MONROE COUNTY

Urbanizing Area Plan

OCTOBER 2015

ACKNOWLEDGEMENTS

STEERING COMMITTEE

JEFF JEWEL, CO-CHAIR, BLOOMINGTON COMMISSION ON SUSTAINABILITY

SUE WANZER, MONROE COUNTY COMMUNITY SCHOOL CORP. BOARD

TOM MICUDA, DIRECTOR OF PLANNING, CITY OF BLOOMINGTON

LYNN COYNE, PRESIDENT, BLOOMINGTON ECONOMIC DEVELOPMENT CORPORATION

DANA PALAZZO, PROJECT MANAGER, BLOOMINGTON ECONOMIC DEVELOPMENT CORPORATION

AMY THOMPSON, COUNTY EXTENSION DIRECTOR, PURDUE UNIVERSITY

JIM SHELTON, GOVERNMENT RELATIONS MANAGER, GREATER BLOOMINGTON CHAMBER OF COMMERCE

JEFF MEASE, ONE WORLD ENTERPRISES

NANCY HILLER, NR HILLER DESIGN

RON WALKER, COOK INC.

MIKE RECORD, LOCAL GROWERS GUILD

DAVE HARSTAD, BLOOMINGTON BOARD OF REALTORS

CARVEN THOMAS, IBEW LOCAL 2249 / TRUSTEE, IVY TECH COMMUNITY COLLEGE

DUNCAN CAMPBELL, PRESERVATION DEVELOPMENT, INC.

SUSAN OSTBY, OUTDOOR RECREATION PLANNER

TINA PETERSON, COMMUNITY FOUNDATION OF BLOOMINGTON & MONROE CO.

STAKEHOLDERS

PATRICK MURPHY, DIRECTOR, CITY OF BLOOMINGTON UTILITIES

JOHN LANGLEY, DEPUTY DIRECTOR OF UTILITIES, CITY OF BLOOMINGTON

TOM SWOFFORD, PRESIDENT, BLOOMINGTON UTILITIES SERVICE BOARD

KEVIN ROBLING, SOUTH CENTRAL COMMUNITY SEWER DISTRICT BOARD OF TRUSTEES

KENT MCDANIEL, BLOOMINGTON PUBLIC TRANSIT CORPORATION; CHAIR, MPO POLICY COMMITTEE

ELI MCCORMICK, MANAGER, PARATRANSIT SERVICES, BLOOMINGTON TRANSIT

VINCE CARISTO, BLOOMINGTON BICYCLE & PEDESTRIAN SAFETY COMMISSION

BRUCE PAYTON, DIRECTOR, MONROE COUNTY AIRPORT

DAN COMBS, TRUSTEE, PERRY TOWNSHIP

LILLIAN HENEGAR, BLOOMINGTON TOWNSHIP TRUSTEE

RITA BARROW, TRUSTEE, VAN BUREN TOWNSHIP

CHERYL MUNSON, MONROE COUNTY COUNCIL; MONROE COUNTY EXTENSION ADVISORY BOARD

STEVE CRIDER, PRESIDENT, CRIDER AND CRIDER CONSTRUCTION

TIM HENKE, OWNER, RENAISSANCE RENTALS

JOHN CARTER, DIRECTOR OF PLANNING, MONROE COUNTY COMMUNITY SCHOOL CORPORATION

BILL BROWN, BILL C. BROWN AND ASSOCIATES

CLIENT GROUP

RICHARD MARTIN, MEMBER, MONROE COUNTY PLAN COMMISSION

SCOTT WELLS, MEMBER, EXECUTIVE COMMITTEE, MONROE COUNTY PLAN COMMISSION

DR. JULIE THOMAS, VICE PRESIDENT, MONROE COUNTY PLAN COMMISSION

LEE JONES, MEMBER, EXECUTIVE COMMITTEE, MONROE COUNTY PLAN COMMISSION

LARRY WILSON, PLANNING DIRECTOR, MONROE COUNTY GOVERNMENT

JASON EAKIN, ASSISTANT PLANNING DIRECTOR, MONROE COUNTY GOVERNMENT

JACQUELINE SCANLAN, SENIOR PLANNER, MONROE COUNTY GOVERNMENT

BETH ROSENBARGER, PLANNER, MONROE COUNTY GOVERNMENT

TAMMY BEHRMAN, PLANNER, MONROE COUNTY GOVERNMENT

CARLY PETERSEN, PLANNER, MONROE COUNTY GOVERNMENT

DAVID SCHILLING, ADMINISTRATIVE ATTORNEY, MONROE COUNTY GOVERNMENT

CONSULTANT TEAM

BRIAN KINZELMAN, PRINCIPAL-IN-CHARGE, MKSK

ERIC LUCAS, DESIGN PRINCIPAL, MKSK

MATT LEASURE, PROJECT MANAGER, MKSK

JUSTIN GOODWIN, PROJECT PLANNER, MKSK

MEGAN KARALAMBO, PROJECT DESIGNER, MKSK

LANA MERRILL, PROJECT DESIGNER, MKSK

JEFF KINGSBURY, MANAGING PRINCIPAL, GREENSTREET

MARK O'NEALL, ASSOCIATE, GREENSTREET

DREW ROSENBARGER, GREENSTREET

ALAN HAMERSLY, TRAILS, GREENWAYS & PARKS MANAGER, BF & S

DAVE GARWOOD, PROJECT ENGINEER, BF & S

MATT NOONKESTER, PRINCIPAL, SEVEN HILLS TOWN PLANNING GROUP

TABLE OF CONTENTS

FIGURES AND TABLES

CHAPTER 1

CHAPTER 2

CHAPTER 3

CHAPTER 4

CHAPTER 5

CHAPTER 6

EXECUTIVE SUMMARY

OVERVIEW

THE MONROE COUNTY URBANIZING AREA PLAN WAS INITIATED IN 2014 TO FULFILL THE RECOMMENDATIONS OF THE COUNTY COMPREHENSIVE PLAN FOR A MORE DETAILED LAND USE PLAN TO GUIDE GROWTH AND DEVELOPMENT FOR THE LAND SURROUNDING THE CITY OF BLOOMINGTON.

The Urbanizing Area Plan is the key policy guide for land use and development in the 36-square-mile area of unincorporated land immediately surrounding the City of Bloomington. This plan serves as a guide for Monroe County Staff, the Plan Commission, Board of Commissioners and other government entities as they assess the character, location, and extent of public investments and private development proposals in the Urbanizing Area. The Plan's policies and recommendations will be implemented over time through public and private decisions, such as capital improvements carried out by the County, and zoning or development proposals initiated by property owners and conducted through the public review process. The Urbanizing Area Plan should be reviewed on a regular basis, with major updates considered at least every ten years.

ADVANTAGES FOR THE COMMUNITY

CONSISTENCY AND FAIRNESS

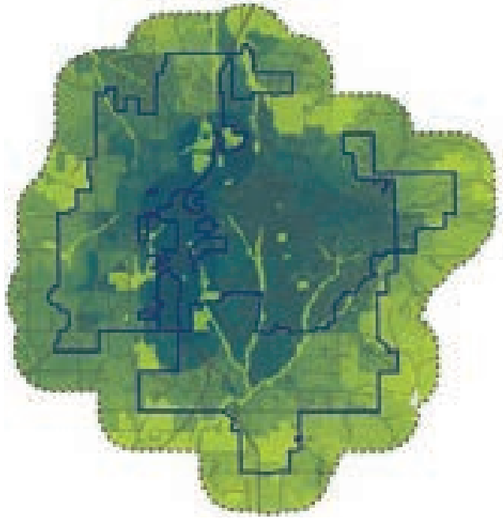
Land use decisions should be made in a consistent manner to ensure that the community's long term goals will be achieved as intended. Consistency also reinforces confidence in the private market that the development process will be fair and predictable. Furthermore, zoning-related actions by a community are typically considered to be legally defensible as long as those actions are not made in an "arbitrary or capricious" manner. Using the Plan to make well-reasoned decisions will help ensure the County's actions are appropriate.

SUSTAINABILITY AND RESOURCE EFFICIENCY

A strategic plan helps the County to steward public resources efficiently and responsibly. This plan helps guide the community toward investing in priority areas for public improvements and projects. It also helps guide the private sector toward focusing its investments, which in turn has implications for the expenditure of public resources to support new development. Focusing development in turn, has additional benefits for preserving natural resources and ecological integrity.

ECONOMIC DEVELOPMENT

A strong land use plan can help to demonstrate to the private market that the community has a clear vision for the future that supports continued private investment. Ultimately, the plan will be implemented through incremental private actions, as much as through public decisions. A well-supported plan can lead to public-private partnerships that advance the local economy for the entire community.



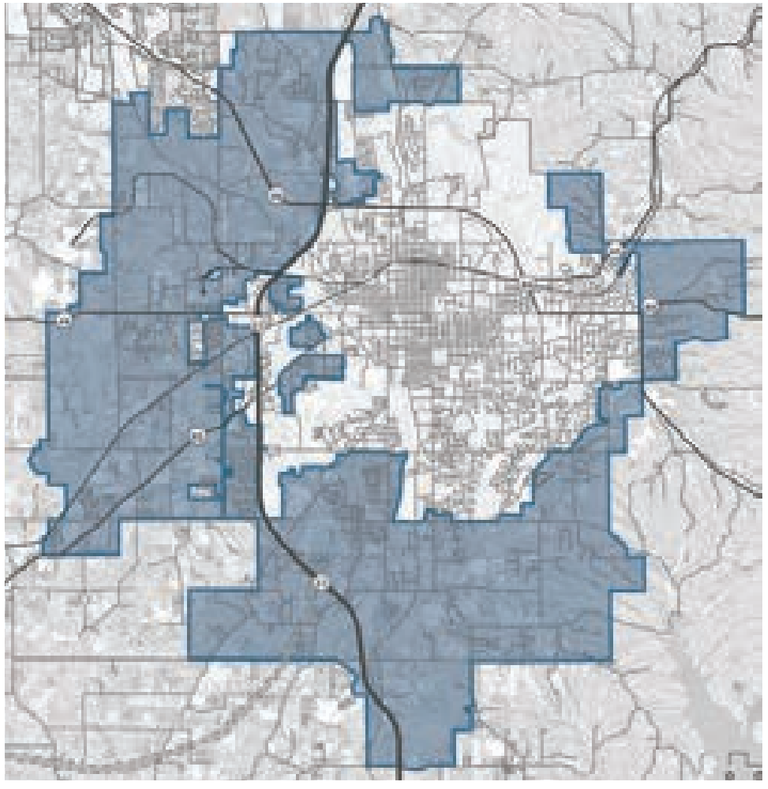
KEY ELEMENTS OF THE PLAN

The Plan is designed as a short-, medium- and long-range guide for decision-making. As a guiding document, the Urbanizing Area Plan should be adjusted and reassessed on a regular basis, with major updates considered at least every ten years.

THE URBANIZING AREA PLAN IS A POLICY DOCUMENT; THE ZONING CODE IS A REGULATORY ORDINANCE.

PROJECT BACKGROUND & GOALS

Existing conditions review of the Urbanizing Area including location, history, planning process and lastly the mission and goals.



MARKET ANALYSIS

FROM 2013-2050, MONROE COUNTY CAN EXPECT ANNUAL POPULATION GROWTH OF APPROXIMATELY 1,300 PERSONS.

This analysis utilizes the mid-range 2040 projections from the draft 2040 Long Range Transportation Plan, which is being prepared for Monroe County through a separate project. This model projects an average of 1,020 new jobs annually over the time horizon.

PHYSICAL ANALYSIS

The Urbanizing Area Plan was developed through a comprehensive process geared toward understanding and anticipating the opportunities and constraints that will affect the course of development across the planning area over the next 35 years.

QUANTITATIVE METRICS, OR "INDICATORS" ARE HELPFUL IN UNDERSTANDING THE RELATIVE COSTS AND BENEFITS OF DIFFERENT LAND USE AND DEVELOPMENT SCENARIOS.

DEVELOPMENT SCENARIO INDICATORS

+ Efficient Use of Infrastructure/Land Preservation
+ Housing Choices/Quality of Life
+ Sense of Place
+ Transportation Impacts

GOAL 1 FOCUS DIVERSE GROWTH NEAR AREAS OF EXISTING INFRASTRUCTURE, DEVELOPMENT, AMENITIES AND SERVICES

GOAL 2 PROTECT VULNERABLE LANDS FROM ENCROACHMENT

GOAL 3 IMPROVE THE QUALITY OF LIFE WITHIN THE URBANIZING AREA

GOAL 4 SUPPORT DIVERSE AND INNOVATIVE EMPLOYMENT OPPORTUNITIES

GOAL 5 DEVELOP A SENSE OF PLACE WITHIN THE URBANIZING AREA

OBJECTIVES

Outlines an overall framework based on six major themes for achieving the planning goals for the Urbanizing Area, organized according to the ten planning objectives.

PLANNING OBJECTIVES

- **O1** DEFINE CHARACTER & SENSE OF PLACE
- **O2** CREATE A STRONGER STREET AND ROADWAY NETWORK
- **O3** CREATE A MULTIMODAL TRANSPORTATION SYSTEM
- **O4** MAKE STRATEGIC INFRASTRUCTURE INVESTMENTS
- **O5** CREATE AN INTEGRATED PARKS & RECREATION SYSTEM
- **O6** PROMOTE GREEN INFRASTRUCTURE
- **O7** ENCOURAGE AGRICULTURE
- **O8** INCREASE HISTORIC & CULTURAL PRESERVATION
- **O9** SUPPORT & INCENTIVIZE ECONOMIC DEVELOPMENT
- **O10** PROMOTE DIVERSE HOUSING CHOICES

LAND USE PLAN & POLICIES

The Land Use Plan is to be used when making public and private decisions about development, redevelopment, and related infrastructure investments. The Land Use Plan provides a framework to create a more organized pattern of development within the Urbanizing Area. Based on the preferred development scenario the Land Use Plan is illustrated and provides descriptions of each land use category, with specific policies related to transportation, infrastructure, open space, and development standards.

MIXED-USE
Mixed-use Districts are the densest, most pedestrian-oriented development types in the Urbanizing Area.

MIXED-RESIDENTIAL
Mixed residential neighborhoods accommodate a wide array of both single-family and attached housing types, integrated into a cohesive neighborhood. They may also include neighborhood commercial uses as a local amenity.

SUBURBAN RESIDENTIAL
Suburban residential includes existing low-density single-family subdivisions and isolated multi-family apartment complexes.]

CONSERVATION RESIDENTIAL
Conservation communities are master planned developments designed to preserve significant amounts of open space as a community amenity.

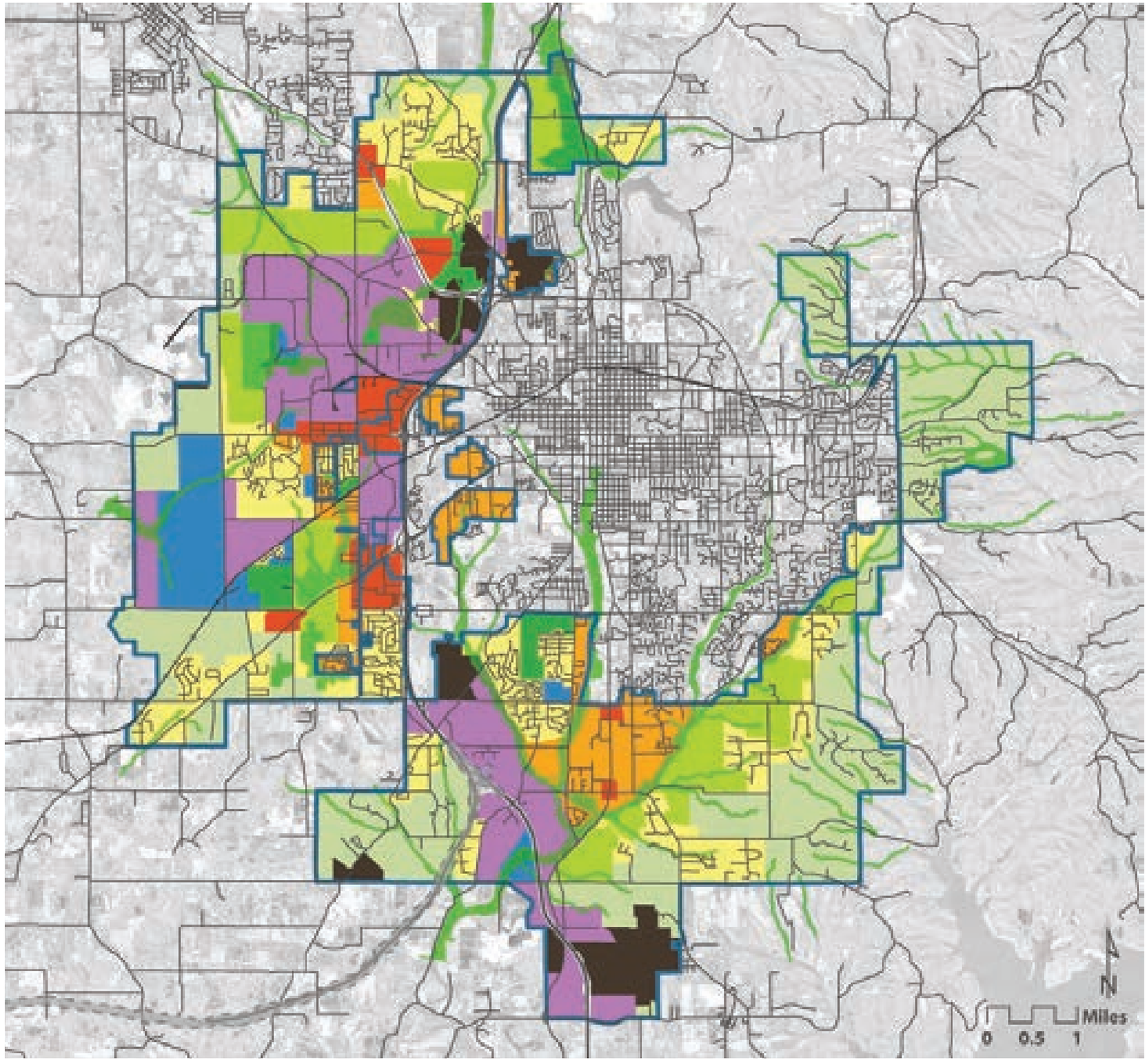
EMPLOYMENT
Employment-oriented uses include light industrial, manufacturing and assembly, research and development facilities, flex/office space, construction trades, warehousing and other types of commercial uses.

