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P&T Post

THE NEWSLETTER OF THE CITY OF BLOOMINGTON
PLANNING AND TRANSPORTATION DEPARTMENT

Unified Development Ordinance (UDO) Update

The Unified Development Ordinance (UDO) is the primary source of land use regulations for the City of Bloomington, including both zoning and subdivision control ordinances. The updated UDO will be guided by the recently adopted 2018 Bloomington Comprehensive Plan.

The consultants, Clarion Associates, have divided the proposed changes into three modules. At this point, all three modules have been reviewed and stakeholder and public meetings have been held for each module.

In March, staff and consultants will release an update of the complete UDO following comments made during the review process into an "Consolidated Draft." The public will have time to review and comment on this draft.

Following feedback on the Consolidated Draft, the next version, the Adoption Draft will be ready for consideration by appointed and elected bodies.

For more information please visit the website (<https://bloomington.in.gov/planning/udo/update>) or contact the Department.

TRANSPORTATION PLAN ADOPTION

The Transportation Plan is a long range, multimodal transportation plan for the City of Bloomington. Previously, the Thoroughfare Plan and Bicycle and Pedestrian Transportation and Greenways System Plan were completed separately and adopted as separate plans. The new Transportation Plan takes a multimodal approach and merges the plans into one document. For the most part, all modes of transportation must occur within the same limited space, and a multimodal plan allows a broader discussion of the demands we place on our limited public right-of-way.

The Transportation Plan will be adopted into the Comprehensive Plan, which was approved in 2018. The Comprehensive Plan is a guiding policy document that establishes a vision, goals, and policy recommendations for the community. The Transportation Plan seeks to be consistent with and expound on the goals already adopted in the Comprehensive Plan, especially with the transportation chapter of the Plan.

Staff uses the Transportation Plan to determine building setbacks for new and redevelopment projects, to plan for and design capital projects, and to update or propose new policies.

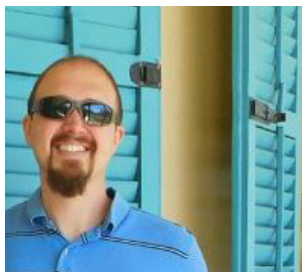
The consulting firm, Toole Design Group was hired to engage the public, meet with stakeholders, draft the plan and revise the plan based on input during public engagement processes held with stakeholders, members of the public, and elected officials in January and July of 2018.

The Plan has been presented to the City Council. Future hearings and an amendment process and deadline will be scheduled by Council, anticipate for late April or May 2019. For more information on the plan, upcoming hearing dates, and the draft plan please visit: <https://bloomington.in.gov/council>.



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NEW FACES IN THE DEPARTMENT



Ryan Clemens
MPO
Transportation
Planner

Ryan is now a Transportation Planner for the Bloomington/Monroe County Metropolitan Planning Organization. He originally started in the Department as an intern for the City of Bloomington Environmental Commission. Ryan became interested in planning while earning degrees in Landscape Architecture and Environmental Studies from Iowa State University. Previously, he was a landscape designer in Illinois and Alaska, a manager of a start-up aquaponics company in Wisconsin, and completed three terms of AmeriCorps in Montana, Nevada and Alaska – most notably working on energy and sustainability projects with tribal entities throughout rural Alaska. He moved to Bloomington in 2015 to study environmental planning and sustainable development at Indiana University’s School of Public and Environmental Affairs where he earned Masters degrees in Public Affairs and Environmental Science. During that time, he enjoyed the opportunities to work and serve with the IU Capital Planning & Facilities Department as well as with the Monroe County Planning and Health Departments. Ryan enjoys Bloomington for all of its community events, outdoor activities, and opportunities to cheer on the Hoosiers!



Ryan Robling
Zoning Planner

Ryan Robling is the Department’s new Zoning Planner. He recently moved to Bloomington from Indianapolis. Ryan completed his undergraduate degree in Political Science at IUPUI and then his Masters of Urban and Regional Planning from Ball State. He became interested in planning after taking an anthropology course on blight and abandonment. In his free time Ryan enjoys movies, music, and sports. Ryan is pictured here (left) with T.Y. Hilton of the Indianapolis Colts, one of his most beloved football teams.



