

**CITY OF BLOOMINGTON**

**PARKING COMMISSION  
REGULAR MEETING  
PACKET**

June 2021

Thursday, June 24, 2021  
Virtual Meeting on Zoom  
5:30 PM — 7:00 PM

Next Regular Meeting: July 22, 2021, 5:30 PM — 7:00 PM

CITY OF BLOOMINGTON  
PARKING COMMISSION  
REGULAR MEETING  
**AGENDA**

June 24, 2021, 5:30 PM — 7:00 PM

This meeting will be conducted electronically. Virtual meetings will be accessible at: <https://bloomington.zoom.us/j/95904578405?pwd=RkxFWndEL2dxa29RSWUwcWkvSVFMZz09>

Dial by your location: 312 626 6799 (Chicago), Meeting ID: 959 0457 8405, Passcode: 15096, find your local number: <https://bloomington.zoom.us/j/95904578405?pwd=RkxFWndEL2dxa29RSWUwcWkvSVFMZz09>. The meeting will also be streamed live on Facebook at: <https://www.facebook.com/bloomingtonplanning>

- I. Call to Order
- II. Approval of Minutes – May 27, 2021
- III. Reports from Commissioners & City Offices
- IV. Reports from the Public
  
- V. Discussions of Topics Not the Subject of Resolutions
  - A. Minimum Parking Requirements in the UDO (Andrew Guenther, Environmental Commission chair)
  - B. Coach Bus Parking Downtown (Raye Ann Cox, Michelle Wahl)
  
- VI. Resolutions
  - A. Parking Resolution 21-04: Electronic Meetings Policy (Staff)
  - B. Parking Resolution 21-05: On-Street Parking Meters on 200 S. Lincoln Street (Bill Abram, Fire Inspector)
  
- VII. Topic Suggestions for Future Agendas
- VIII. Member Announcements
- IX. Commission Schedule (Regular Meeting and Work Session)
- X. 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).

Next Regular Meeting: July 22, 2021, 5:30 PM — 7:00 PM  
Deadline for regular meeting packet material is July 12, 2021

CITY OF BLOOMINGTON  
PARKING COMMISSION  
REGULAR MEETING  
**Minutes**

05/27/2021, 5:30 PM

The meeting was conducted electronically on Zoom.

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

**Attendance**

Parking Commissioners present:

Eoban Binder (Chairperson), Steve Volan (Vice-Chairperson), Adrienne Evans Fernandez (Secretary), Tracy Gates, Christopher Emge, MaryJane LeMay, Michelle Wahl, Ben Dalton (new member)

Parking Commissioners absent: None.

Others in Attendance: SayeAmir Kaboli Farshchi, Beth Rosenbarger, Jim Shelton (chamber), Andrew Guenther, Dave Askins (B Square Beacon), Ron Stanhouse (Crazy Horse Group), Sam Dove, Mike McAfee (Visit Bloomington), Lindsay Poynter (HGI), L. Newton, Jane Kupersmith (ESD), Nick Siracuse (Hyatt), Teal Strabbing, Joseph Crider (HGI), Talisha Coppock (DBI and Convention Center), Corey Parton (The Graduate)

- I. **Call to Order** – (~5:32 PM)
- II. **Approval of Minutes** – 3/25/2021 – Mr. Emge motioned to approve the minutes and Ms. Wahl seconded the motion. The motion received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0; the motion passed.
- III. **Reports from Commissioners & City Offices**
  - A. No reports from city offices.
  - B. Mr. Volan has had a discussion with HAND and SPEA regarding a survey on housing that included questions about cars and where they park (largely students). Awaiting these results.
- IV. **Reports from the Public**

No reports from the public.

**V. Discussions of Topics Not the Subject of Resolutions**

**A. Coach Bus Parking Downtown (Cm. Volan; Jane Kupersmith, Economic & Sustainable Development; Mike McAfee, Visit Bloomington)**

Mr. McAfee presented on motorcoach bus parking downtown. Discussion regarding bus use of multiple on-street metered spots with permits purchased via City of Bloomington.

Public comments from Ms. Poynter, Mr. Crider, Mr. Parton, Mr. Stanhouse, and Mr. Siracuse.

Mr. Binder suggests a working session to gather data and discuss further.

**B. Minimum Parking Requirements in the UDO (Andrew Guenther, Environmental Commission chair)**

Presentation from Mr. Guenther regarding parking reform, specifically eliminating parking minimums required for new developments.

Mr. Emge suggests adding this discussion to the next working meeting as well.

**C. Parking Commission Annual Report (Eoban Binder and Cm. Volan)**

No new updates from Mr. Volan. Mr. Binder is making it his goal to get this report published ASAP. Discussion of streamlined data presentation to fulfill reporting needs.

**VI. Resolutions**

No resolutions up for a vote.

**VII. Topic Suggestions for Future Agendas**

**A.** Motorcoach parking policies.

**B.** Parking minimums.

**C.** Parking Report.

**VIII. Member Announcements**

No announcements.