INSTITUTIONAL
Civic and institutional uses include educational and religious facilities and other types of public and private facilities intended for public assembly and gathering.

QUARRY LANDSCAPES
Quarry landscapes are found throughout the Urbanizing Area, primarily in the south and west portions of the area. These include both actively mined and abandoned quarries, a number of which are either listed or eligible for inclusion on the National Register of Historic Places Landscape District Registry.

RURAL TRANSITION
Portions of the Urbanizing Area, primarily to the east and south, are not suitable for intensive development due to access, infrastructure and environmental constraints.

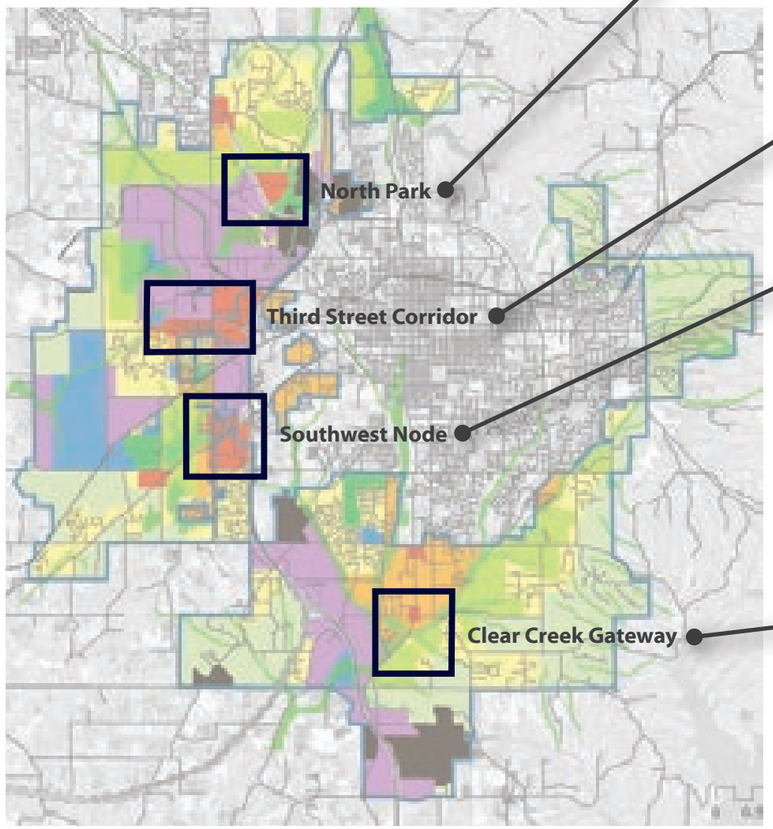
PARKS AND OPEN SPACE
Protected open space includes public parks and privately-owned lands dedicated for active or passive recreation or environmental preservation.

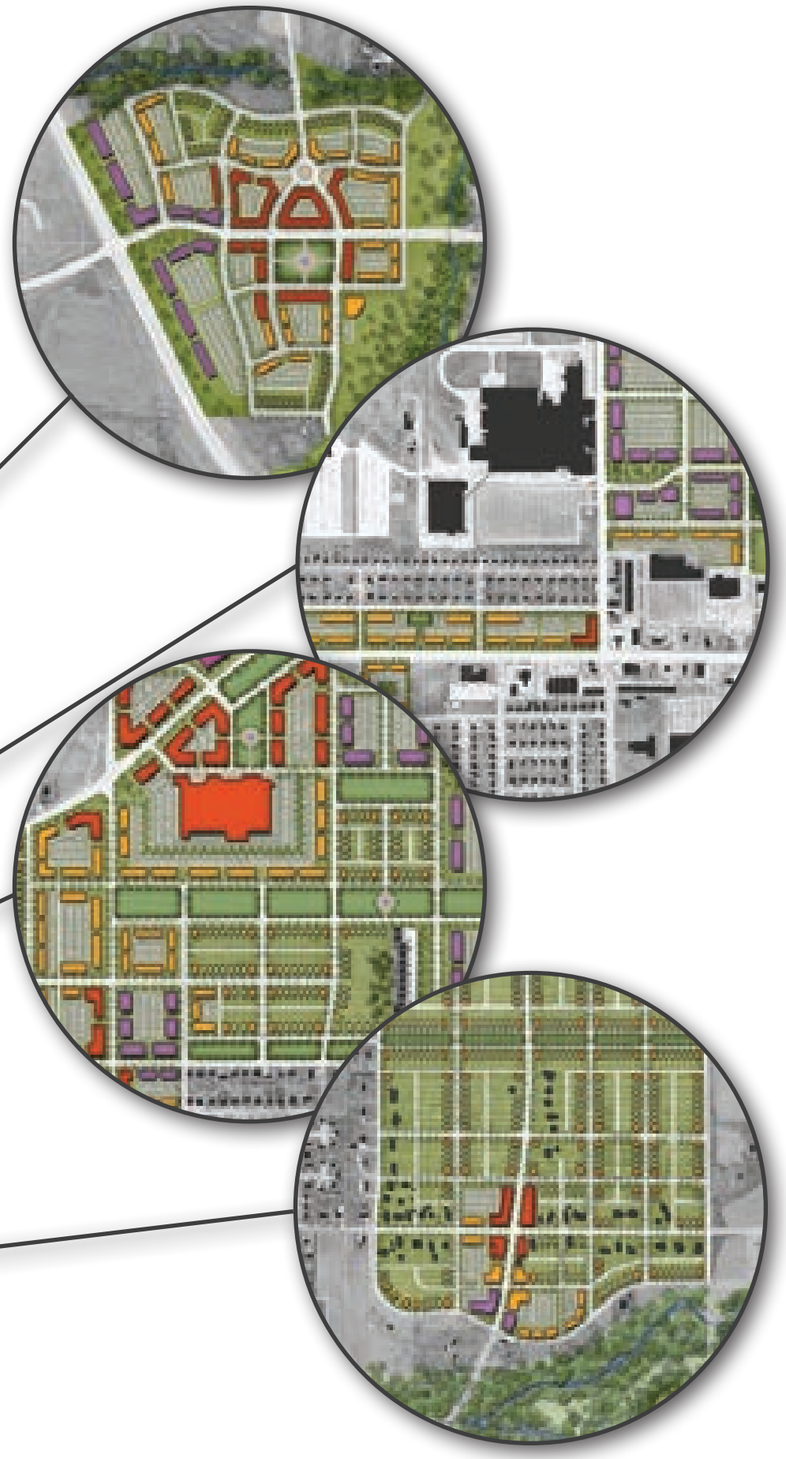


KEY INVESTMENT AREA PLANS

The Key Investment Area Plans provide a more in-depth depiction of how the Land Use Plan may be implemented in key locations within the Urbanizing Area that are expected to undergo significant change.

THE KEY INVESTMENT AREA PLANS ARE INTENDED TO DEMONSTRATE THE FUNCTIONAL APPLICATION OF THE DEVELOPMENT SUITABILITY MAP, LAND USE PLAN, AND LAND USE POLICIES.





IMPLEMENTATION STRATEGY

THE IMPLEMENTATION STRATEGY BEGINS WITH ADOPTION OF THE PLAN AS THE OFFICIAL POLICY DOCUMENT TO GUIDE PUBLIC AND PRIVATE DECISION-MAKING IN THE URBANIZING AREA.

Following adoption, one of the first actions the County should undertake is an update of zoning, subdivision and other relevant development regulations to ensure consistency with the Plan's recommendations. This may occur as a comprehensive update, or as a series of updates focused on specific priorities. Regulatory updates will set the stage for private development as well as catalytic capital improvement projects. The County and other entities, both public and private, should also begin developing the programs and initiatives described in the Plan to further advance the community's goals and objectives for the Urbanizing Area.

The Implementation Chapter provides a detailed implementation matrix that outlines recommended strategies and projects, their relative time frame for implementation, lead sponsor and priority within the overall implementation framework.

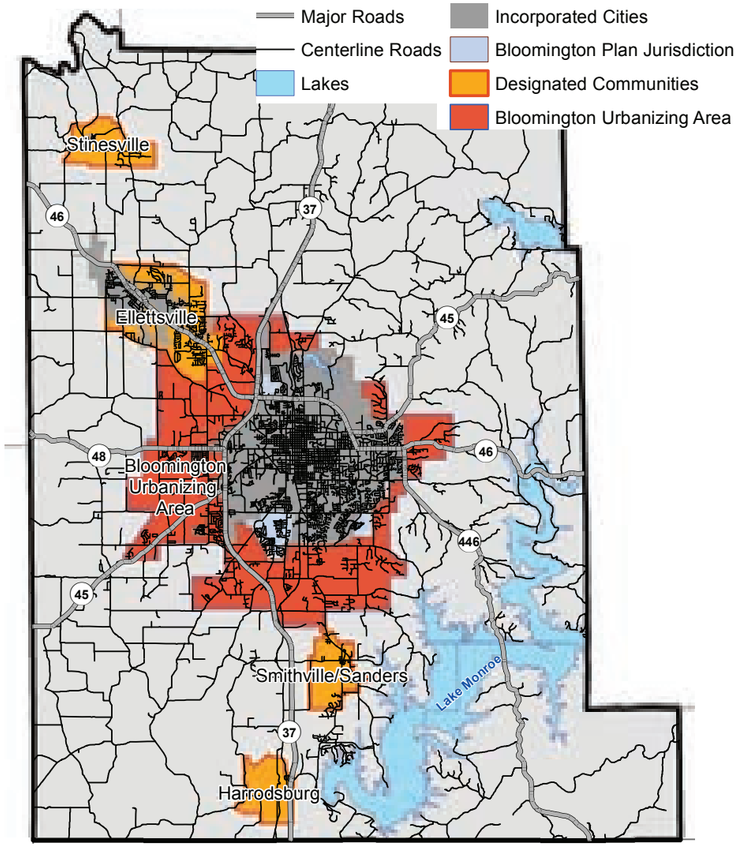
1

PROJECT BACKGROUND, PURPOSE & GOALS

1.0 INTRODUCTION

THE URBANIZING AREA PLAN IS THE KEY POLICY GUIDE FOR LAND USE AND DEVELOPMENT IN THE PORTION OF THE COUNTY IMMEDIATELY SURROUNDING THE CITY OF BLOOMINGTON.

FIGURE 1.0: MONROE COUNTY, INDIANA



Source: Monroe County Comprehensive Plan

1.0.0 BACKGROUND

In 2012, the Monroe County Board of Commissioners adopted the Monroe County Comprehensive Plan, the first major update of the County's primary policy document since 1996. The Plan describes land within the County in two broad classifications, rural property and urban property, and recommends concentrating development in a series of "Designated Communities." Four of these communities are considered "Rural Communities"; the fifth is the area commonly referred to as the "Bloomington Urbanizing Area."

The Comprehensive Plan included a general land use plan for the Urbanizing Area, intended to serve as an interim guide until a more detailed land use plan for the area could be developed. This planning effort was noted as an immediate priority following adoption of the Comprehensive Plan. A list of planning objectives and considerations for the Urbanizing Area was provided:

+ Focus new growth and development within and near the core of the existing community;
+ Promote dense and compact form of development;
+ Capitalize on existing infrastructure;
+ Maintain a distinctive edge, separating urban areas from rural areas;
+ Provide for future growth areas;
+ Encourage reinvestment, infill, and redevelopment;
+ Increase employment opportunities;
+ Interconnect streets where practical;
+ Establish design guidelines;
+ Develop alternative transportation and recreation opportunities connecting to surrounding areas;
+ Protect vulnerable lands from encroachment;
+ Provide a range of housing choice and increase affordability;
+ Improve opportunities for Mixed-Use development;
+ Integrate open space, natural, and historic resources into the land use and development patterns;
+ Encourage business development in both the Bloomington and West Side Tax Increment Finance Districts and in the areas served directly by State Road 46, State Road 48, State Road 45 and Curry Pike;
+ Focus on meeting the needs of existing business uses and continue to promote a full range of employment growth opportunities from small to large scale;
+ Capitalize on the investments made into the Karst Farm Greenway, Vernal Pike, and Curry Pike to attract and retain business and employment opportunities;
+ Identify key Reinvestment Areas for both residential and employment growth; and
+ Develop capital improvement and service plans for the Bloomington Urbanizing Areas.

1.0.1 WHAT IS THE URBANIZING AREA PLAN?

The Monroe County Urbanizing Area Plan was initiated in 2014 to fulfill the recommendations of the County Comprehensive Plan for a more detailed land use plan to guide growth and development for the roughly 36-square-mile area of unincorporated land surrounding the City of Bloomington.

The Urbanizing Area Plan is the key policy guide for land use and development in the portion of the county immediately surrounding the City of Bloomington. This plan serves as a guide for Monroe County staff, the Plan Commission, Board of Commissioners and other government entities as they assess the character, location, and extent of public investments and private development proposals in the Urbanizing Area. The Plan's policies and recommendations will be implemented over time through public and private decisions, such as capital improvements carried out by the County, and zoning or development proposals initiated by property owners and conducted through the public review process.

The Land Use Plan and Key Investment Area Plans are significant elements of the Urbanizing Area Plan. The Land Use Plan is comprised of a Future Land Use Map and Land Use Type descriptions that provide a broad framework for development and preservation across the planning area over a 35-year timeframe. The Key Investment Area Plans provide a more detailed illustration of how the Land Use Plan may be implemented in key locations within the Urbanizing Area that have significant potential for new growth, infill development and reuse/redevelopment. These elements of the Plan together create a unifying vision for the Urbanizing Area and serve to guide decision-making in regards to the appropriateness of development proposals and the infrastructure improvements necessary to support future development. As conditions are constantly changing, the Urbanizing Area Plan should be reviewed on a regular basis, with major updates considered at least every ten years.

1.0.2 BASIS IN STATE LAW

The Urbanizing Area Plan is intended to be adopted by reference as an amendment to the County Comprehensive Plan. The Indiana Code (IC 36-7-4-405) states that it is the Plan Commission's duty to adopt comprehensive plans, zoning ordinances and zone map changes to the lands within its boundaries. To exercise zoning and planning powers in Indiana the Plan Commission should work to improve the health, safety, convenience, and welfare of their citizens and to plan for the future development of their communities with the following objectives:

+ That highway systems be carefully planned;
+ That new communities grow only with adequate public way, utility, health, educational, and recreational facilities;
+ That the needs of agriculture, forestry, industry, and business be recognized in future growth;
+ That residential areas provide healthful surroundings for family life; and
+ That the growth of the community is commensurate with and promotive of the efficient and economical use of public funds.

Per the Code (IC 36-7-4-501), a comprehensive plan shall be approved by resolution for the promotion of public health, safety, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development. In keeping with this authority, the Urbanizing Area Plan provides "objectives for the future development of the jurisdiction, statement of policy for the land use development of the jurisdiction and a statement of policy for the development of public ways, public places, public lands, public structures, and public utilities."

1.0.3 UNDERSTANDING THE RELATIONSHIP BETWEEN PLANNING AND ZONING

A planning document and a Zoning Code, or a future land use map and a zoning map, are all related documents, but there are important differences. It is important to understand how the Urbanizing Area Plan is intended to be used, and how its implementation relates to the County's zoning requirements.

A. THE URBANIZING AREA PLAN IS A POLICY DOCUMENT; THE ZONING CODE IS A REGULATORY ORDINANCE.

The Urbanizing Area Plan is a policy document with a series of goals, objectives, strategies and general recommendations to help guide decision-making. Unlike the Zoning Code, the Plan does not immediately change the status of how land can be used or developed. The Urbanizing Area Plan establishes an overall vision for how land should be used as the plan is implemented in the future. The Plan includes a Future Land Use Map that shows the potential use of land at the end of a 35-year planning period. The Zoning Code is implemented through a Zoning Map that specifies how land may or may not be used today.

The Land Use Map is not intended to be exactly replicated as a Zoning Map. However, one of the ways to implement the Plan is to revise zoning districts and development regulations in conformance with the Plan's recommendations, which should be considered carefully and strategically. Adoption of the Urbanizing Area Plan does not directly affect established zoning designations or regulations, therefore existing uses and structures are not affected.