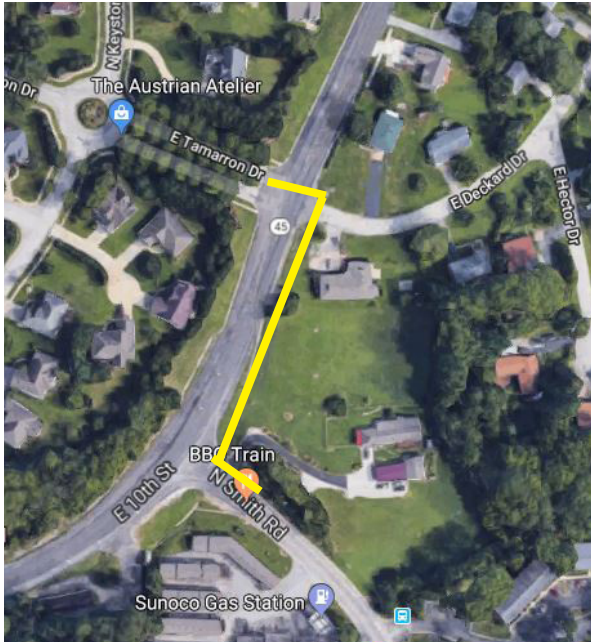
Mallory Rickbeil
Bicycle and
Pedestrian
Coordinator

Mallory Rickbeil joins the City as the Bicycle and Pedestrian Coordinator. Originally from Central Minnesota, Mallory moved to Bloomington in 2008 despite her parents’ warning and numerous red flags that doing so was likely an ill-advised professional venture. Even though the job bringing her here was quite short-lived; Mallory soon grew to love Bloomington and decided to “try and make it work, anyway.”

Over the course of the next ten years, Mallory proudly served many roles in the Bloomington community: a deli employee at the Bloomingfoods East, a graduate student at the IU School of Public Health, a Research Associate for the IU Center on Education and Lifelong Learning, and, most recently, the Community Wellness Coordinator for the Nutrition Education Program covering Owen, Greene and Clay Counties. Mallory’s work largely focuses on developing coalitions and partnerships which enable communities to make connected, healthy and sustainable behaviors accessible to residents who, like Mallory, are just trying to make it work. Mallory loves Bloomington because it has allowed her to adopt a mostly car-free lifestyle while at the same time providing a robust art, music, and local foods culture which brings an ever present sense of adventure and joy to her life. She lives with her partner, and their two sweet cats in the Broadview Neighborhood.



TRANSPORTATION AND ENGINEERING



10TH STREET PEDESTRIAN IMPROVEMENTS

Estimated Cost: \$337,785

This project constructed a new sidewalk on the south/east side of 10th Street from Smith Road to Deckard Drive; a pedestrian crossing of 10th Street at Deckard Drive including a median refuge, signage, striping, curb ramps, storm sewer, and school zone flashing beacons along 10th Street. Funding for the design of this project was provided through the Common Council Sidewalk Committee, the City of Bloomington, and the Monroe County Community School Corporation. Below are before and after photos of the project.