**IX. Commission Schedule (Regular Meeting and Work Session):**

Next Work Session: Thursday, June 10, 2021, 5:30 PM - 6:30 PM

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

**X. Adjournment – (~7:15 PM)**

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

# 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

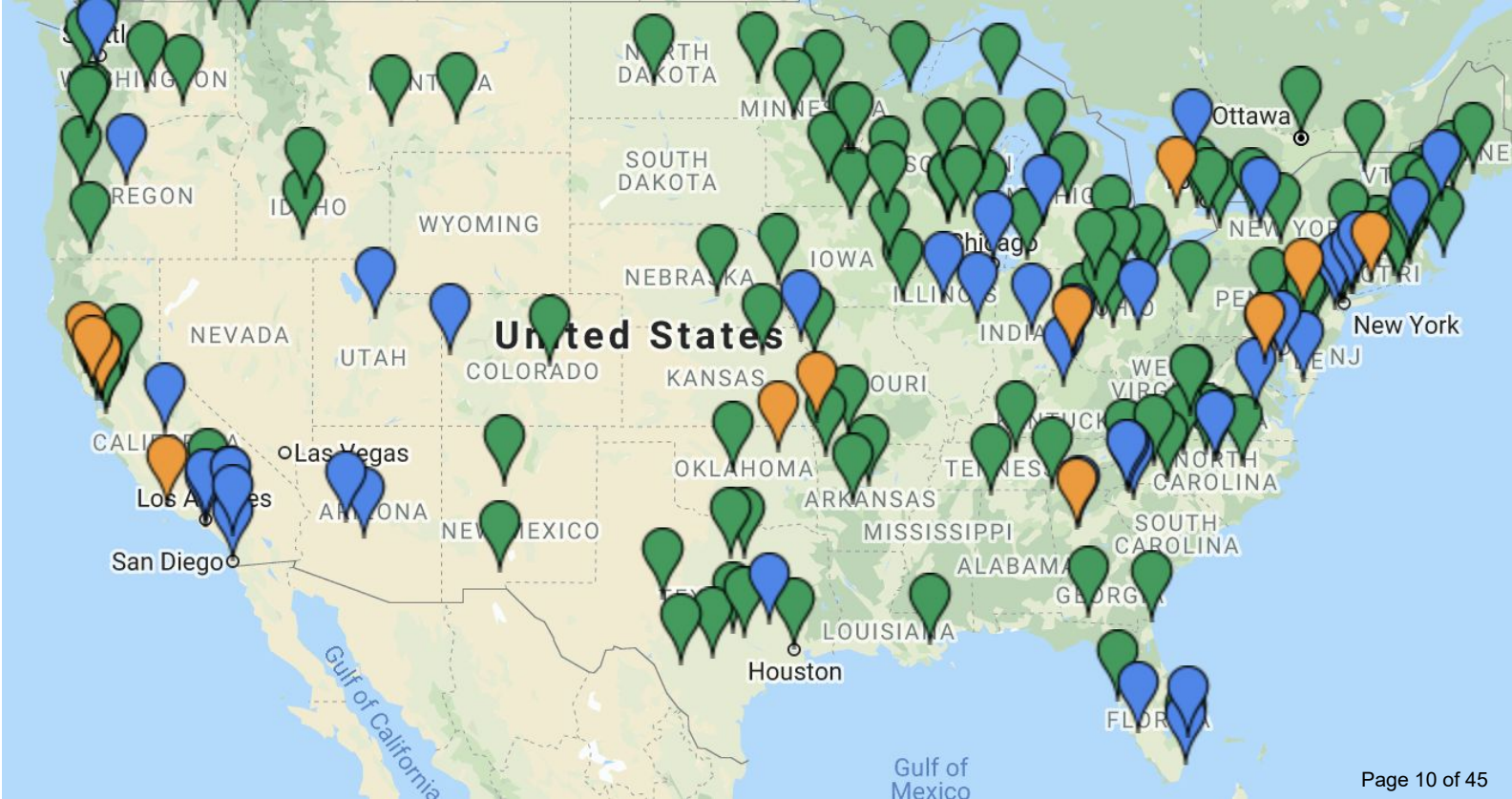
	All Other Zoning Districts	MD Zoning District
Dwelling, single-family (detached)	No requirement	
Dwelling, single-family (attached)		
Dwelling, duplex	0.5 spaces per DU [1]	No requirement
Dwelling, triplex		
Dwelling, fourplex		
Dwelling, multifamily [2]	Studio: 0.5 space per DU 1 bedroom: 1 space per 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.

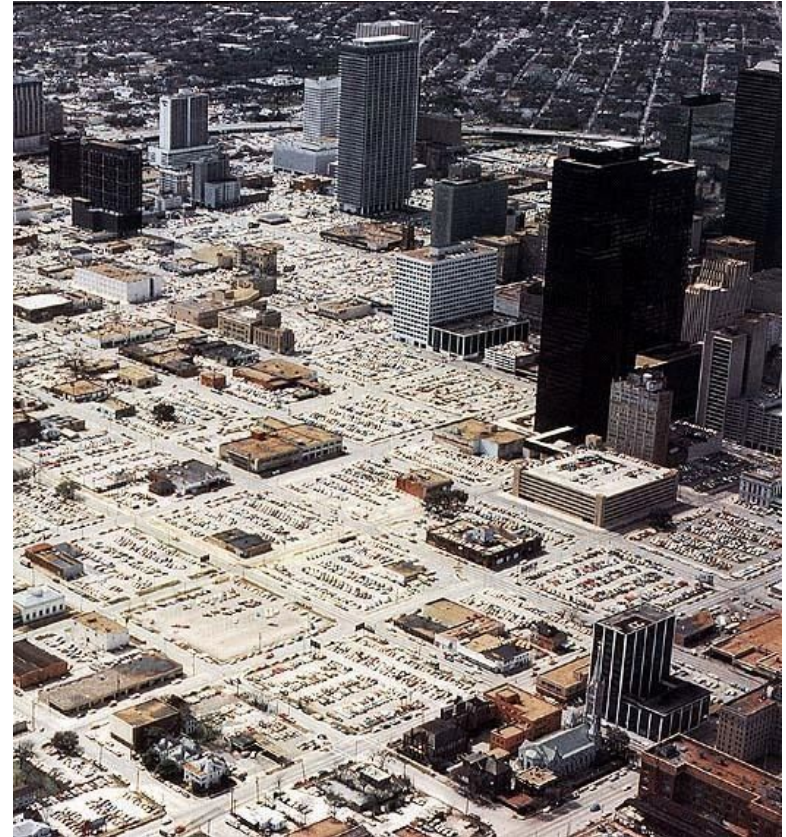
# Parking Minimums: Where have they been reduced/eliminated?