The Plan should be used to guide development decisions and to inform zoning changes, but other factors must be considered as well. For instance, infrastructure improvements such as utility extensions and roadway upgrades may be necessary to accommodate new development. The ability to fund the construction and long term maintenance of these facilities should be considered alongside the policy recommendations of the plan and the recommended land use types designated on the Land Use Map.

1.0.4 ADVANTAGES FOR THE COMMUNITY

A. CONSISTENCY AND FAIRNESS

Land use decisions should be made in a consistent manner to ensure that the community's long term goals will be achieved as intended. Consistency also reinforces confidence in the private market that the development process will be fair and predictable. Furthermore, zoning-related actions by a community are typically considered to be legally defensible as long as those actions are not made in an "arbitrary or capricious" manner. Using the Plan to make well-reasoned decisions will help ensure the County's actions are appropriate.

B. SUSTAINABILITY AND RESOURCE EFFICIENCY

A strategic plan helps the County to steward public resources efficiently and responsibly. This plan helps guide the community toward investing in priority areas for public improvements and projects. It also helps guide the private sector toward focusing its investments, which in turn has implications for the expenditure of public resources to support new development. Focusing development in turn, has additional benefits for preserving natural resources and ecological integrity.

C. ECONOMIC DEVELOPMENT

A strong land use plan can help to demonstrate to the private market that the community has a clear vision for the future that supports continued private investment. Ultimately, the plan will be implemented through incremental private actions, as much as through public decisions. A well-supported plan can lead to public-private partnerships that advance the local economy for the entire community.

1.1 THE PLANNING AREA

MONROE COUNTY'S URBANIZING AREA CONSISTS OF 36.8 SQUARE MILES COMPARED TO 23.4 SQUARE MILES FOR THE CITY OF BLOOMINGTON

1.1.0 JURISDICTION

The general area, now defined as the Monroe County Urbanizing Area, has been known by many names over the years, including the Bloomington Urbanizing Area ("BUA"), the former two-mile fringe, or simply, the "Fringe". The planning area wraps around the incorporated City of Bloomington and also includes areas intended for annexation (AIFA). The Urbanizing Area roughly corresponds to the land area over which the City of Bloomington exercised statutory planning jurisdiction prior to 1997. Pursuant to an interlocal agreement between the City and Monroe County, the former two-mile fringe area is governed by the terms of the 1991 Bloomington Growth Policies Plan and the Monroe County Zoning Ordinance Chapter 833 which incorporates the definitions, zones and development standards of the Bloomington Zoning Ordinance which were in effect at that time.

1.1.1 BOUNDARIES

Although the jurisdictional boundaries of the Urbanizing Area are very well defined in plans and policies, the perception on the ground is blurred or unnoticable. For example, The Third Street Corridor west of the I-69 right-of-way is both in the Urbanizing Area and the City of Bloomington. To most residents and visitors, the City jusrisdictional boundary line is imperceptible. Portions of Curry Pike/Leonard Springs Road also fall across both jurisdictions, hence the irregular boundaries of the planning area. Therefore, the planning team has approached this plan with the intention of creating land use concepts that work across jurisdictional boundaries. However, the land use plan and policies only apply to the Urbanizing Area, as administered by Monroe County Government.

FIGURE 1.1: MONROE COUNTY URBANIZING AREA

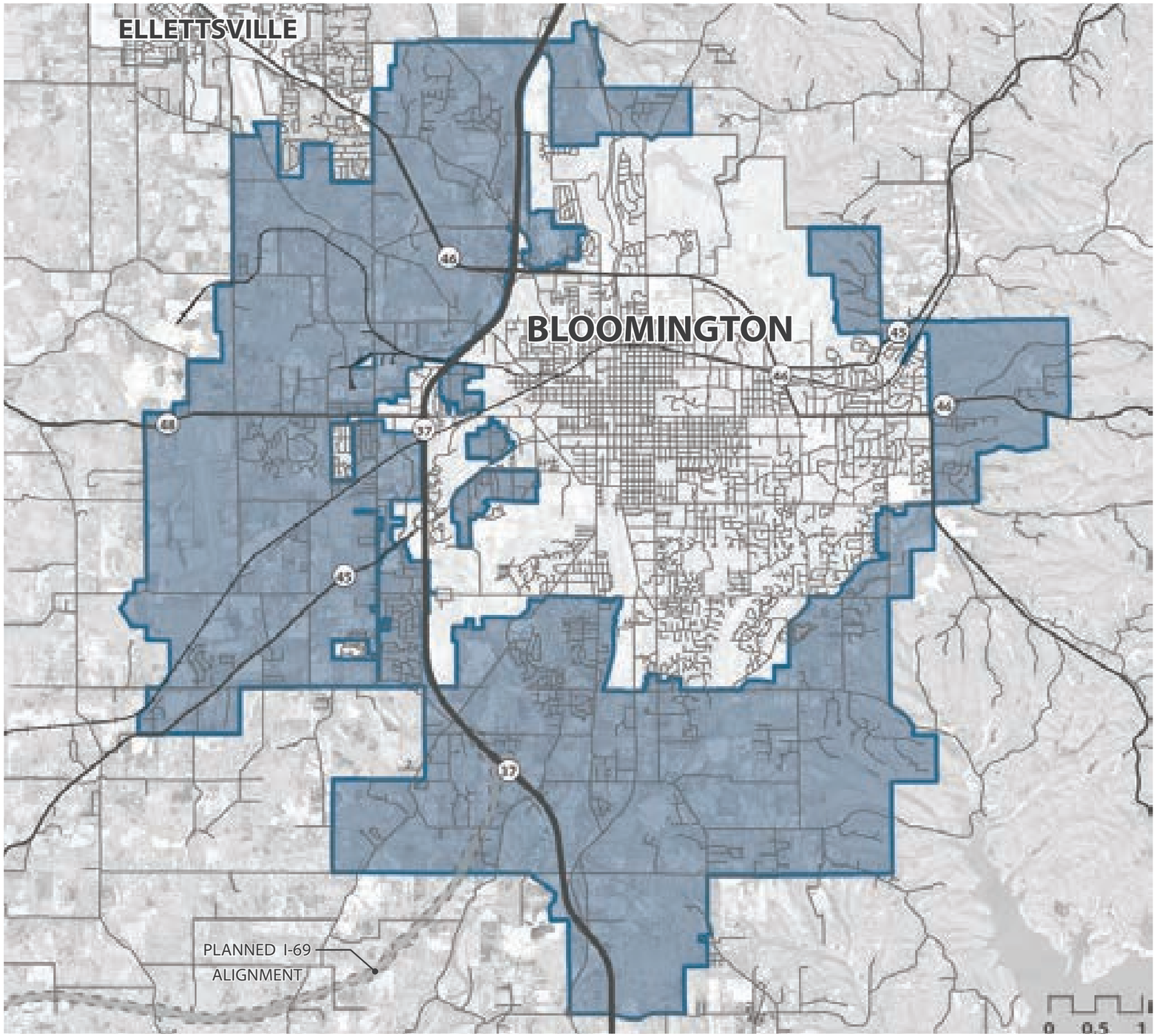
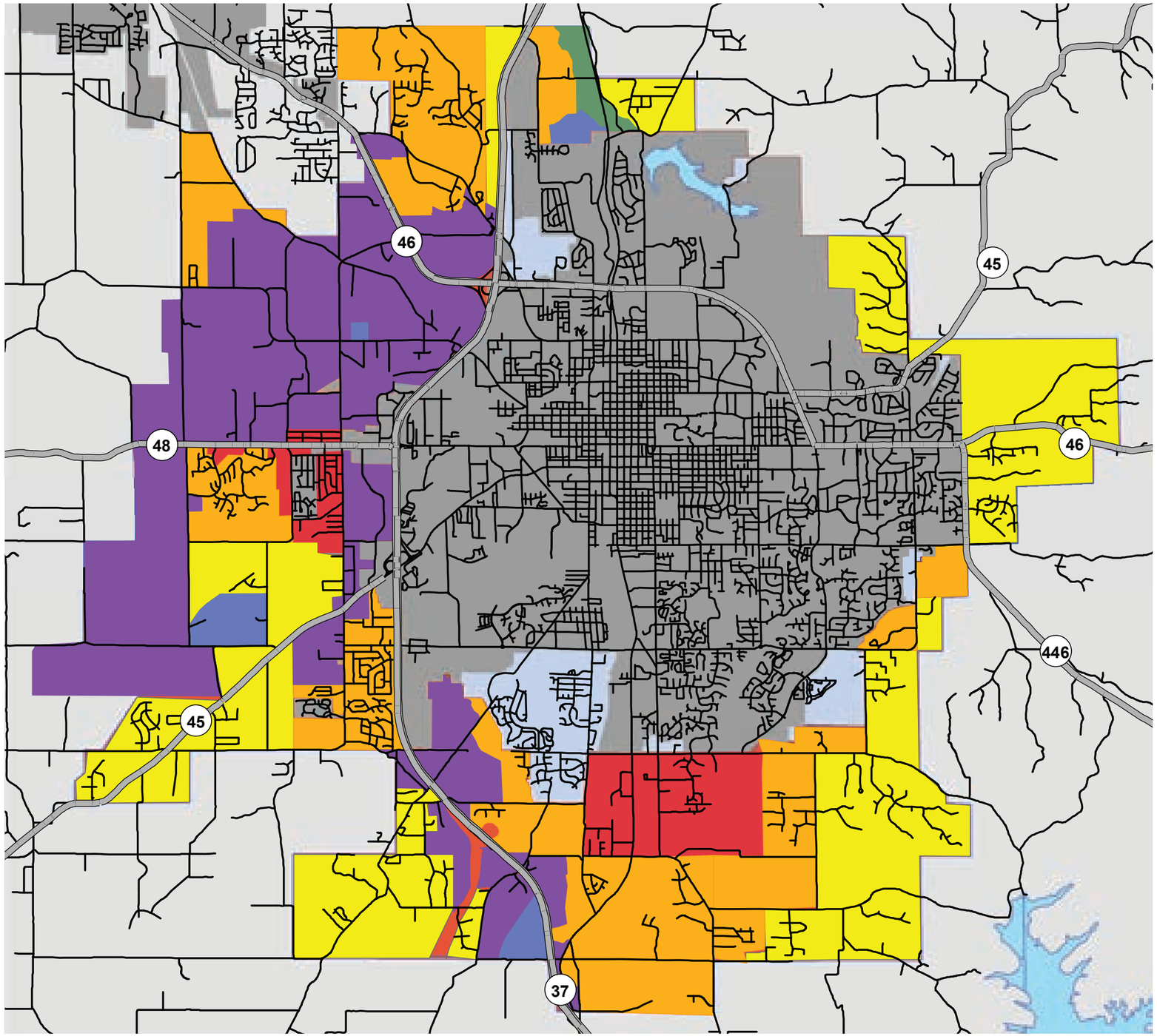


FIGURE 1.2: 2012 MONROE COUNTY COMPREHENSIVE PLAN - INTERIM LAND USE PLAN FOR THE URBANIZING AREA



Source: Monroe County Comprehensive Plan

1.1.2 THE STARTING POINT

The 2012 Monroe County Comprehensive Plan laid the groundwork for the Urbanizing Area Plan. The Comprehensive Plan included an interim land use plan for the Urbanizing Area, and recommended a more in-depth study of the issues and opportunities affecting the area. This Plan was initiated to fulfill that recommendation.

Key principles outlined in the 2012 plan included:

+ Increase residential choices;
+ Focus urban development in designated communities, including the Urbanizing Area;
+ Protection of vulnerable land forms and development of resilient land forms in a responsible manner;
+ Maximize opportunities for employment uses; and
+ Preserve rural property.

1.2 EXISTING CONDITIONS

DESPITE THE NAME "URBANIZING AREA", MUCH OF THE AREA HAS A VERY RURAL CHARACTER.

1.2.0 EXISTING CHARACTER

The character of development within the Urbanizing Area today is primarily suburban, with low-density, auto-oriented development in a series of largely isolated and disconnected residential subdivisions, apartment complexes, mobile home communities, retail shopping centers, business and industrial buildings, and individual commercial or industrial facilities. The Urbanizing Area boasts scenic roadways, historic farmsteads, streams, woods and other natural features, active and abandoned limestone quarries, large open spaces and beautiful vistas.

1.2.1 EXISTING DEVELOPMENT PATTERNS

The Current Zoning Map (Figure 1.3), illustrates the complexity of development patterns throughout the planning area. At first glance, this might suggest a diversity and integration of land uses that would be consistent with the recommendations of this plan. However, it should be noted that even where different but complementary land uses are located in close proximity to one another, adjacent developments are often not well integrated in terms of site design, building relationships and vehicular access.

The map also illustrates the large amount of vacant, undeveloped and agricultural land within the Urbanizing Area, much of which is surrounded by other development. This indicates a "leap frog" development pattern that has occurred over the years, as new "greenfield" developments have consumed land in a piecemeal fashion, leaving gaps of undeveloped land. This development pattern has implications for transportation and utilities infrastructure investments and maintenance, open space and environmental preservation, economic development strategies such as industry clustering, and quality of life considerations related to community character, travel behavior and housing choices.


Image: Monroe County


Image: MKSK

Image: http://alexdeckard.com/wp-content/uploads/2013/12/PC2600021.jpg


Image:: Monroe County

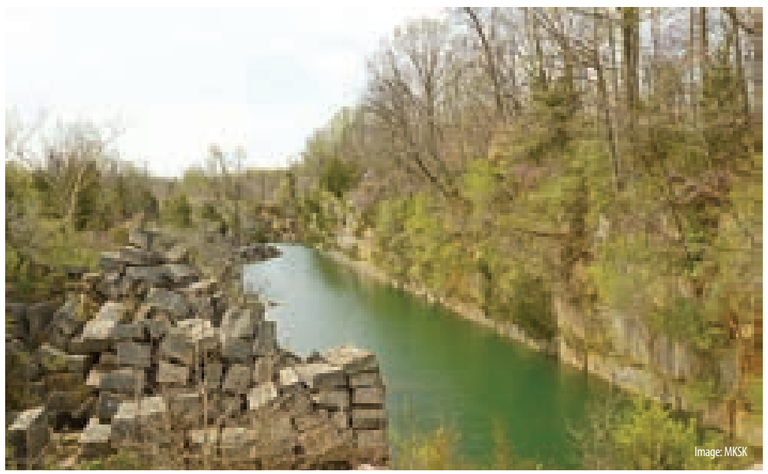


Image: MKSK

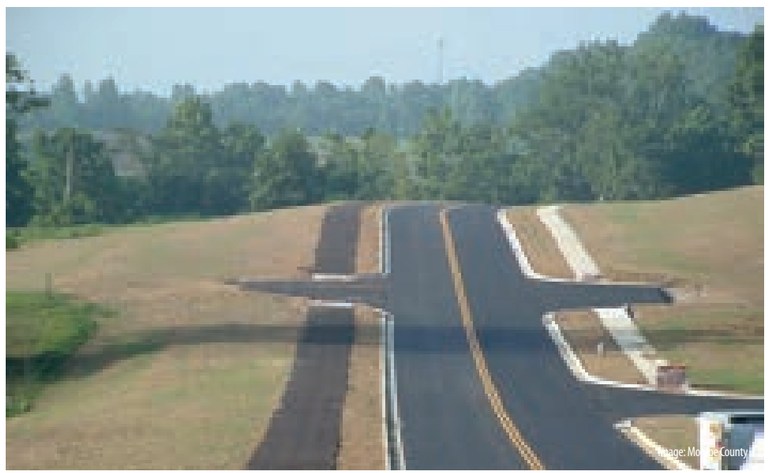
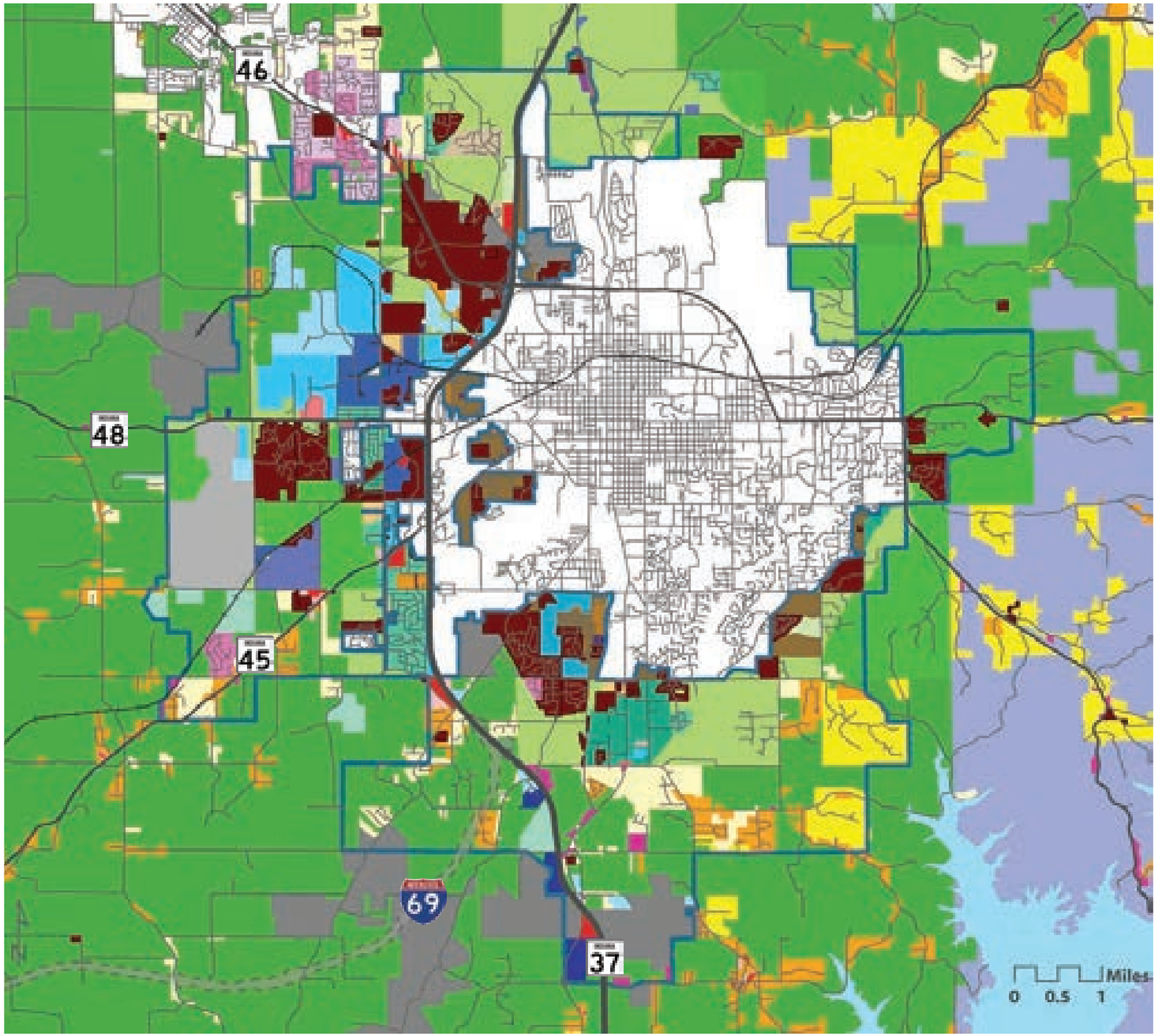