10th and Smith



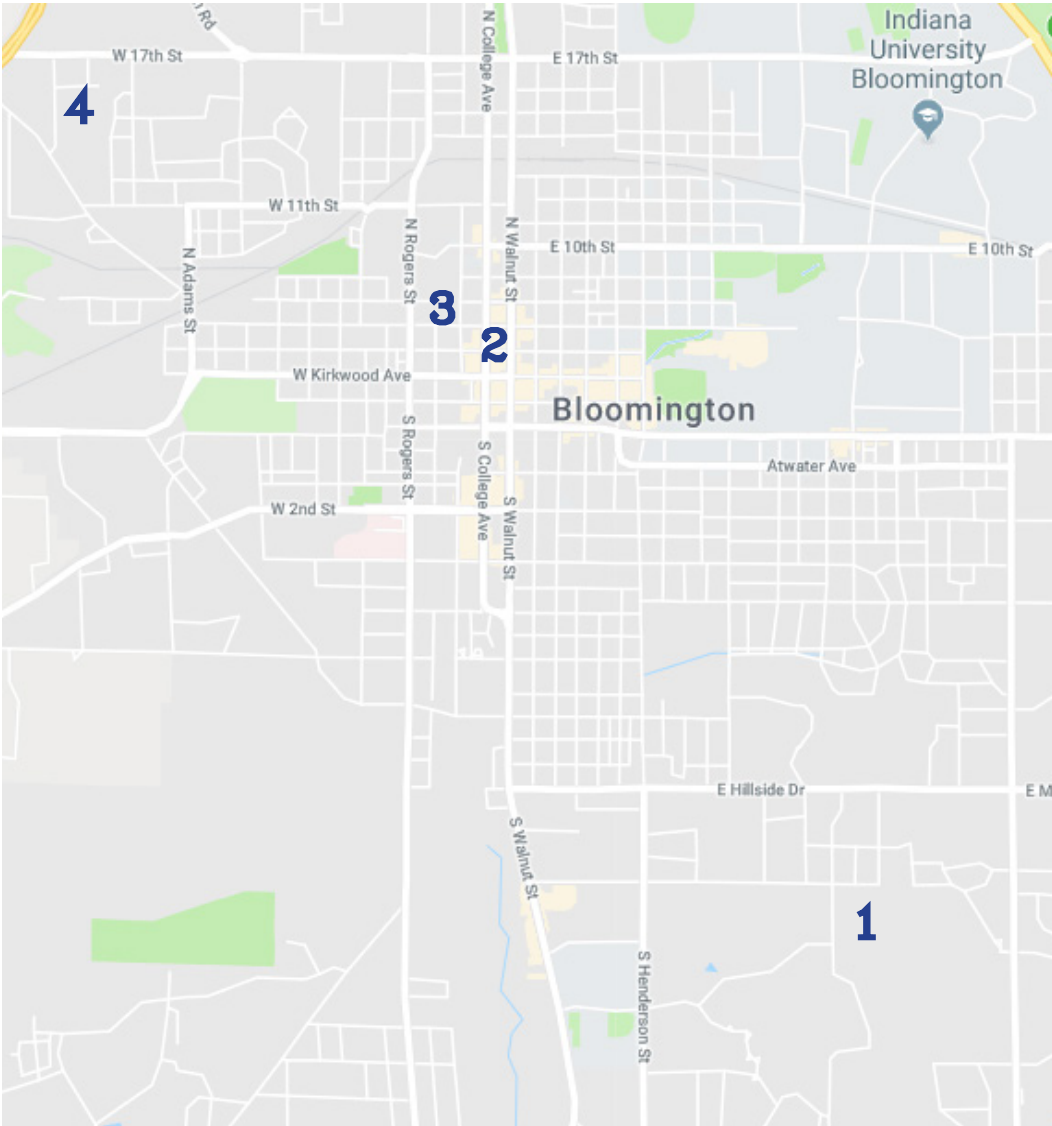
10th and Tamarron



DEVELOPMENT SERVICES

Development Services staff reviews all development petitions for the City to ensure their compliance with the Unified Development Ordinance (UDO). This includes all building, signage, occupancy, and grading permits. Staff also reviews development petitions and presents them to the Plan Commission, Plat Committee, Board of Zoning Appeals, Hearing Officer, and Common Council. These petitions include subdivisions, rezoning requests, site plans, conditional uses and variances. Below is a current development activity map that shows several sites currently under construction and descriptions and renderings on the following page.

DEVELOPMENT ACTIVITY MAP



1



Co-Housing

This project includes 27 single family homes surrounding a common shared green space located at the south side of the intersection of S. Maxwell Street and E. Short Street.

2



Serendipity

Located at the southeast corner of 4th Street and College Avenue, the existing two story building currently occupied by Serendipity, will be developed to a four story building with commercial remaining on the first two stories and 10 one bedroom apartments on the third and fourth stories. Sustainable development features include a solar panel system on the roof.

3



223 N. Morton St.

A 4-story mixed use building located on the south west corner of West 7th Street and N. Morton Street. The first floor will contain 4,000 square feet of commercial space and two 1 bedroom units. The second through fourth floors will be 8 four bedroom units.