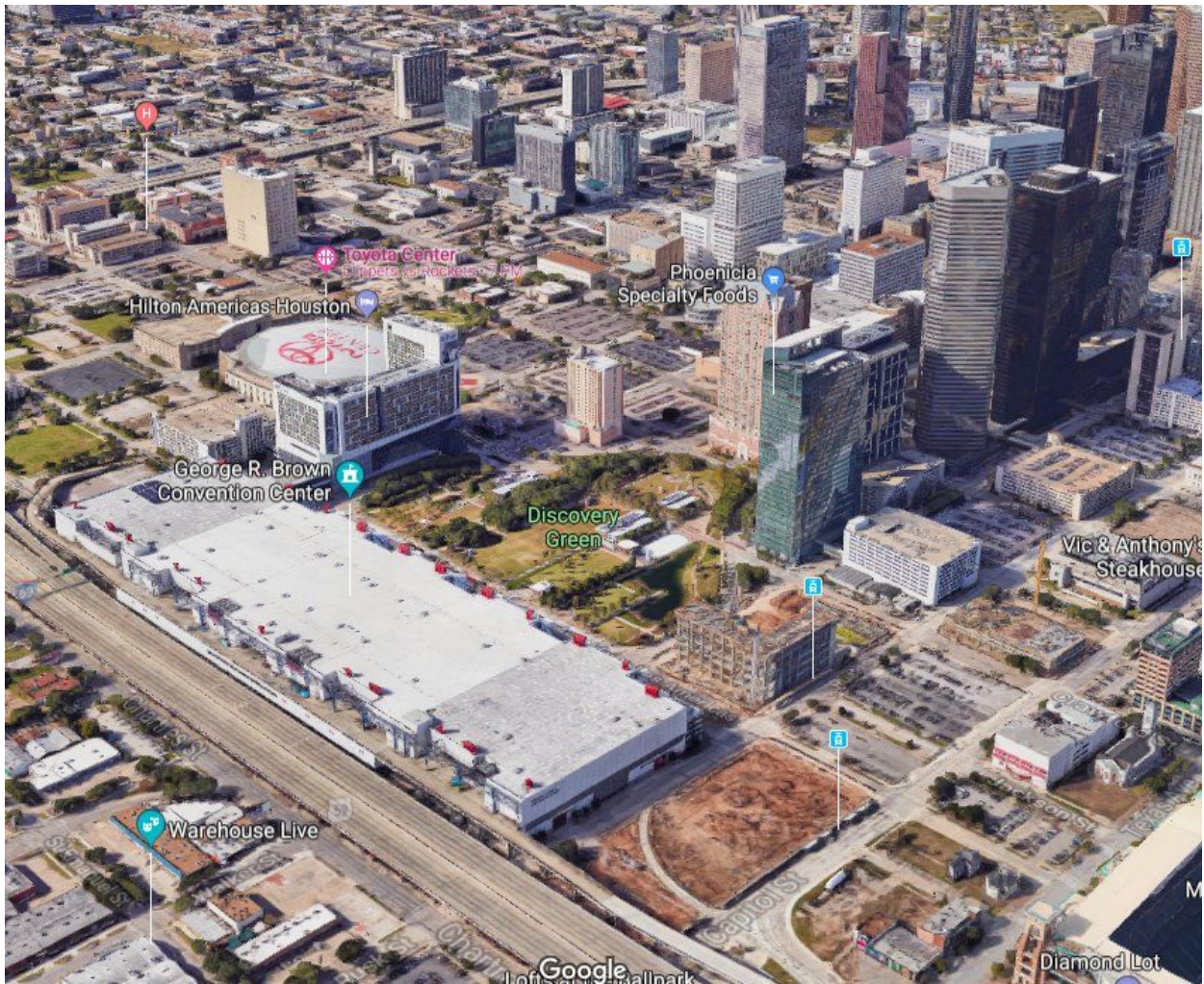


Source: StrongTowns.org

# 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

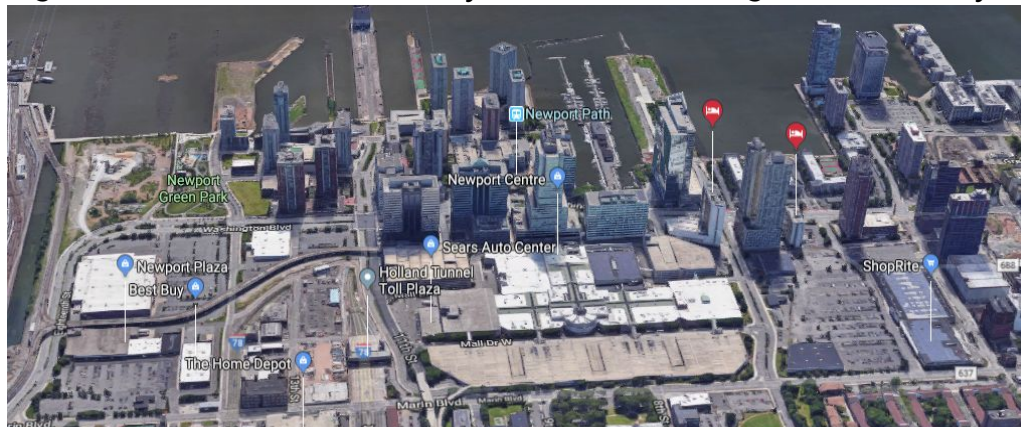
- ❖ “The City of Bloomington has often been a leader in environmental protection, and **the City may need to guide future denser development patterns to the best locations to support walkable and livable environments**, in more neighborhoods than only Downtown.” -page 23
- ❖ “**Nuture a resilient, environmentally 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.