Image: Monroe County

FIGURE 1.3: CURRENT MONROE COUNTY ZONING PATTERNS WITHIN AND OUTSIDE OF THE URBANIZING AREA



LEGEND

(Refer to the Monroe County Zoning Ordinance for full descriptions)

- AG/RR Agriculture/Rural Reserve
- AP Airport
- BP Business Park
- CA Arterial Commercial
- CG General Commercial
- CL Limited Commercial
- CR Conservation Residential
- ER Estate Residential
- FR Forest Reserve
- GB General Business
- HI Heavy Industrial
- HR High Density Residential
- I Institutional
- IG General Industrial
- IL Limited Industrial
- IN Institutional
- IP Institutional/Public
- LB Limited Business
- LI Light Industrial
- LR Low Density Residential
- ME Mineral Extraction
- MH Manufactured Housing
- MR Medium Density Residential
- PB Pre-Existing Business
- PUD Planned Unit Development
- Q Quarries
- QY Quarries
- RE Estate Residential
- RE1 Estate Residential
- RE2.5 Estate Residential
- REC Recreation
- RM Multi Dwelling Residential
- RM15 Multi Dwelling Residential
- RM7 Multi Dwelling Residential
- RS Single Dwelling Residential
- RS2 Single Dwelling Residential
- RS3.5 Single Dwelling Residential
- RS3.5/PRO6 Single Dwelling Residential
- RS4.5 Single Dwelling Residential
- SR Suburban Residential
- UR Urban Residential
- WA Water

1.3 AREA HISTORY & CULTURE

THE URBANIZING AREA HAS A RICH HISTORY DATING BACK TO EUROPEAN SETTLEMENT IN THE EARLY 19TH CENTURY AND NATIVE AMERICAN SETTLEMENTS BEFORE.

1.3.0 URBANIZING AREA HISTORY

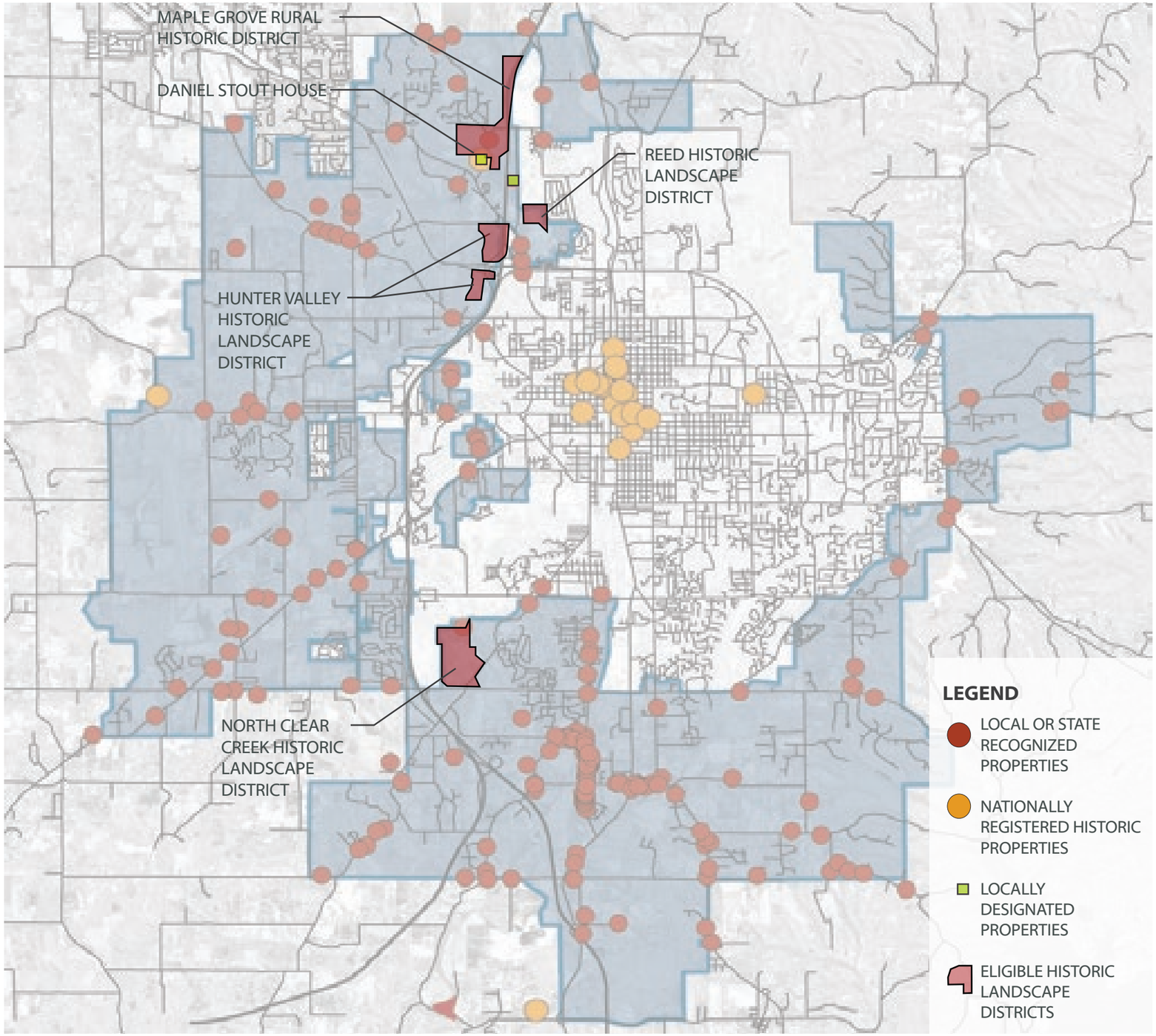
Early Euro-American settlement is exemplified by a broad collection of historic properties, buildings and landscapes. Some of these are designated on the National Register of Historic Places (NRHP); others have been identified as historically significant on state or local inventories. Some of the more notable historic properties are highlighted in this section. The broad distribution of locally designated historic properties has great significance when considering the potential for future development throughout the planning area. New development, where appropriate, should preserve and respect historically significant properties.

1.3.1 NATIONALLY REGISTERED PROPERTIES

A. DANIEL STOUT HOUSE (NRHP #73000012)

The Daniel Stout House was constructed in 1828 and is the oldest standing residence in Monroe County. The home was placed on the NRHP in 1972. This structure is a large stone house and has been restored and maintained by the Brown and Burkhart families for over 60 years. The House is within the Maple Grove Road Rural Historic District in the northwest portion of the Urbanizing Area, west of SR-37 and north of Arlington Road.

FIGURE 1.4: HISTORIC PROPERTIES AND DISTRICTS



B. LEROY MAYFIELD HOUSE (NRHP #94000583)

Located on the western edge of the Urbanizing Area along North Oard Road, the Leroy Mayfield House is a wood frame structure built in the mid nineteenth century. Leroy Mayfield was born in 1841 in Monroe County and joined the Union Army in 1861. He is well known for his collection of letters and two diaries he wrote while participating in battles throughout the Confederate territories.

Image: http://en.wikipedia.org/wiki/National_Register_of_Historic_Places_listings_in_Monroe_County,_Indiana#mediaviewer/File:Leroy_Mayfield_House.jpg

1.3.2 HISTORIC DISTRICTS

A. MAPLE GROVE ROAD RURAL HISTORIC DISTRICT (NRHP #980001051)

The Maple Grove Road Rural Historic District is composed of twelve houses and farmsteads, a school, a cemetery, and a church. It was listed in 1998 as Indiana's first Rural Historic District.

Originating at Arlington Road in the northwestern portion of the Urbanizing Area, Maple Grove Road runs to the north roughly parallel to the SR-37 corridor. Stout Creek also runs parallel to this corridor and eventually confluences with Beanblossom Creek north of the Urbanizing Area.

Rachel Peden, a well-recognized author, is the most famous resident of the district. From the 1940s through the 1960s, she wrote a weekly column for the Indianapolis Star and The Muncie Evening Press revolving around rural life in Indiana. She also authored three books about the same subject matter.

1.3.3 NRHP ELIGIBLE LANDSCAPE DISTRICTS

A. HUNTER VALLEY HISTORIC LANDSCAPE DISTRICT

The Hunter Vallley Historic Landscape District is located on the northwest and southwest corners of the SR-46 and SR-37 interchange. These quarries are predominantly inactive and are highly visible from the adjacent roadway corridors, making them the most highly visible historic quarries in the Bloomington region. These quarries contain striking limestone outcrops and abandoned quarry lakes, portions of which have been preserved as open space areas within the North Park Planned Unit Development zoning district.

B. REED HISTORIC LANDSCAPE DISTRICT

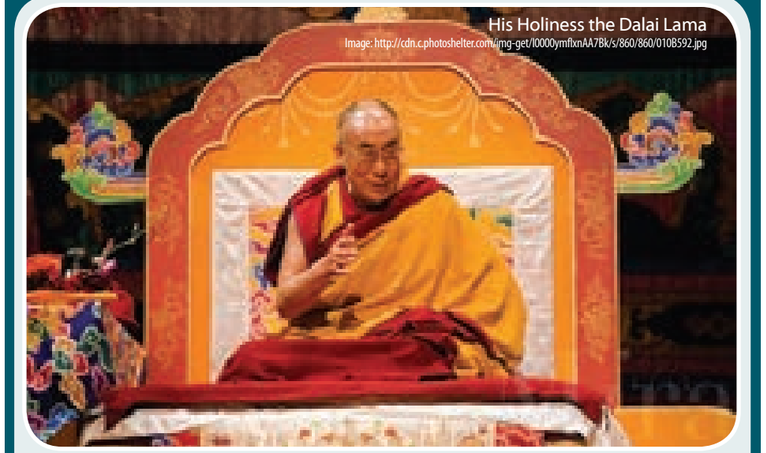
The Reed Historic Landscape District is located adjacent to active quarries of the Reed Quarries, Inc. company. This district is located west of SR-37 and North of Arlington Road, within one of the areas formerly designated for future annexation into the City of Bloomington along North Prow Road.

C. NORTH CLEAR CREEK HISTORIC LANDSCAPE DISTRICT

The Clear Creek Historic Landscape District includes active and abandoned quarries located between Fullerton Pike and Tapp Road to the east of SR-37. Although not located within this district, there are also a large number of locally designated historic structures in the nearby Clear Creek community. Most of these are single-family homes, some adapted for commercial use, dating to the late 19th and early 20th centuries. Most of the structures are located along South Rogers Street and Church Lane.

Image: http://bridgehunter.com/photos/13/64/156406-L.jpg

MULTIPLE VISITS FROM HIS HOLINESS THE DALAI LAMA



His Holiness the Dalai Lama
Image: http://cdn.c.photoshelter.com/img-get/I0000ymflxnAA7Bk/s/860/860/010B592.jpg

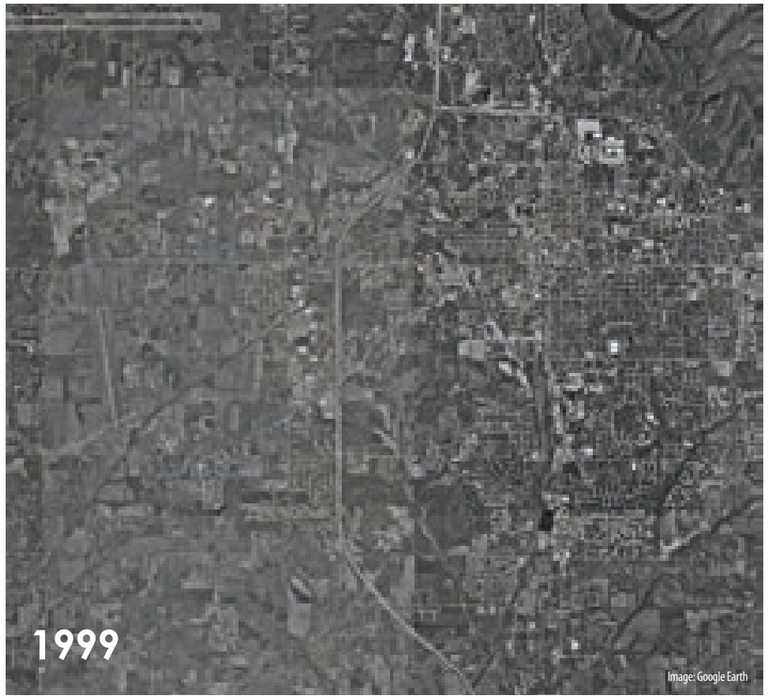
The Tibetan Mongolian Buddhist Cultural Center, located on the east side of the Urbanizing Area, has a number of significant elements including the Kumbum Chamtse Ling Monastery, a Cultural Building, two traditional Tibetan Stupas, and a number of ancillary support facilities.

His Holiness the 14th Dalai Lama has visited the center five times since 1987, most recently in 2007. These have proven to be significant cultural events with multiple days of ceremonies and celebrations.

His Holiness the Dalai Lama visits with Elaine Irwin Mellencamp
Image: http://www.nuvo.net/indianapolis/infinite-compassion-the-dalai-lama-visits-indiana/Content?oid=1364819

The local Indiana Limestone quarries are a tremendous economic and cultural resource and should be protected. The product from these quarries has been utilized as a building material for some of the most well-recognized buildings in the United States including the United States Capitol, the White House, the Empire State Building and the Pentagon.

Image: MKSK



1.3.4 RECENT HISTORY

A. DEVELOPMENT IN THE URBANIZING AREA

The Urbanizing Area has experienced significant growth in the past 30 years, largely enabled by major transportation projects such as the widening of SR-48, the SR-37/SR-46 interchange, and the realignment of SR-46 west of Bloomington toward the town of Ellettsville. Much of this growth has been suburban in nature with several subdivisions and strip retail centers being constructed to the west of SR-37, some of which have been incorporated into the City of Bloomington. Additionally, several large employment centers and institutions have been constructed including Cook and Ivy Tech in the 3rd Street/SR-48 corridor.

The last 30 years have also seen numerous changes for established industries within the Urbanizing Area, tracking closely with the national shift away from manufacturing. Employment mainstays such as GE and the Otis Elevator Company have experienced changes in the type of work product and fluctuations in the number of employees. This trend continues today with the September 2014 announcement that GE Appliances had been purchased by Electrolux. Although no immediate changes have been announced, it is assumed that there will be at least some impact to the local GE facility.

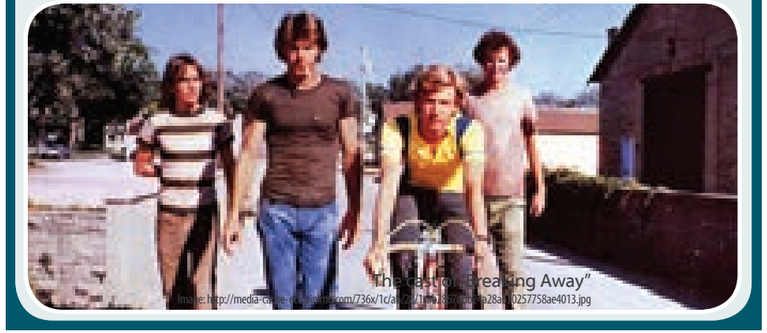
With the internationally recognized quality of the local limestone and the current strong demand for construction, the limestone mining industry remains strong in the Urbanizing Area. Quarries owned by Reed Quarries Inc., Independent Limestone Company, and Rogers Group, Inc. remain in production and provide both building facade stone as well as crushed aggregate for asphalt and concrete production.