4



The Union at Crescent

The developer rezoned 8 acres for an affordable housing development. The development contains three buildings ranging from three to five stories in height for a total of 146 units and 245 bedrooms.

NEIGHBORHOOD GREENWAYS PROJECT

About

Neighborhood Greenways are residential streets with low volumes of auto traffic and low speeds where people walking and people bicycling are given priority. Neighborhood Greenways allow access to motor vehicles, but priority is placed on walking and bicycling.

The goals behind a Neighborhood Greenway include:

- Improve Safety: Prioritize walking and bicycling and ensure they are safe options.
- Design for Comfort: Make the neighborhood greenway feel comfortable for walking with kids, bicycling with your family, and visiting neighbors. It should feel like the B-Line.
- Promote neighborhood interaction: Slower motor vehicle speeds and reduced vehicle volumes can promote and encourage increased neighborhood interaction.
- Increase connectivity: The Allen Street Neighborhood Greenway connects Bryan Park neighborhood to Bryan Park and to the B-Line and thereby Downtown and Switchyard Park.
- Increase high-comfort connectivity: To encourage more walking, bicycling, and transit use in the community, we need a complete network of facilities that link people with destinations.

Process

Staff attended several neighborhood meetings and worked with residents at neighborhood association meetings to develop and tweak the design. Staff also conducted an online survey and reviewed the input from the survey.

The project was installed on Allen Street from Walnut to Henderson in late April 2018. Planning and Transportation staff collected speed and volume data at two points along the installation before and during the installation.





How it works:

Reduce auto speeds – Speed bumps and other tools help slow automobile traffic on greenways.

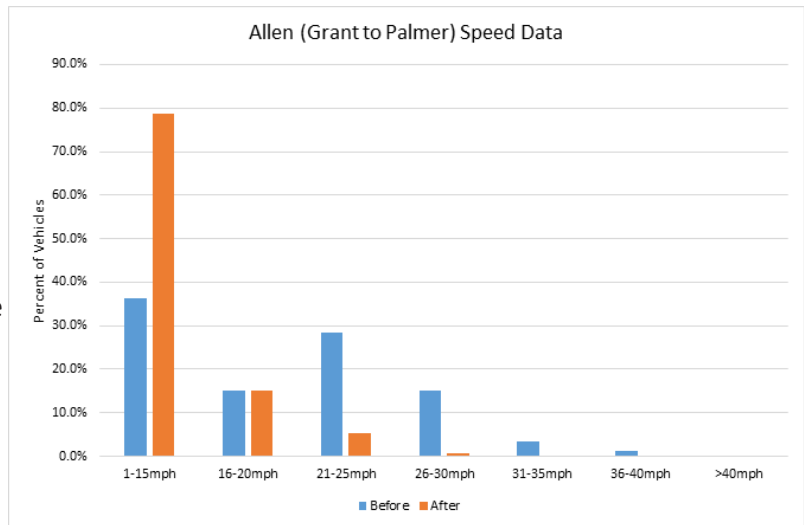
Reduce auto cut-through – Speed bumps, traffic circles, traffic diverters, and other tools prevent people driving cars trying to avoid larger streets from cutting through on neighborhood streets.

Guide people on the route and help get them where they are going – Markings on the pavement and signage let you know where the Greenway goes and what's nearby, like parks and business districts.

Contribute to community safety and health – More people out on the street walking and bicycling leads to safer streets and a healthier community.

Data & Next Steps

The two data collection points were: one in the block between Walnut and Washington Streets, and another between Grant and Palmer Streets. The data between Walnut and Washington Streets showed that there was not a significant change in the volume or speed of traffic; this was to be expected for the Walnut-Washington block because no traffic calming items were installed there. The data from the Grant-Palmer block shows that overall traffic speeds reduced and bicycle use was higher. The volumes increased for motor vehicles as well, but that is likely because Grimes Street was closed during this time.



The materials used for the existing bumpouts in the street are temporary. Staff is designing permanent bumpout designs in order to replace the temporary materials and make the changes permanent. Planning and Transportation want to use similar processes to enhance other Neighborhood Greenways as identified in the Bicycle and Pedestrian Plan throughout the city.