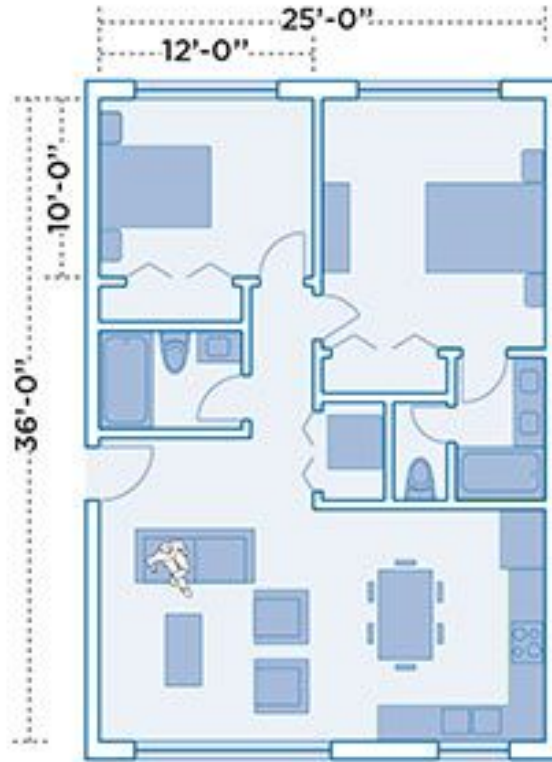
# Benefits to Lowering Parking Requirements

- ❖ 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?

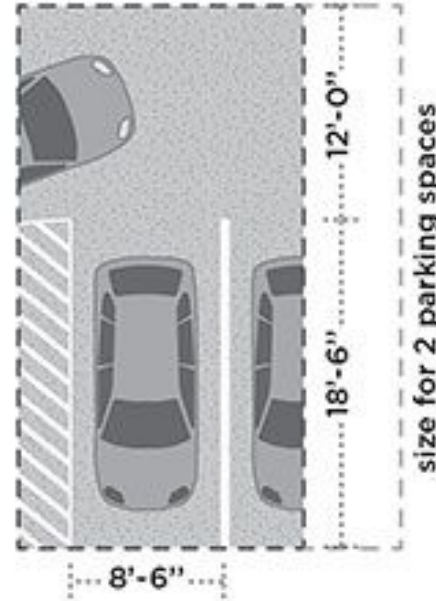




# Impacts on Density



**2 BEDROOM APARTMENT  
900 FT<sup>2</sup>**



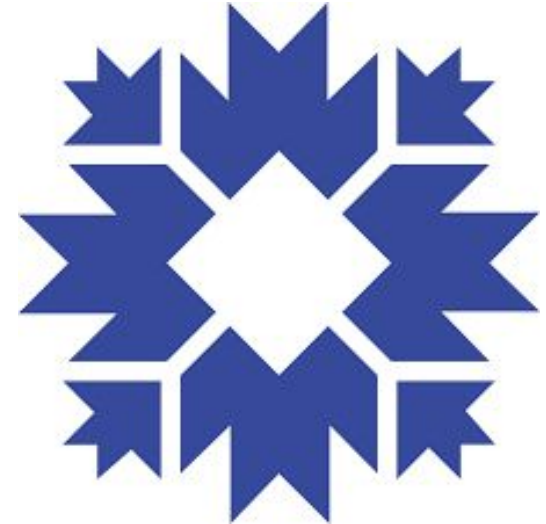
**1.5 PARKING SPACES  
INCLUDING AISLES  
488 FT<sup>2</sup>**

# 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, 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>	
<del>Dwelling, single-family (attached)</del>	<del>No requirement</del>	
<del>Dwelling, duplex</del>	<del>0.5 spaces per DU [1]</del>	<del>No requirement</del>
<del>Dwelling, triplex</del>		
<del>Dwelling, fourplex</del>		
<del>Dwelling, multifamily [2]</del>	<del>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</del>	
<del>Dwelling, live/work</del>	<del>No requirement</del>	
<del>Dwelling, cottage development</del>	<del>1 space per DU</del>	
<del>Dwelling, mobile home</del>	<del>1 space per DU</del>	
<del>Manufactured home park</del>	<del>1 space per DU</del>	
<del>Noncommercial urban agriculture</del>	<del>2 spaces per lot</del>	
<del>Student housing or dormitory</del>	<del>0-10 bedrooms: no requirement            11 or more bedrooms: 0.5 spaces per bedroom</del>	

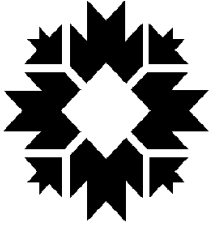
### ~~NOTES:~~

~~[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?



**CITY OF BLOOMINGTON  
PLANNING and TRANSPORTATION  
DEPARTMENT  
MEMORANDUM**

This memorandum may contain confidential information. If you are not the intended recipient of this memorandum, you may not read, disclose, copy, or distribute this memorandum.