QUARRIES ARE POPULARIZED WITH HIT 'BREAKING AWAY'

Filming of 'Breaking Away' in Rooftop Quarry
Image: http://fedora.dlib.indiana.edu/fedora/get/iudl:697489/SCREEN

The hit 1979 movie 'Breaking Away' brought Bloomington culture mainstream through its heavy use of local cultural mainstays such as cycling and the Little 500, stone quarrying, and the intermingling between local residents and Indiana University students and faculty.

'Rooftop Quarry' in the southern portion of the Urbanizing Area was used to film a scene in which the central protagonists, a group of local teenagers, find themselves in conflict with a group of IU students over perceived 'ownership' of the quarry. This was the central theme of the plot and one of the most memorable scenes of the film. The film won an Academy Award for 'Best Screenplay' and was nominated for 4 others including 'Best Picture'.



"The Cast of Breaking Away"
Image: http://media-cache-ec0.pinimg.com/736x/1c/a1/20/1c...0257758ae4013.jpg

1.5 THE PLANNING PROCESS

THE URBANIZING AREA PLAN WAS DEVELOPED THROUGH A COMPREHENSIVE PROCESS GEARED TOWARD UNDERSTANDING AND ANTICIPATING THE OPPORTUNITIES AND CONSTRAINTS THAT WILL AFFECT THE COURSE OF DEVELOPMENT ACROSS THE PLANNING AREA OVER THE NEXT 35 YEARS.

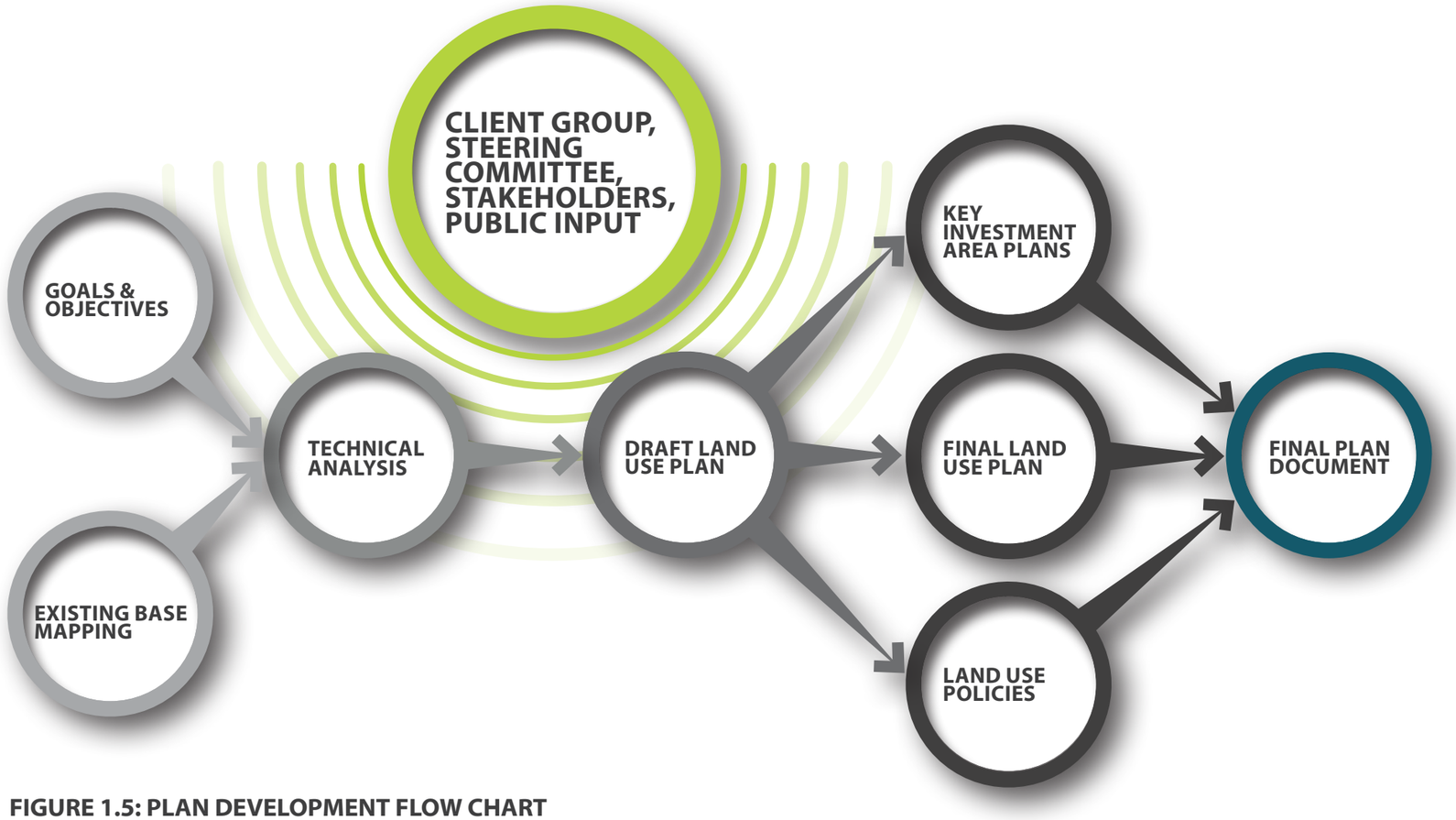


FIGURE 1.5: PLAN DEVELOPMENT FLOW CHART

1.5.0 PLAN DEVELOPMENT PROCESS

The process began with an initial assessment of current land use and development conditions as described in this chapter, along with the creation of goals and objectives for the Urbanizing Area (described on pages 14-15 of this chapter). The goals and objectives helped to guide technical analyses, described in Chapter 2: Market Analysis and Chapter 3: Physical Analysis. These analyses were used to formulate draft plans and policies, ultimately leading to the development of a final land use plan and policies (Chapters 4 and 5), and more specific land use and development recommendations for four specific key investment areas (Chapter 6). Chapter 7 provides an implementation strategy to put the planning recommendations into action.

Each step of the planning process was guided by public review and feedback, described in more detail on the opposite page. The following flow-chart shows a flowchart of the process of the Urbanizing Plan and its context to the key elements of the plan.

1.5.1 PUBLIC INVOLVEMENT

The goal of the planning process is to form a shared "living" vision for the Urbanizing Area and to create a workable action plan that can be implemented to realize the vision.

The public participation and consensus building process consisted of the following:

+ Client Group Meetings
+ Steering Committee Meetings
+ Stakeholder Interviews
+ Public Open Houses
+ Social Media Outreach (Project website, Mindmixer website, Facebook, and Twitter)

Each component of public involvement assisted the planning team in evaluating needs, streamlining recommendations, reaching consensus on approach, targeting focus areas and putting forth effective implementation strategies.

A. PUBLIC MEETING SUMMARY

PUBLIC KICKOFF OPEN HOUSE - MAY 29, 2014

The first public open house was held at Ivy Tech and allowed area residents and stakeholders to discuss first hand the issues and opportunities of the Urbanizing Area. Participants were encouraged to draw and write on maps to show development opportunities, greenways, trails, recreation facilities and transportation connections. Participants also indicated preferences for development types and features by voting on representative images. Those in attendance favored bicycle infrastructure and natural/recreational elements and some employment-related land uses. Low to medium density residential development was generally unfavored. The potential future land uses had generally favorable results for industrial, small scale agriculture, open space and mixed-use. More detailed public meeting results can be found in the Appendix.

PUBLIC OPEN HOUSE - SEPTEMBER 18, 2014

The second public open house was held at Jackson Creek Middle School. The planning team provided a first look at the three land use scenarios, the key investment area plans, and the initial ideas for the study area. Members of the public provided comments on the land use plan and were encouraged to provide input with written notes and edits.

PUBLIC OPEN HOUSE - DECEMBER 10, 2014

The final public open house was held at the Monroe County Courthouse. The planning team provided an overview of the planning process and presented key elements of the final recommended plan. Participants were invited to review the plan and provide feedback through discussion and map notation.

B. INTERNET-BASED OUTREACH

PROJECT INFORMATION WEBSITE

A project website provided baseline information about the project including the background of the plan, meeting presentations, area photos, meeting announcements and other key items.

Image: MKSK

Image: MKSK

PROJECT DISCUSSION WEBSITE

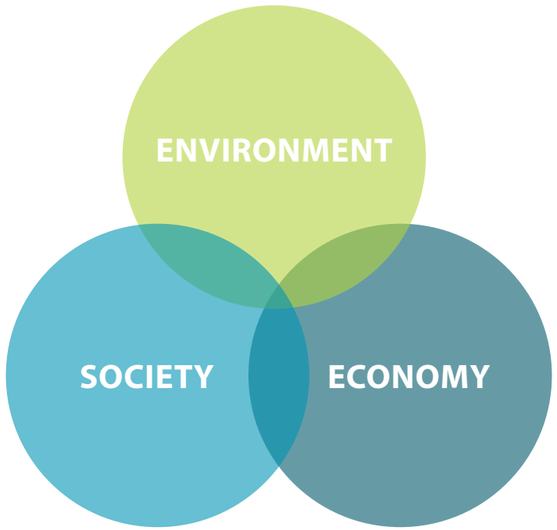
In order to generate further public outreach and discussion, the planning team and Monroe County developed an interactive website using MindMixer, a web-based platform developed specifically for public collaboration. The MindMixer site generated over 70 user-generated "ideas" that have been incorporated into the plan. For complete MindMixer website comments and results please refer to the Appendix.

1.6 PLANNING MISSION & GOALS

THE MONROE COUNTY URBANIZING AREA PLAN SETS FORTH A BOLD AND BALANCED VISION WHICH ADVANCES THE LONG TERM SUSTAINABILITY OF THE URBANIZING AREA

1.6.0 OVERARCHING THEMES

The Urbanizing Area Plan works to create a balanced approach to the planning area through three primary themes: the vitality of the environment, the health and wellness of society, and the viability of the economy. The more specific goals, objectives, and strategies reflect this approach.



1.6.1 GOALS, OBJECTIVES AND STRATEGIES

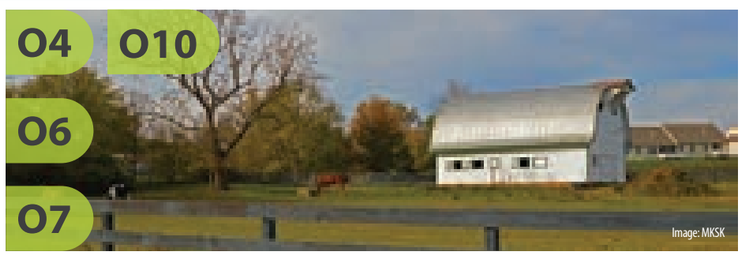
Five major planning goals were developed to guide the planning process. The goals were initially derived from the recommendations of the 2012 Monroe County Comprehensive Plan, and were refined through collaboration between the planning team, County staff and Plan Commission members, the project Steering Committee and citizen feedback.

Ten major planning objectives were developed as a framework for achieving the goals. Many of these objectives (described on the opposite page) are relevant to multiple goals, as indicated by the "Objective Number" located beneath each goal on this page (i.e. "O1", "O2", etc.). For each planning objective, a series of general strategies is provided as an approach to implementing the objectives. These strategies are the basis for more specific recommended policies and actions that are described in Chapters 4, 5 and 6 of this plan.

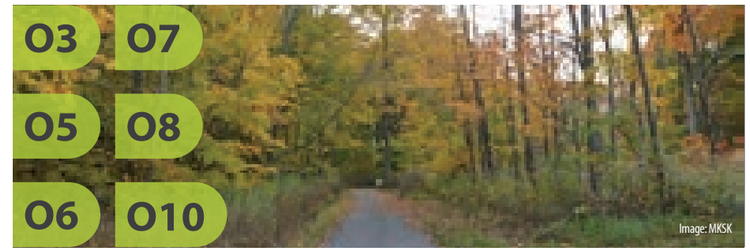
A. GOALS

GOAL 1 FOCUS DIVERSE GROWTH NEAR AREAS OF EXISTING INFRASTRUCTURE, DEVELOPMENT, AMENITIES AND SERVICES

GOAL 2 PROTECT VULNERABLE LANDS FROM ENCROACHMENT



GOAL 3 IMPROVE THE QUALITY OF LIFE WITHIN THE URBANIZING AREA



GOAL 4 SUPPORT DIVERSE AND INNOVATIVE EMPLOYMENT OPPORTUNITIES

GOAL 5 DEVELOP A SENSE OF PLACE WITHIN THE URBANIZING AREA

B. OBJECTIVES AND STRATEGIES

O1 DEFINE CHARACTER & SENSE OF PLACE

STRATEGIES:

CREATE MEMORABLE AND ATTRACTIVE GATEWAYS TO THE COMMUNITY

INCORPORATE ELEMENTS OF THE COMMUNITY'S LIMESTONE HERITAGE INTO GATEWAYS AND LANDSCAPE FEATURES

SUPPORT 'PLACEMAKING' DESIGN PRINCIPLES FOR DEVELOPMENT ALONG MAJOR COMMERCIAL CORRIDORS

O2 CREATE A STRONGER STREET AND ROADWAY NETWORK

STRATEGIES:

UPDATE THE THOROUGHFARE PLAN BASED ON CURRENT PROJECTS, DEMOGRAPHIC PROJECTIONS AND THE LAND USE PLAN

FOCUS ON SPECIFIC AND STRATEGIC NEAR-TERM INFRASTRUCTURE IMPROVEMENTS

SUPPORT THE DEVELOPMENT AND EXPANSION OF THE MONROE COUNTY AIRPORT

O3 CREATE A MULTIMODAL TRANSPORTATION SYSTEM

STRATEGIES:

ADOPT A COMPLETE STREETS POLICY AND DESIGN STANDARDS

SUPPORT TRANSIT USE THROUGH ROUTE EXPANSION POLICIES AND FACILITIES INVESTMENTS

ADOPT LAND USE POLICIES AND REGULATIONS THAT ENCOURAGE WALKING AND BICYCLING

O4 MAKE STRATEGIC INFRASTRUCTURE INVESTMENTS

STRATEGIES:

COORDINATE UTILITIES EXPANSION AND MAINTENANCE WITH SURROUNDING JURISDICTIONS

SUPPORT THE USE OF WATER CONSERVATION AND GROUNDWATER RECHARGE METHODS

INVEST IN STATE-OF-THE-ART COMMUNICATION SYSTEMS SUCH AS FIBER-OPTIC NETWORKS

O5 CREATE AN INTEGRATED PARKS & RECREATION SYSTEM

STRATEGIES:

CONNECT MONROE COUNTY AND CITY OF BLOOMINGTON PARKS WITH A REGIONAL TRAIL SYSTEM

SUPPORT THE CREATION OF NEW NEIGHBORHOOD AND COMMUNITY PARKS

INVEST IN CONNECTIVITY AND INFRASTRUCTURE IMPROVEMENTS FOR BICYCLE AND PEDESTRIAN ACCESS ACROSS I-69

O6 PROMOTE GREEN INFRASTRUCTURE

STRATEGIES:

CONSERVE AND PROTECT OPEN SPACE NETWORKS AND NATURAL SYSTEMS

INTEGRATE SUSTAINABLE DESIGN PRACTICES INTO ROADWAYS TO CREATE "GREEN STREETS"

ENCOURAGE LOW IMPACT DEVELOPMENT TECHNIQUES SUCH AS BIOFILTRATION, PERVIOUS PAVEMENT, AND GREEN ROOFS

O7 ENCOURAGE AGRICULTURE

STRATEGIES:

ADOPT POLICIES TO PRESERVE EXISTING AGRICULTURAL LAND

SUPPORT THE CREATION OF COMMUNITY GARDENS

SUPPORT SMALL-SCALE AND ALTERNATIVE AGRICULTURE AS PART OF THE LOCAL ECONOMY

O8 INCREASE HISTORIC & CULTURAL PRESERVATION

STRATEGIES:

REUSE ABANDONED QUARRIES AS COMMUNITY ASSETS FOR RECREATION AND ECONOMIC DEVELOPMENT

INCORPORATE HISTORIC STRUCTURES AS PART OF INFILL AND REDEVELOPMENT PLANS

O9 SUPPORT & INCENTIVIZE ECONOMIC DEVELOPMENT

STRATEGIES:

TARGET BUSINESS DEVELOPMENT THROUGH THE CREATION OF SPECIAL ZONES SUCH AS COMMUNITY REVITALIZATION ENHANCEMENT DISTRICTS

CONTINUE TO USE TAX INCREMENT FINANCING TO COUPLE ECONOMIC DEVELOPMENT WITH INFRASTRUCTURE DEVELOPMENT

O10 PROMOTE DIVERSE HOUSING CHOICES

STRATEGIES:

