters, and to recommend to the common council and appropriate city officials ways and means for achieving the city’s comprehensive plan objectives through the administration of parking policies and the enforcement of parking regulations”;

WHEREAS, The City of Bloomington Parking Commission duties include “making recommendations on parking policy, including but not limited to: pricing, hours of operation, addition or removal of parking spaces, and changes when necessary to City code, enforcement procedures, or any other aspect of parking management policy”;

WHEREAS, The removal of parking minimums does not install parking maximums, nor will it require any additional processes, costs, or time from city staff, developers, or any other relevant parties, making the fiscal impact of this process revenue-neutral;

WHEREAS, It is in the interest of the City of Bloomington to mandate fewer parking spaces to further our vision of a sustainable, non-automobile centered community;

NOW, THEREFORE, BE IT RESOLVED BY THE PARKING COMMISSION OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

We hereby encourage the Bloomington Common Council to pass legislation that strikes from the Unified Development Ordinance Chapter 20.04.060 Section (d) - Minimum Vehicle Parking Requirement in its entirety, including Table 04-9, as well as Section 20.04.060 (g) - Adjustments to Minimum Parking Requirements, as well as any other relevant sections and references to be determined by the Common Council and/or City Staff.

PASSED by the Parking Commission of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Eoban Binder  
Chair, Parking Commission

DRAFT