**TO: Parking Commission Members**  
**FROM:** Beth Rosenbarger, Planning Services Manager; Amir Farshchi, Long Range Planner  
**RE: Parking Resolution 21-04 - Electronic Meetings Policy**  
**DATE: June 16, 2021**

**MEMORANDUM**

Parking Resolution 21-04 modifies the Parking Commission’s Rules and Procedures and establishes an Electronic Meetings Policy (“Policy”) for the Parking Commission. The Resolution and the policy it contains are consistent with policies adopted by the Common Council and other Bloomington boards and commissions. During the state-declared public health emergency, which currently extends to June 30, 2021, the Commission has conducted its meetings using electronic communication. This has, until recently, been allowed under executive orders issued by the Governor. On April 20, 2021, a new state law (HEA 1437, included herein) was signed that creates a statutory framework to allow for a different form of electronic meeting participation. The law provides rules that apply when under a declared public health emergency, as well as rules that will apply during nonemergency times.

When under a declared public health emergency, the Commission will be able to conduct its meetings remotely and all members may attend via electronic means. Such meetings must allow for the public to simultaneously attend and observe the meeting. When not under a declared emergency, state law now provides for certain minimum requirements that the Commission must follow. These requirements are reflected in Resolution 21-04. The Commission’s procedures may be more restrictive than the procedures in the state law, but may not be less restrictive. Additional limitations include:

- (1) limiting the number of members who may participate by electronic communication in any one (1) meeting so that at least a quorum of members must be present at an in-person meeting;
- (2) limiting the total number of meetings in a calendar year by which a member of the Commission may participate electronically, and
- (3) requiring a member, except for certain emergency meetings, who plans to attend a meeting by any electronic means of communication to notify the presiding officer and

staff at least three days ahead of the meeting, so that arrangements may be made for the member's participation by electronic communication and so that notices may be appropriately modified.

Sections 7 and 8 of the Policy address the participation by members of the public and city staff in Commission meetings, respectively. These provisions are not required by state law, but reflect how the Commission has operated since the beginning of the public health emergency. The Commission may amend the Policy as needed after adoption, but should consider adopting a policy before the declared public health emergency expires.

**PARKING RESOLUTION 21-04**

**A RESOLUTION ESTABLISHING THE POLICY BY WHICH MEMBERS OF THE PARKING COMMISSION, ASSOCIATED STAFF, AND MEMBERS OF THE PUBLIC MAY PARTICIPATE IN MEETINGS BY ELECTRONIC MEANS OF COMMUNICATION**

WHEREAS, the Indiana General Assembly adopted HEA 1437 in the 2021 Regular Session, which amended Indiana Code (IC) 5-14-1.5-1 et seq. (Act) by amending IC 5-14-1.5-3.5 to prescribe new requirements by which members of the governing body of a public agency of a political subdivision may participate in a meeting by an electronic means of communication; and

WHEREAS, a member of the governing body may participate by any means of communication that:

- allows all participating members of the governing body to simultaneously communicate with each other; and
- except for a meeting that is an executive session, allows the public to simultaneously attend and observe the meeting; and

WHEREAS, the Act requires the governing body to adopt a written policy establishing the procedures that apply to a member’s participation in a meeting by an electronic means of communication and allows the governing body to adopt procedures that are more restrictive than the procedures established by IC 5-14-1.5-3.5; and

WHEREAS, the Bloomington Parking Commission is a governing body of the City of Bloomington, Indiana and wishes to adopt such a policy;

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

Section I. The Bloomington Parking Commission’s Rules and Procedures are modified to add a new Subsection under Article II entitled Subsection “II.10.”, which shall read as follows:

Article II. Meetings

...

II.10. In accordance with Indiana Code sections 5-14-1.5-1 and 5-14-1.5-3.5, et seq., Parking Commission meetings may be conducted electronically. The Parking Commission adopted an electronic meetings policy via Parking Resolution 21-04, which is incorporated into these Rules and Procedures by reference.



Section II. The Bloomington Parking Commission hereby adopts the following policy on the participation of a member of the Commission, Committee, city staff, and members of the public in a meeting of the Parking Commission by an electronic means of communication:

ELECTRONIC MEETINGS POLICY

Section 1.

- (a) The provisions of the Act, including definitions, apply to this resolution.
- (b) This resolution shall be known as the “Electronic Meetings Policy” and applies to the Commission and any of its committees.

Section 2.

- (a) Subject to Sections 3 and 5, any member may participate in a meeting by any electronic means of communication that:
  - (1) allows all participating members of the governing body to simultaneously communicate with each other; and
  - (2) other than a meeting that is an executive session, allows the public to simultaneously attend and observe the meeting.
- (b) A member who participates by an electronic means of communication:
  - (1) shall be considered present for purposes of establishing a quorum; and
  - (2) may participate in final action only if the member can be seen and heard.
- (c) All votes taken during a meeting at which at least one (1) member participates by an electronic means of communication must be taken by roll call vote.

Section 3.

- (a) At least fifty percent (50%) of the members must be physically present at a meeting at which a member will participate by means of electronic communication. Not more than fifty percent (50%) of the members may participate by an electronic means of communication at that same meeting.
- (b) A member may not attend more than a fifty percent (50%) of the meetings in a calendar year by an electronic means of communication unless the member’s electronic participation is due to:
  - (1) military service;
  - (2) illness or other medical condition;
  - (3) death of a relative; or
  - (4) an emergency involving actual or threatened injury to persons or property.
- (c) A member may attend two (2) consecutive meetings (a set of meetings) by electronic communication. A member must attend in person at least one (1) meeting between sets of meetings that the member attends by electronic communication, unless the member’s absence is due to:

- (1) military service;
- (2) illness or other medical condition;
- (3) death of a relative; or
- (4) an emergency involving actual or threatened injury to persons or property.