CONTINUALLY ADVANCE AN UNDERSTANDING OF THE HOUSING MARKET

CREATE DIVERSE, WALKABLE NEIGHBORHOODS

2 MARKET ANALYSIS

2.0 GROWTH PROJECTIONS

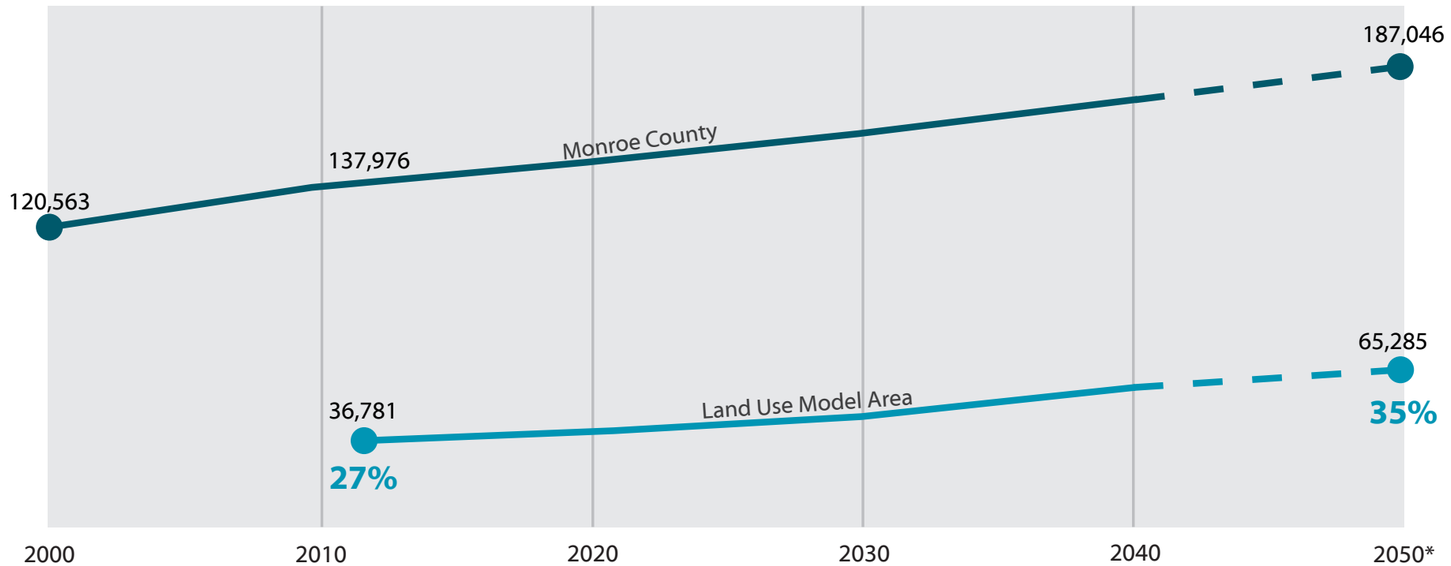
FROM 2013-2050, MONROE COUNTY CAN EXPECT ANNUAL POPULATION GROWTH OF APPROXIMATELY 1,300 PERSONS.

The market analysis conducted for the Urbanizing Area utilizes information developed for the Bloomington/Monroe County Metropolitan Planning Organization (MPO), which undertook an update of the 2030 Long Range Transportation Plan (LRTP) during the same period that the Urbanizing Area Plan was developed. The LRTP uses Traffic Analysis Zones (TAZ) as the basic geographic unit of analysis for projecting employment and population growth across the transportation modeling area, in this case, to the year 2040. For consistency with the LRTP, the Urbanizing Area Plan also uses the TAZ-based projections. However, TAZ boundaries generally follow major roadways or natural barriers, and there are numerous areas where the boundaries of the Urbanizing Area do not coincide with the boundaries of Traffic Analysis Zones. For this reason, the land use model area (see Figure 2.0) used to derive growth projections for this plan includes a larger area than the Urbanizing Area itself. This includes small portions of the City of Bloomington and the Town of Ellettsville, although most of the additional land mass is in rural Monroe County, where little development is expected.

2.0.0 GENERAL POPULATION

Population and households are expected to increase at a significantly greater rate in the Land Use Model Area than in the rest of Monroe County. This is because the 2030 Long Range Transportation Plan expects more rapid development to occur on undeveloped sites near the I-69 corridor. The resultant effect is that the Land Use Model Area's share of county population grows from 27% in 2013 to 35% by 2050.

FIGURE 2.0: POPULATION, MONROE COUNTY AND URBANIZING AREA, 2000-2040



*2050 is an extrapolation from 2040

Source: Greenstreet Ltd, ESRI, U.S. Census Bureau, The Corradino Group

FIGURE 2.1: LAND USE MODEL AREA

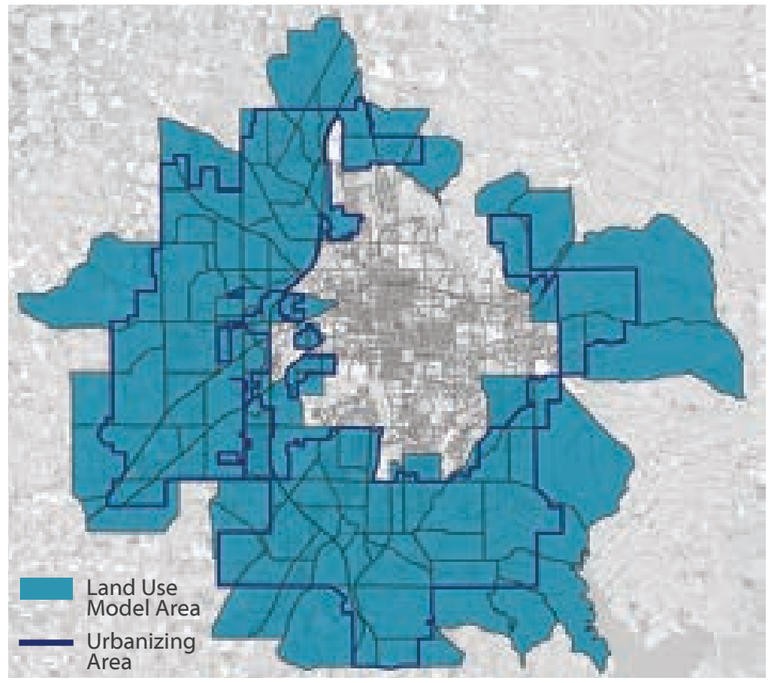


TABLE 2.0: DEMOGRAPHIC SUMMARY

	2013	2050*	Change
Monroe County			
Population	137,976	187,046	35%
Households	54,038	79,347	47%
Employment	79,611	117,333	47%
Land Use Model Area			
Population	36,781	65,285	**78%**
Households	15,291	29,504	**93%**
Employment	19,744	29,387	49%

*2050 is an extrapolation from 2040

Source: Corradino, Greenstreet Ltd.

2.0.1 GENERATIONS

Monroe County has a high percentage of Millennials (born between 1981 and 1999), which is expected to grow. Mirroring national trends, the Baby Boomer population (born between 1946 and 1964) is also expected to grow by 4,500 over the next five years. These generations are predominantly comprised of one- and two-person households and are driving the housing market, creating a need for smaller housing options. Both generations are also united in desiring less household maintenance, close proximity to places to work, play, and learn, and the option to walk, bike, or use transit.

Much of the current housing supply in Monroe County is dominated by single-family detached homes in conventional subdivisions. However, this current supply of housing and their associated places and neighborhoods are not necessarily aligned with current or future demand based on changing demographics and evolving consumer preferences.

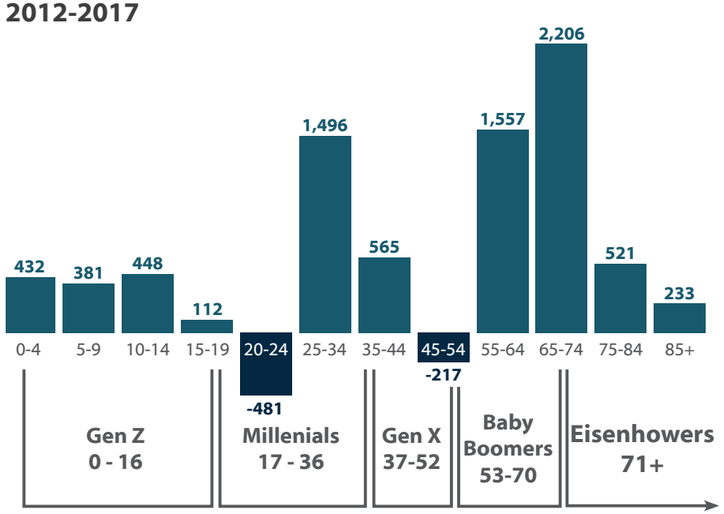
In a consumer preference survey of 1,500 Central Indiana residents in 2012, 29% stated they currently live in a housing-only subdivision, yet only 15% of respondents preferred to live in a housing-only subdivision. The survey also identified opportunities to create more suburban mixed-use and rural housing options, which are appropriate for the Urbanizing Area and could be a point of differentiation and competitive advantage for Monroe County.

TABLE 2.1: CURRENT GENERATION BREAKDOWN, INDIANA AND MONROE COUNTY, 2012

GENERATION	GEN Z	MILLENNIALS	GEN X	BABY BOOMERS	EISENHOWERS/ THE GREATEST GENERATION
BORN	2000 AND AFTER	1981-1999	1965-1980	1946-1964	BEFORE 1946
% OF INDIANA POPULATION	18%	**26%**	21%	**24%**	11%
% OF MONROE COUNTY POPULATION	12%	**45%**	17%	**18%**	8%

Source: U.S. Census Bureau

TABLE 2.2: SHIFTING DEMOGRAPHICS MONROE COUNTY, 2012-2017



Source: ESRI

TABLE 2.3: PREFERENCES OF MILLENNIALS AND BABY BOOMERS ARE REFLECTED REGIONALLY, 2013

Neighborhood Type	Currently Live	Prefer to Live
Downtown	2%	6%
City-Residential Area	23%	9%
Suburb-Mixed-Use	**19%**	**29%**
Suburb-Housing Only	29%	15%
Small Town	10%	15%
Rural	**14%**	**23%**

Source: MIBOR 2012 Central Indiana Consumer Preference Survey

THE URBANIZING AREA IS WELL-POSITIONED TO SERVE SUBURB-MIXED-USE* AND RURAL DEMAND**

* Refer to the Mixed-Use and Mixed Residential Land Use Types in Chapter 5

** Refer to the Conservation Community Land Use Type in Chapter 5

2.0.2 KEY DEMOGRAPHIC OVERLAPS

A. KEY CONSIDERATIONS

It is key to note that both Millenials and Baby Boomers generally want the same things: a low-maintenance home in a walkable community with amenities nearby. These amenities include parks, services, and recreational activity centers.

Both generations are also willing to pay a premium for these amenities in thier housing and consumer decision-making process. This presents an opportunity for dense but attractive housing with integrated mixed-use and open space elements.

B. PLACEMAKING OPPORTUNITIES

Despite the differences in age, Millennials and Baby Boomers have similar preferences toward placemaking, which presents an opportunity for the Urbanizing Area and the Bloomington region as a whole. Multiple areas in the City of Bloomington already have these characteristics and additional areas in the Urbanizing Area could expand on this potential market.

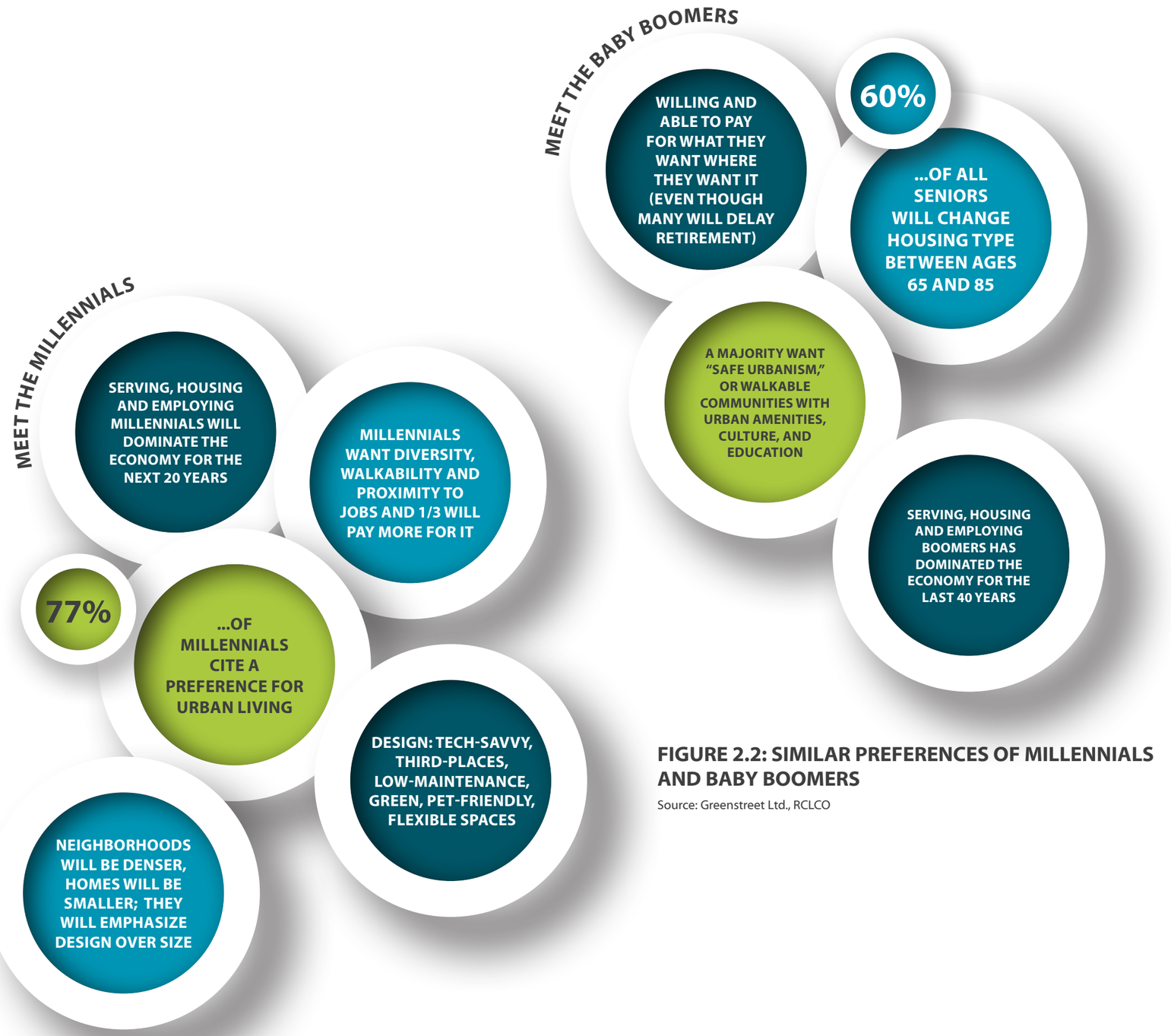


FIGURE 2.2: SIMILAR PREFERENCES OF MILLENNIALS AND BABY BOOMERS

Source: Greenstreet Ltd., RCLCO

2.0.3 RESIDENTIAL CONSIDERATIONS

Nationally, households with school age children are projected to be only a quarter of all households by 2030. Yet much of the housing supply is targeted to families with kids. The growth in smaller households seen nationally is also occurring in Monroe County as almost 90% of household growth from 2000-2010 was in one- and two-person households and three-person non-family households (i.e. roomates in apartments or rental homes).

The forecasted 36% growth of attached housing units reflects the trend of decreasing household size. With a large base of Millennials and an increasing aging population, Monroe County can expect this housing trend to continue.

TABLE 2.4: NATIONAL GROWTH IN SMALLER HOUSEHOLDS, UNITED STATES, 1970 - 2030

HOUSEHOLD TYPE	1970	2000	2030
WITH CHILDREN	45%	33%	27%
WITHOUT CHILDREN	55%	67%	**73%**
SINGLE/OTHER HOUSEHOLDS	14%	31%	**34%**

Source: Arthur C. Nelson, University of Utah

FIGURE 2.3: SMALLER HOUSEHOLDS ARE INCREASING IN MONROE COUNTY, NEW HOUSEHOLD GROWTH, 2000-2012

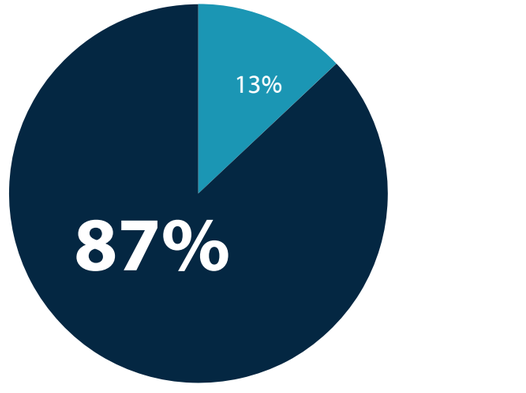
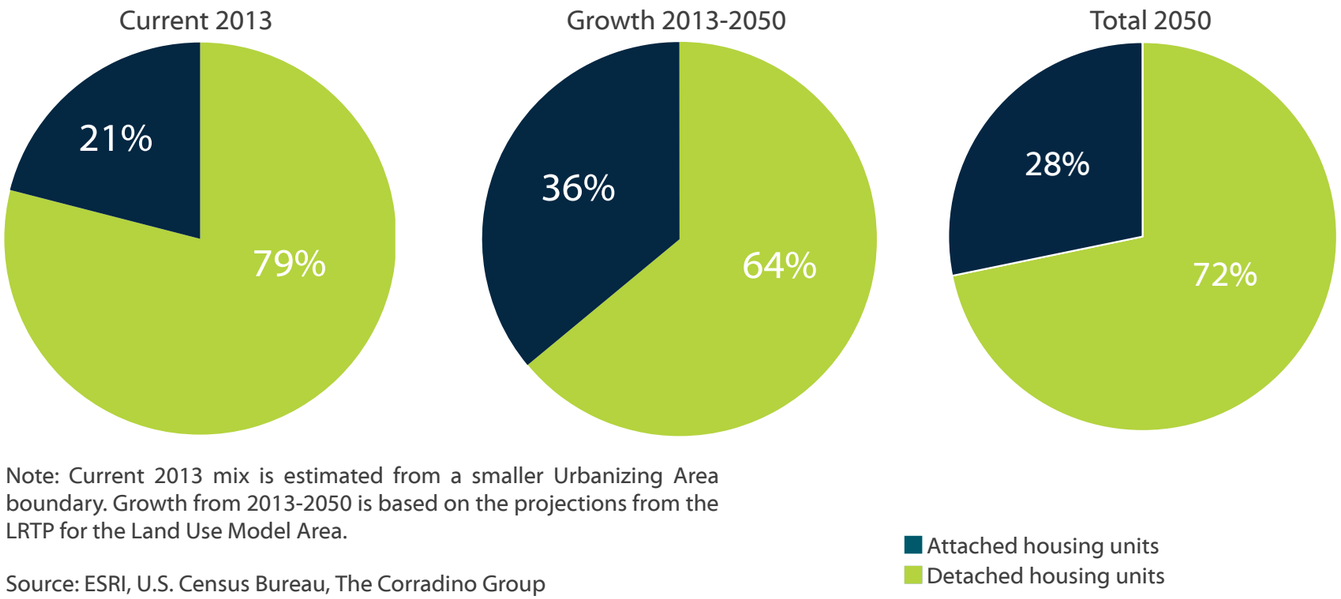


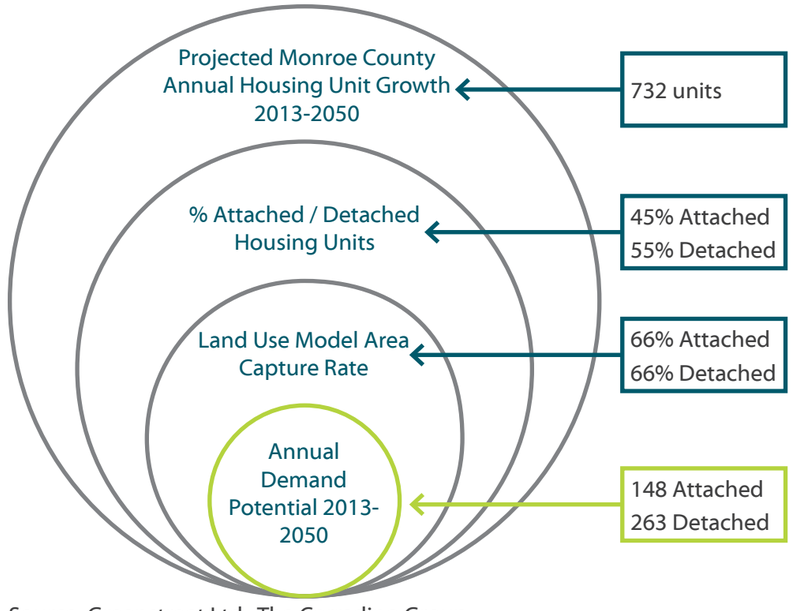
FIGURE 2.4: EXPECTED INCREASE IN MULTI-FAMILY, LAND USE MODEL AREA, 2013-2050



Note: Current 2013 mix is estimated from a smaller Urbanizing Area boundary. Growth from 2013-2050 is based on the projections from the LRTP for the Land Use Model Area.

Source: ESRI, U.S. Census Bureau, The Corradino Group

FIGURE 2.5: RESIDENTIAL DEMAND METHODOLOGY, LAND USE MODEL AREA, 2013-2050



Source: Greenstreet Ltd., The Corradino Group

2.1 RESIDENTIAL TYPES

DIVERSE HOUSING CHOICES IN A COMMUNITY CAN RESPOND AND ADAPT TO THE MARKETPLACE AND SUPPORT A MORE RESILIENT LOCAL ECONOMY.

2.1.0 MULTI-FAMILY

In the past, apartments were often seen as a housing option for those households that couldn't afford to own a home. It was not seen as a choice but more of a necessity of the market. The supply of suburban multi-family housing has often been three-story, walk-up buildings with a homogenous design, large expansive parking lots, and are usually isolated from other land uses.

Yet, younger and older households are increasingly making multi-family their home of choice for lifestyle reasons. With thoughtful design, multi-family housing, whether for rent or for sale, can be appealing to a wide range of target market segments, as well as complement an existing neighborhood.

Multi-family or attached housing connects two or more homes to one another to create a higher density. Suburban densities can range from 10-40 units per acre. In for-sale multi-family or attached projects, exterior and common area maintenance is usually shared by all the owners. Multi-family homes typically attract single people or couples with no kids, providing a desirable option for Millennials just getting started in a career or Baby Boomers who are looking to downsize from their large family home.

LIVE/WORK

1 Person, 25-30 Units/Acre, Rear Garages

Image: http://photos1.zillowstatic.com/p_h/IS-15c88y8qvrv4t.jpg

Image: http://www.cnu.org/sites/www.cnu.org/files/bluffhomes.jpg

CONDOMINIUM

1-2 People, 35-40 Units/Acre, Rear, Front or Side Garages

Image: http://www.asterconservatorygreen.com/

Image: Greenstreet

TOWNHOMES

1-2 People, 20-25 Units/Acre, Rear Garages

Image:http://static.squarespace.com/static/52c1a0abe4b080d34495217a/t/52cb2415e4b0810171a568bb/1389044757918/6926a3a1e5e434d349d9994d133153a5.jpg?format=500w

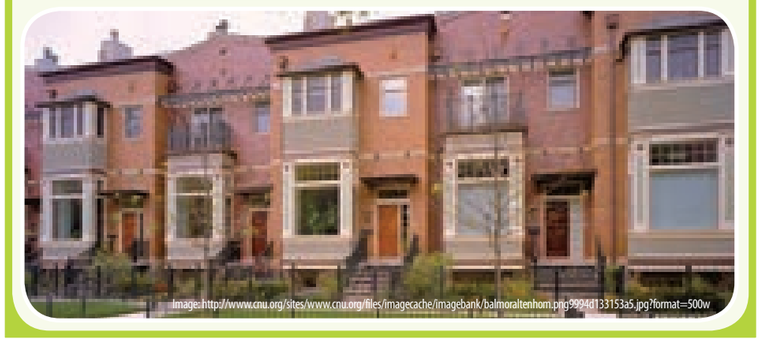


Image:http://www.cnu.org/sites/www.cnu.org/files/imagecache/imagebank/balmoraltenhorn.png9994d133153a5.jpg?format=500w

2.1.1 SINGLE-FAMILY

The majority of the housing market prefers single-family detached homes, although preferences are increasing for smaller homes and yards, and for homes in walkable distances to neighborhood amenities. Just as many areas in Central Indiana, single-family homes comprise the majority of households in the Urbanizing Area.

Often Referred to commonly as "cookie cutter subdivisions," single-family neighborhoods are typically single use with limited amenities, have uniform lot sizes of one-quarter to one-half acre, and utilize cul-de-sacs. Built by both land developers and home builders, they strive for efficiency through standardization in development and construction. The homogenous home designs attempt to appeal to a wide cross-section of the market.

The market for these homes (families with school age children) represented only 22% of the Monroe County market in 2010, down from 25% in 2000.

Therefore, there is an opportunity to deliver a variety of single family homes with a greater differentiation of small, medium and large lot neighborhoods. For example, siting single-family homes in small groups or clusters can provide larger areas of common open space, while reducing exterior maintenance on individual owners. Single-family homes clustered into neighborhoods that are integrated into conservation areas allow homeowners to support and enjoy protected open space without the need for acquiring a large lot.

SMALL LOT

3-5 People, 6-8 Units/Acre, Rear or Side Garages

Image: http://www.tndtownpaper.com/Volume9/norton_commons.jpg9994d133153a5.jpg?format=500w

Image: http://www.kitchenandassociates.com/wp-content/uploads/2011/11/baldwinsrun_011-600x450.jpg

MEDIUM LOT

3-6 People, 4-6 Units/Acre, Rear or Side Garages

Image: http://www.montanacottagecompany.com/images/content/DSC02226.jpg

Image: http://archrecord.construction.com/news/2011/06/110608-Serenbe-Community/Serenbe-Community-6.jpg

LARGE LOT

2-4 People, 2-4 Units/Acre, Rear or Side Garages

Image: http://charlottesvillehomemagazine.com/wp-content/uploads/2014/06/preservationе.jpg

Image: Greenstreet

2.1.2 PATIO AND COTTAGE

Patio and cottage homes cater to retirees and empty nesters. The Urbanizing Area has some but a limited amount of this type of housing stock. With Baby Boomers continuing to reach retirement status, the need for them to downsize is greater. These types of homes are generally small at under 2,000 square feet and are single story to aid in the transition of life. Maintenance is shared through association fees and the homes are clustered together to optimize maintenance with an overall density of 12-18 units per acre. To appeal to their residents, these developments often offer amenities including common open space, clubhouses and pools. Developments typically follow traditional neighborhood development patterns promoting a more walkable environment. They are usually built by one builder, finishing 6-10 lots at one time on average.

PATIO HOME

2 People, 15-18 Units/Acre, Rear Garages

Image: http://imaginecharleston.com/main/wp-content/uploads/2012/10/DowntownExhibits.pdf

Image: http://www.stapletondenver.com/sites/default/files/imagecache/home_detail_large/Boulder%20Creek_Spirit_Ranch%20Patio%20Home_Exterior02.jpg

COTTAGE HOMES

2-3 People, 12-15 Units/Acre, Rear Garages

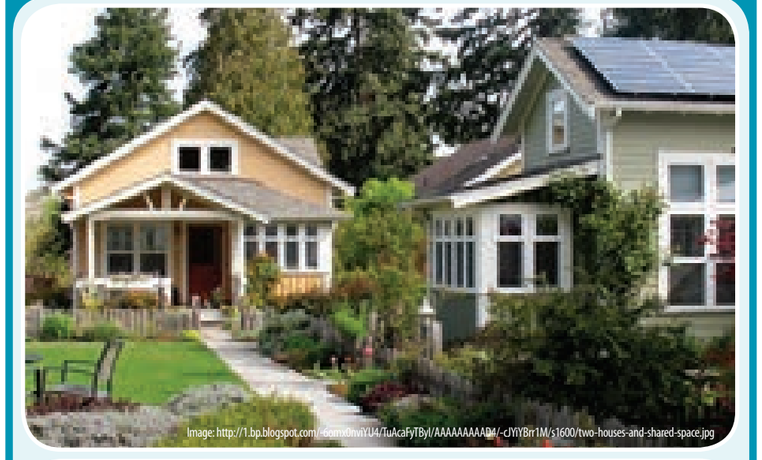


Image: http://1.bp.blogspot.com/-6omx0hviYJ4/TuAcaFyTByI/AAAAAAAAAD4/-cJYiYBrr1M/s1600/two-houses-and-shared-space.jpg

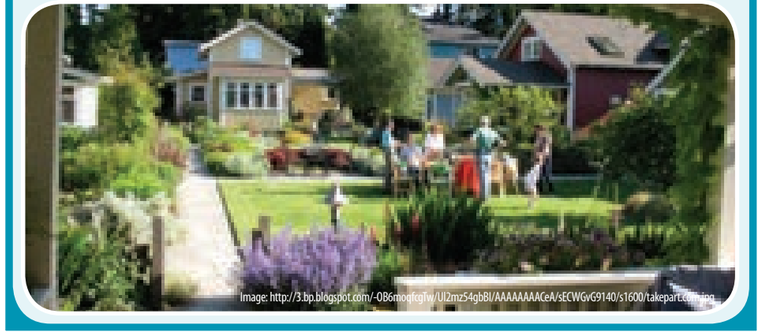


Image: http://3.bp.blogspot.com/-OB6moqfcoTw/UI2mz54gbBI/AAAAAAAACeA/sECWGvG9140/s1600/takepart.com.png

2.1.3 THE FISCAL BENEFITS OF DENSITY

A. SMART GROWTH REDUCES INFRASTRUCTURE COSTS

While higher-density, walkable, mixed-use places are a market-driven opportunity, they are also fiscally responsible because they are more cost effective to service with infrastructure. Research has shown that smart growth development patterns reduce infrastructure costs from 32% to 47% vs. conventional development patterns. (Source: Growing Cooler. Urban Land Institute; Smart Growth & Conventional Suburban Development: Which Costs More? US. EPA)

Compared to large lot single-family residential development, higher-density residential development or mixed-use development which combines residential and commercial real estate generates more property tax per acre. The examples to the left are Monroe County owner-occupied properties for sale as of September 2014, noted by the associated lot size and annual property taxes paid per acre.

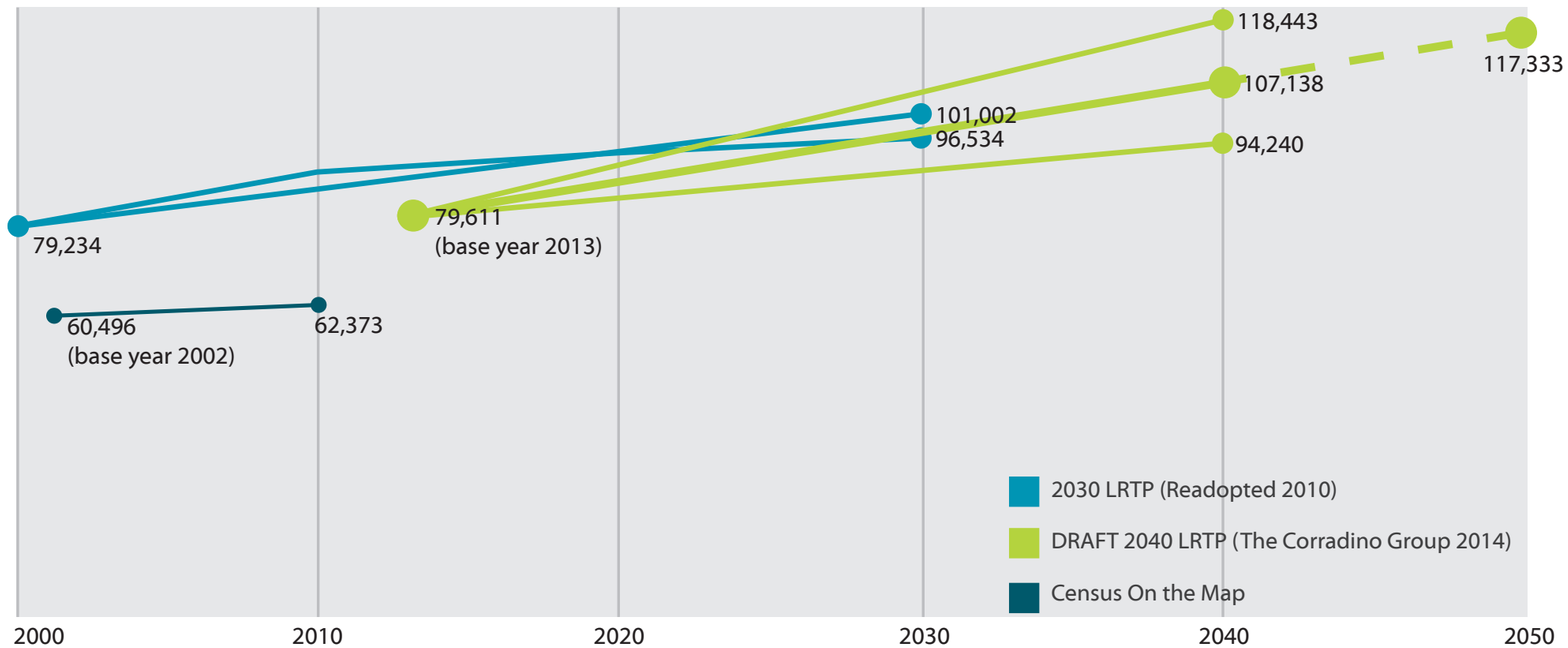
For local government which cannot increase property tax rates under Indiana law, there is an added benefit to increasing residential density (units/acre) and thereby minimizing the per unit costs of government services and long-term infrastructure operations and maintenance relative to the tax generated on a per acre basis. Given the findings of the market analysis and shifting demographic trends, increasing density of new development may also increase the desirability and marketability of these developments. These are important strategies for sustainable residential development in Monroe County in the both near and long term fiscal outlooks.

2.2 EMPLOYMENT

THIS ANALYSIS UTILIZES THE MID-RANGE 2040 PROJECTIONS FROM THE DRAFT 2040 LONG RANGE TRANSPORTATION PLAN, WHICH IS BEING PREPARED FOR BLOOMINGTON/MONROE COUNTY MPO THROUGH A SEPARATE PROJECT. THIS MODEL PROJECTS AN AVERAGE OF 1,020 NEW JOBS ANNUALLY OVER THE TIME HORIZON FOR THE ENTIRETY OF MONROE COUNTY.