(d) A member who plans to attend a meeting by any electronic means of communication shall notify the presiding officer and relevant staff within three (3) days before the meeting so that arrangements may be made for the member's participation by electronic communication and so that notices may be prepared.

Section 4. The memoranda and any minutes prepared for a meeting at which any member participates by electronic means of communication must:

- (1) identify each member who:
  - (A) was physically present at the meeting;
  - (B) participated in the meeting by electronic means of communication; and
  - (C) was absent; and
- (2) identify the electronic means of communication by which:
  - (A) members participated in the meeting; and
  - (B) members of the public attended and observed the meeting, if the meeting was not an executive session.

Section 5. No member of the Commission may participate by means of electronic communication in a meeting if the Commission is attempting to take final action to:

- (1) adopt a budget;
- (2) make a reduction in personnel;
- (3) initiate a referendum;
- (4) impose or increase a fee;
- (5) impose or increase a penalty;
- (6) use the eminent domain authority; or
- (7) establish, raise or renew a tax.

Section 6. In the event the governor declares a disaster emergency under IC 10-14-3-12 or the executive (as defined in IC 36-1-2-5) of a political subdivision declares a local disaster emergency under IC 10-14-3-29, the Commission may meet by any means of electronic communication if the following requirements of IC 5-14-1.5-3.7 are satisfied:

- (1) At least a quorum of the members of the Commission participate in the meeting by means of electronic communication or in person.
- (2) The public is able to simultaneously attend and observe the meeting. However, this subdivision does not apply to a meeting held in executive session.

(3) The memoranda and any minutes prepared for a meeting held under this section must:

(A) state the name of each member of the Commission who:

(i) participated in the meeting by using any electronic means of communication; and

(ii) was absent; and

(B) identify the electronic means of communication by which:

(i) members of the Commission participated in the meeting; and

(ii) members of the public attended and observed the meeting, if the meeting was not an executive session.

(4) All votes taken during a meeting under this section must be taken by roll call vote.

Section 7. At any meeting of the Commission where any member participates by an electronic means of communication, members of the public shall be able to attend and observe the meeting via electronic means. Subject to the Commission's rules for making public comment, members of the public may also participate in the meeting via electronic means.

Section 8. At any meeting of the Commission where any member participates by an electronic means of communication, staff members may also participate in the meeting via electronic means, provided there is no actual need for a staff member to be physically present at a particular meeting. Such need shall be determined in the sole discretion of the presiding officer.

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

SECTION IV. This resolution shall be in full force and effect from and after its passage by the Parking Commission.

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

\_\_\_\_\_  
Eoban Binder, President  
Bloomington Parking Commission

## SYNOPSIS

This resolution adopts an Electronic Meetings Policy for the Bloomington Parking Commission pursuant to newly-enacted state statutes concerning electronic meetings. The Policy mirrors a policy adopted by the Bloomington Common Council and establishes the procedures that apply to a member's participation in a meeting by an electronic means of communication, as well as to the participation of the public and city staff members by electronic means of communication.



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**PARKING COMMISSION  
STAFF REPORT**

**Resolution #: 21-05  
DATE: 6/18/21**

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**FROM:** Bill Abram, Fire Inspector

**REQUEST:** On-Street Parking Meters on 200 S. Lincoln Street

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**REPORT**

The Bloomington Fire Department requests changes in on-street parking meters adjacent to the station 1 (BFD headquarters) on 200 S. Lincoln Street. Currently there are 4 parking meters on 200 S. Lincoln Street that we would like to have removed. This would allow us to safely park multiple apparatus.

Headquarters currently has 13 firefighters who live onsite full time and 3 administrators Monday- Friday. There are 5 apparatuses in the bays, 14 resident parking spots, 2 support staff parking spots, 3 administrator, and 2 ADA parking spaces.

We have multiple training sessions and meetings at headquarters each month, with no safe place to park an apparatus.

**RECOMMENDATIONS**

The Bloomington Fire Department would like the 4 parking meters adjacent to the building on 200 S. Lincoln Street to be removed in order to reserve the 4 parking spaces for the Fire Department with new signs advising "Fire Parking Only." This will allow for safe parking of the apparatuses of the Fire Department.

Staff recommends that the Parking Commission support the changes to Title 15 as described and forward to Council with a positive recommendation. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.



# Parking at BFD Headquarters

300 E. 4<sup>th</sup> Street

Bill Abram, Fire Inspector

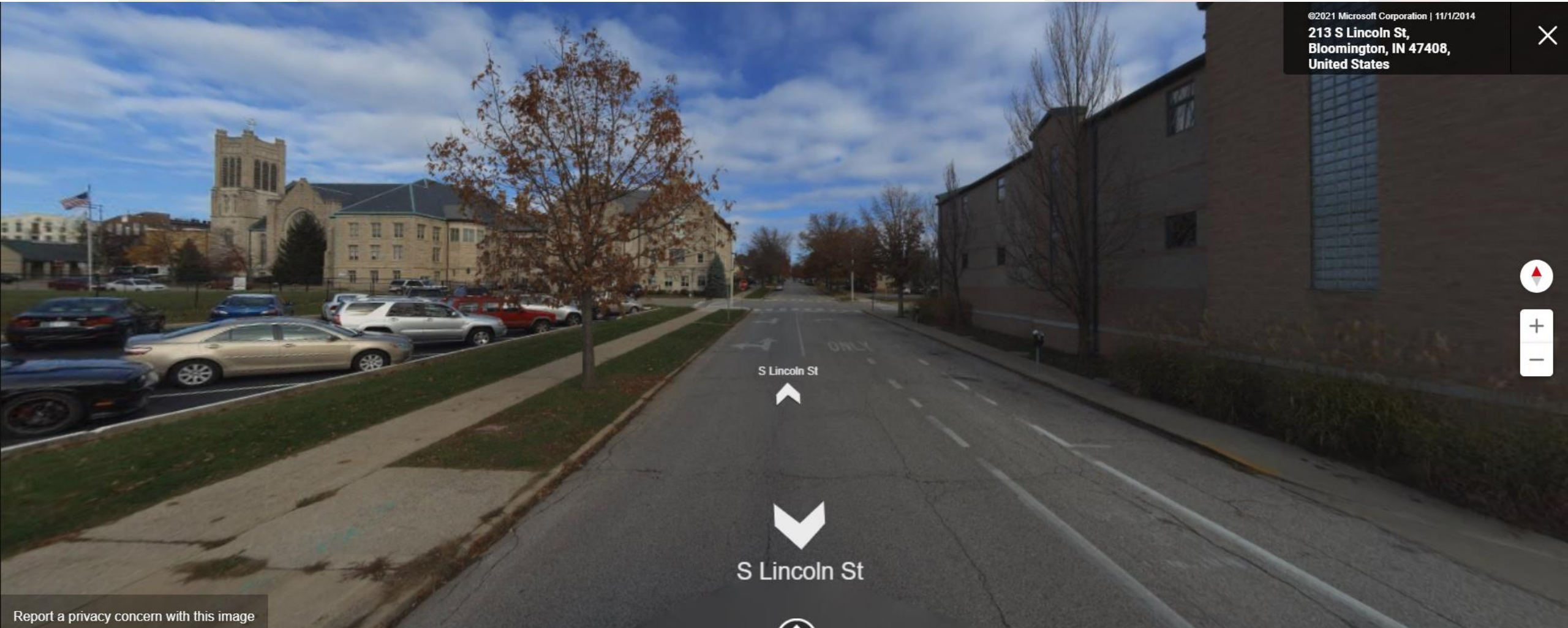












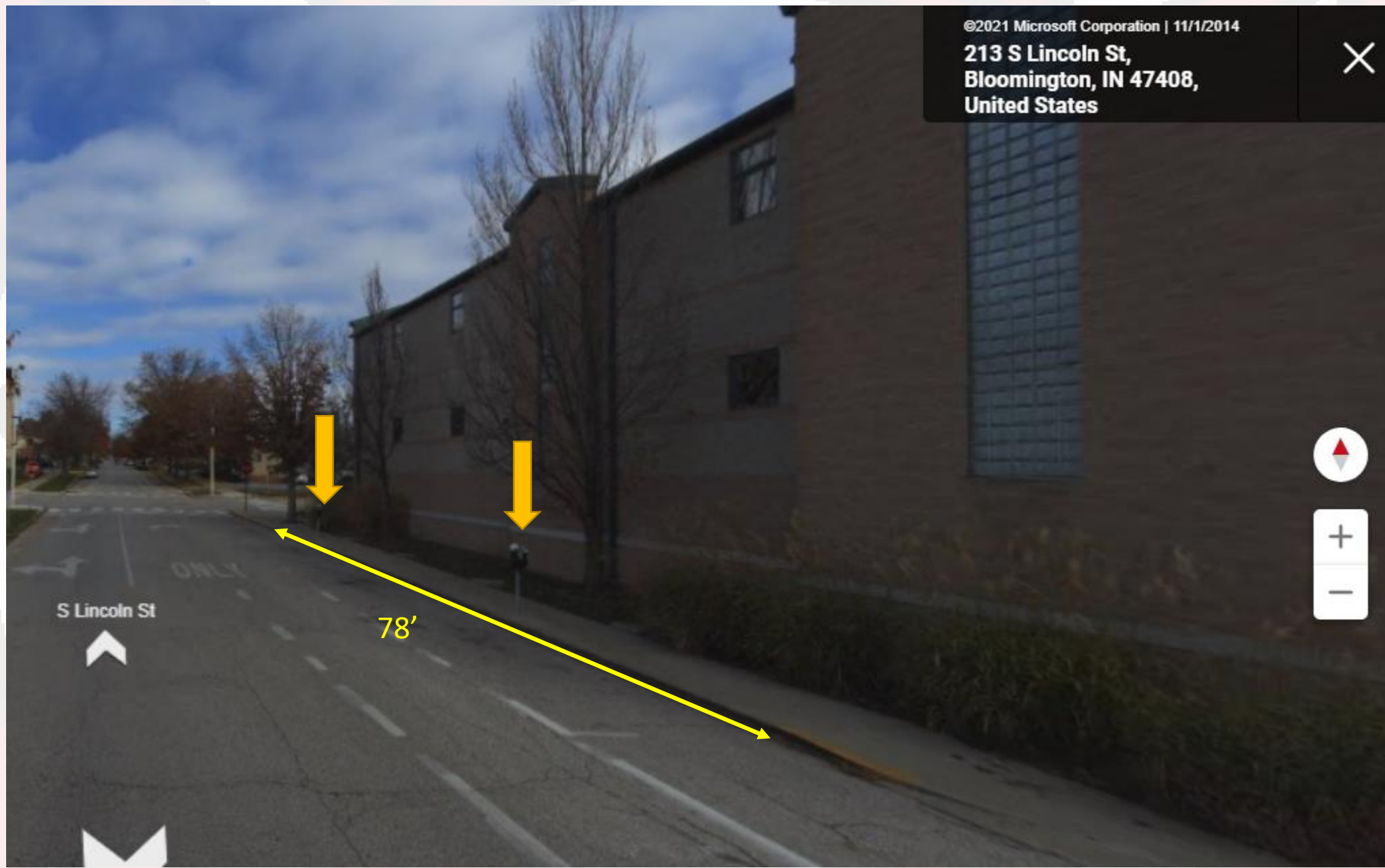
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S Lincoln St

78'









# Apparatus

- 3 front line engines at the out stations. 31 feet long
- 1 reserve engine 31 feet long
- 2 trucks 47 and 49 feet long
- Support staff vehicles
- 2 F250 trucks
- 4 Ford SUV's
- Proposed truck/trailer for decontamination



COLLECTIVE BARGAINING AGREEMENT BETWEEN THE CITY OF  
BLOOMINGTON  
AND THE BLOOMINGTON METROPOLITAN FIREFIGHTERS,  
LOCAL 586

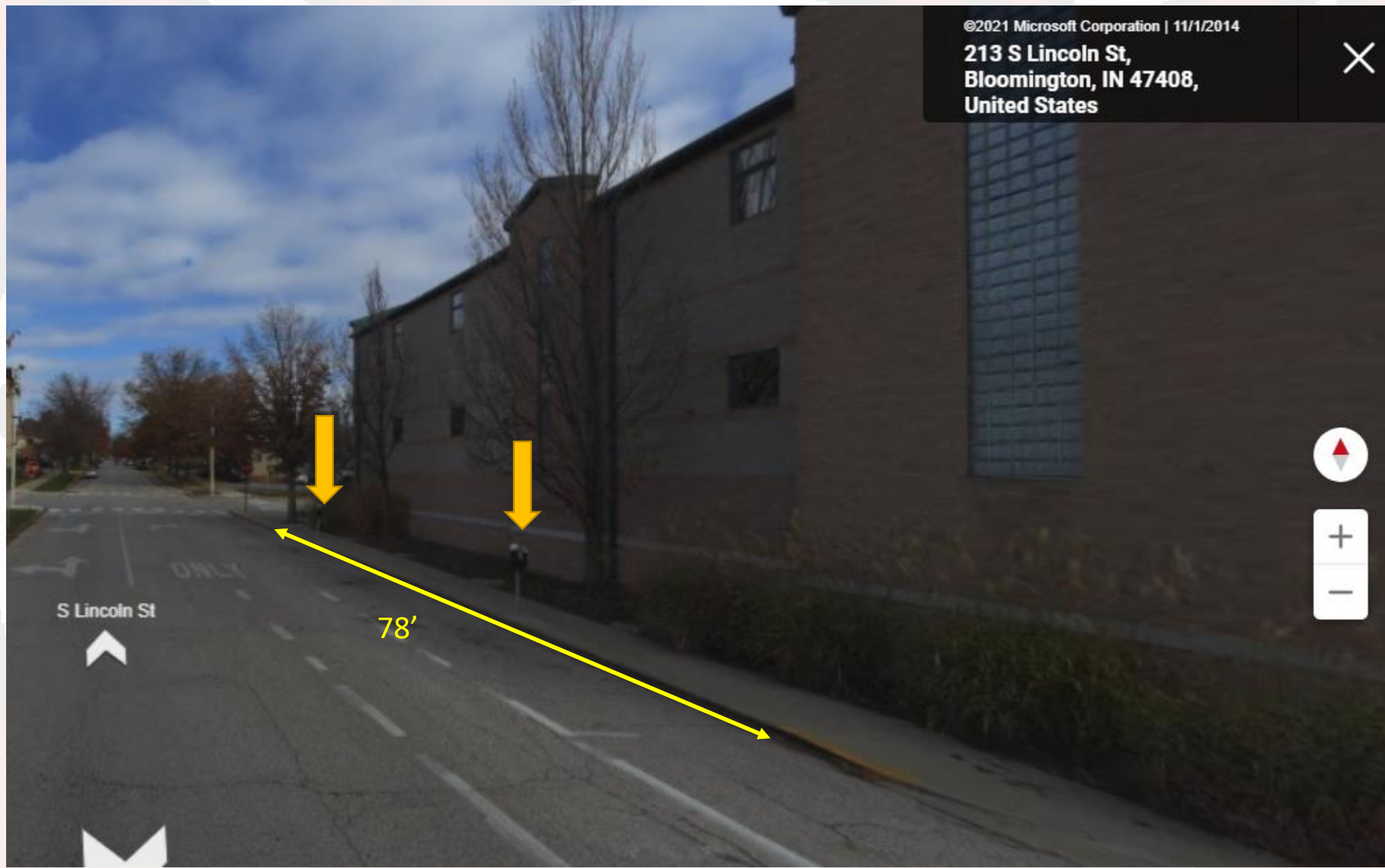
ARTICLE IV

5. Meetings. The City shall allow Union Meetings to take place in department stations. Union Members who are on duty shall be allowed to attend these meetings. If all stations are permitted to attend simultaneously, the meetings shall be held at Headquarters with a limit of twelve (12) meetings of no more than two (2) hours duration on an annual basis. Provided, however, the efficient operations of the Department shall not be jeopardized by the scheduling of Union Meetings.



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S Lincoln St



78'

**FIRE  
DEPARTMENT  
PARKING ONLY**

**UNAUTHORIZED VEHICLES  
TOWED AT VEHICLE  
OWNER'S EXPENSE**





Questions?