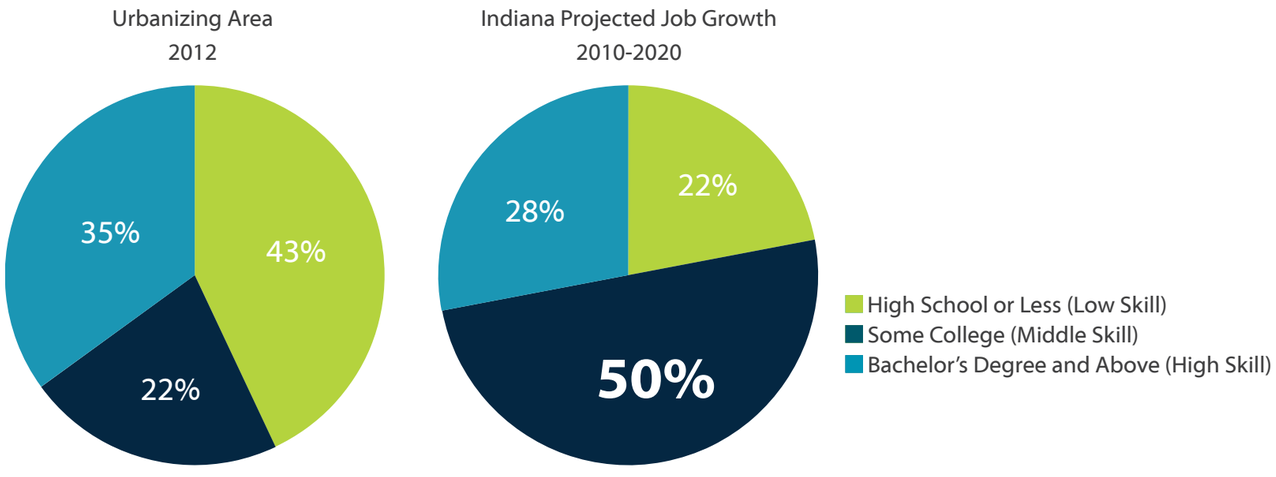
Figure 2.6 provides a summary of various growth projections for Monroe County. The MPO utilized low, mid, and high-range scenarios for testing possible transportation impacts over the next 25 years. These scenarios varied in terms of their assumptions about land use and development patterns, densities, and development absorption rates. During the course of the Urbanizing Area planning process, the mid-range scenario was indicated as the most appropriate model for use by the MPO, and was subsequently used as the basis for projections developed as part this Plan.

FIGURE 2.6: EMPLOYMENT PROJECTIONS AND SOURCES, MONROE COUNTY, 2000-2050



Source: ESRI, Monroe County, U.S. Census Bureau

FIGURE 2.7: LABOR FORCE VS. PROJECTED JOB GROWTH, URBANIZING AREA AND INDIANA, 2010-2020



Source: Hoosiers by the Numbers, National Skills Coalition, IDWD, 2013

2.2.0 EMPLOYMENT PROJECTION MIX

The facilities that house jobs are typically described as office and industrial properties, which is an oversimplification of these properties. There is a more nuanced spectrum of market segments within the office and industrial market depending

A. OFFICE-RELATED JOB GROWTH

Of the 1,020 new jobs annually, about 70% of future employment growth is projected to be office-related jobs. The overall employment mix in the Land Use Model Area by 2050 would then be 51% office, 24% retail, and 25% industrial (figure 2.7).

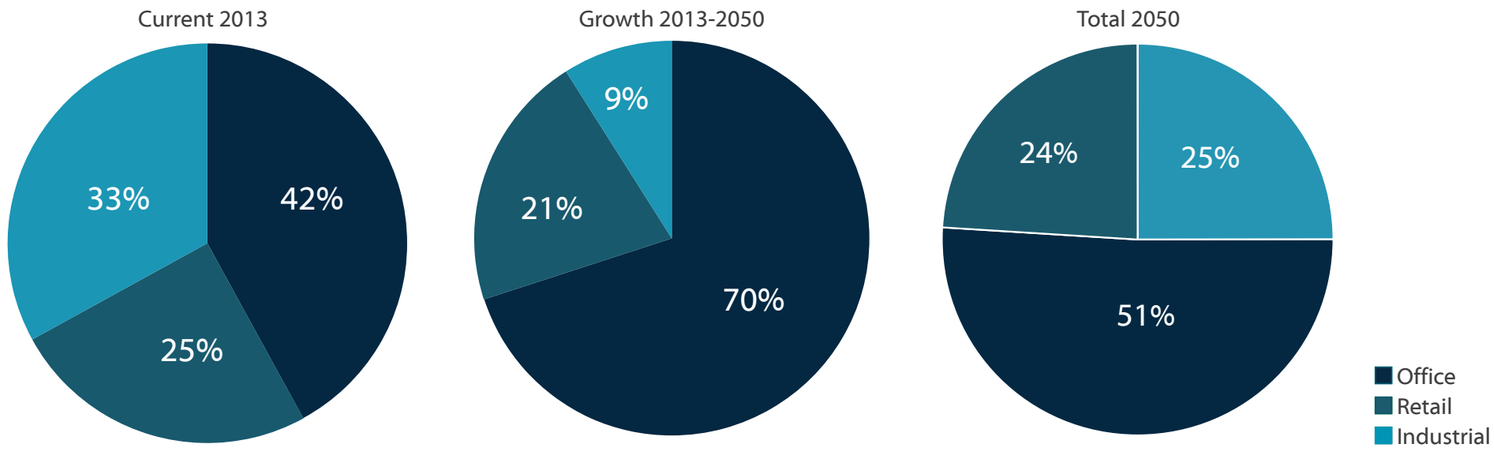
B. MIDDLE SKILL JOB GROWTH

Almost half of the projected job growth through 2020 in Indiana is for "middle skill" jobs requiring less than a Bachelor's degree. By contrast, the Urbanizing Area today has a greater percentage of high-skill workforce. Future economic development efforts should embrace a strategy that continues to focus on leveraging the high-skill workforce as a continued strength of the area, while also seeking opportunities to grow the middle-skill workforce in select industry clusters, thereby ensuring a diversified economic base.

C. KEY EMPLOYERS

The employment projections are based on past growth trends and include an increase in the rate of growth because of the I-69 corridor and other factors. An even faster rate of job growth could occur in the Urbanizing Area if major employers or their related subsidiaries such as NSWC - Crane Division, IU Health, and Cook Group Incorporated expand significantly.

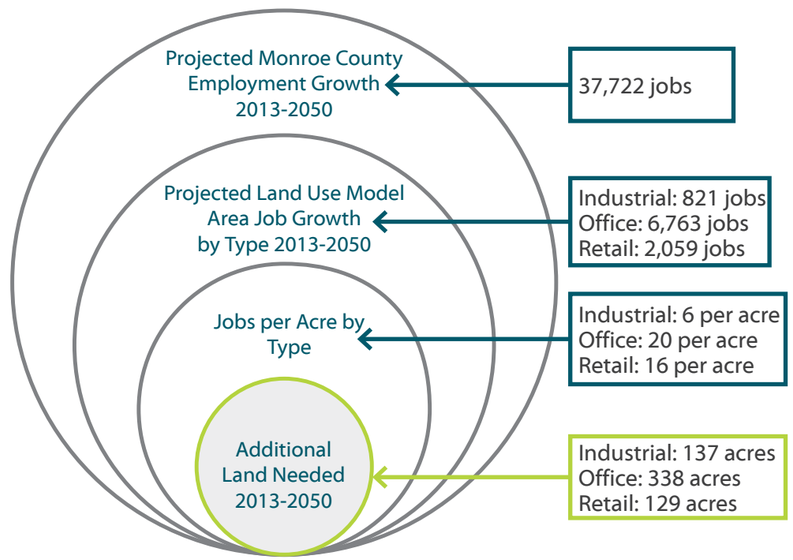
FIGURE 2.8: CHANGING EMPLOYMENT MIX, LAND USE MODEL AREA, 2013-2050



Note: Service industries have been reallocated back into retail and office.

Source: The Corradino Group

FIGURE 2.9: EMPLOYMENT DEMAND METHODOLOGY, LAND USE MODEL AREA, 2013-2050



Source: Greenstreet Ltd., The Corradino Group

2.2.1 EMPLOYMENT SECTORS

The facilities that house jobs are typically described as office and industrial properties, which is an oversimplification of these properties. There is a more nuanced spectrum of market segments within the office and industrial market depending on the activities occurring within these spaces. This spectrum ranges from smaller, well-designed environments that foster creativity and idea generation to large manufacturing facilities and warehouses designed to create and move large quantities of products.

This spectrum does not just happen naturally. The different uses require thoughtful and proactive planning to foster the growth of particular segments. There are a number of variables including the quality of space, workforce education, transportation needs, and real estate needs that influence where these different market segments and types of jobs will locate. For example, sites ideal for warehousing with a large footprint and access to heavy rail and highways will not be as suitable for innovative research and development facilities that need access to knowledge, co-creative environments, and multiple modes of transportation.

In many cases, the existing assets and obstacles of a given location may determine which market segments develop, but often specific segments can be targeted with effective planning. A community can target prioritized industry clusters by creating places that cater to the unique needs of those businesses.

INDUSTRIAL
Fabricate + Service
Office + Light Industrial + Retail


Image: http://www.lapointe-arch.com/news/uploaded_images/08048-09-sm-747228.jpg

TRANSPORTATION NEEDS

REAL ESTATE NEEDS

Small-medium footprint space
Tech infrastructure
Adaptive use
Medium-footprint sites
Simple low investment buildings

CRITICAL NETWORK

Complementary service providers
Transportation
Customer base
Supply chain


Image: http://www.morincorp.com/media/10251/Cornell-Incubator-R580-001.jpg

INDUSTRIAL
Manufacture + Warehouse
Office + Retail + Industrial


Image: http://media-cache-ec0.pinimg.com/736x/b5/b4/a6/b5b4a61efcc558d1bd8d465404f27cae.jpg

TRANSPORTATION NEEDS

REAL ESTATE NEEDS

Large-footprint sites
Simple low investment buildings
Utility infrastructure
Very large-footprint sites

CRITICAL NETWORK

Raw material providers
Utility infrastructure
Storage and waste recyclers
Transportation


Image: http://www.robertsonbuildings.com/wp-content/gallery/warehouse/Lee-Valley-Tools-Exterior-1.jpg

OFFICE

Incubate + Innovate + Create

Institutional + Office + Light Industrial

Image: http://www.giesendesign.com/stock/modified-small-contemporary-office-buildings.jpg

TRANSPORTATION NEEDS

REAL ESTATE NEEDS

Diverse, agile and high investment space
New construction
Small-medium footprint space
Tech infrastructure
Adaptive use

CRITICAL NETWORK

University R&D
Knowledge clusters
Related service providers
Material providers

Image: http://www.moneynewsnow.com/wp-content/uploads/2014/11/4-Secrets-to-Selecting-the-Right-Architectural-Firm-for-Your-New-Office-Building.jpg

IImage: mage: http://www.serenbetextilelofts.com/images/slider/serenbe/Serenbe-Community-3.jpg

RETAIL/SERVICE

Retail + Service Retail

Commercial + Mixed Use

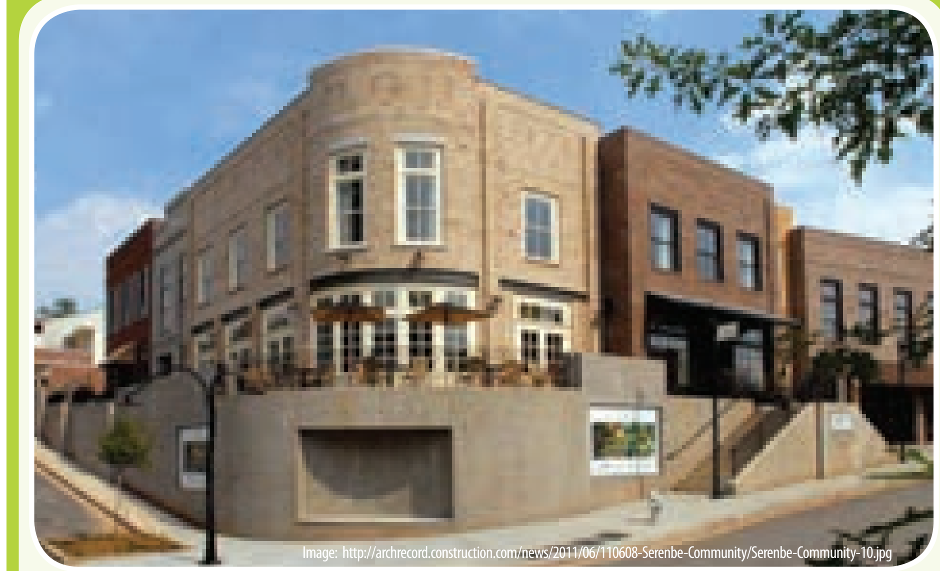


Image: http://archrecord.construction.com/news/2011/06/110608-Serenbe-Community/Serenbe-Community-10.jpg

TRANSPORTATION NEEDS

REAL ESTATE NEEDS

Small-medium footprint space
Adaptive use
Small-medium footprint sites

CRITICAL NETWORK

Complementary service providers
Customer base

Image: http://payload105.cargocollective.com/1/9/302002/4402957/North-Boulder-Mixed-Use-2000.jpg

Image: http://www.metroactive.com/papers/metro/11.06.03/gifs/evergreen-0345-main-st.jpg

3 PHYSICAL ANALYSIS

3.0 A SYSTEMATIC PROCESS

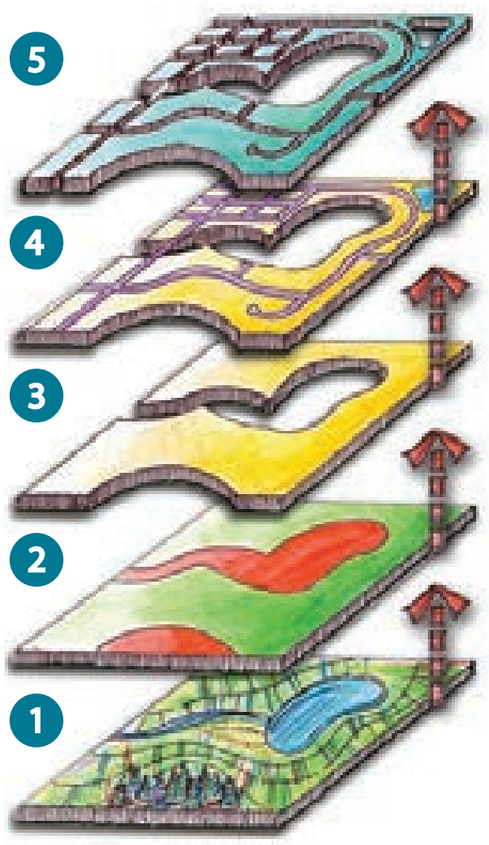
THE URBANIZING AREA PLAN WAS DEVELOPED THROUGH A COMPREHENSIVE PROCESS GEARED TOWARD UNDERSTANDING AND ANTICIPATING THE OPPORTUNITIES AND CONSTRAINTS THAT WILL AFFECT THE COURSE OF DEVELOPMENT ACROSS THE PLANNING AREA OVER THE NEXT 35 YEARS.

This involved a combination of technical analysis using geographic information systems (GIS), local knowledge and informed planning judgement, all vetted through the public review process. Although GIS was used as a tool in the planning process, it is important to note the plan is more than the simple output of a computer model. This plan is not "data-driven", but rather, "data-informed".

Figure 3.1 illustrates the modeling process used to develop the Land Use Plan described in Chapter 5. The process began with base mapping, developing a comprehensive inventory of the existing physical development and environmental conditions, as well as planned development and infrastructure improvements. These various factors were categorized and prioritized in terms of their relative influence on suitability for future development or land conservation across the Urbanizing Area. The development and conservation factors were analyzed and combined to create a comprehensive Development Suitability Map (Figure 3.3). The suitability map serves as a guide to illustrate where future development, redevelopment and investment within the planning area is most appropriate, consistent with the planning goals for the Urbanizing Area described in Chapter 1.

The Planning Team then compared the suitability map with the existing zoning map, land use and development patterns and currently adopted plans to understand how well the County's current planning and development policies correspond. Existing zoning and development regulations and adopted land use plans were also analyzed to understand the effectiveness of current policy to achieve the planning goals, while also accommodating projected growth over the planning period. The team then drafted an alternative development strategy to test against current zoning and plans. These options were translated into three land use development scenarios, described later in this chapter. The scenarios were compared to one another using a series of quantitative metrics to help the community understand the relative costs and benefits of each option and to make informed decisions about the preferred course the County should take to achieve the planning goals for the Urbanizing Area.

FIGURE 3.0: MODELING PROCESS AT-A-GLANCE



5 ESTIMATE **DEVELOPMENT CAPACITY** — BUILDABLE AREA, HOUSING UNITS & NON-RESIDENTIAL SQ. FT., POPULATION & EMPLOYMENT

4 APPLY **LAND USE ASSUMPTIONS** — PLACE TYPES & USE MIX, DEVELOPMENT DENSITY, TYPICAL LOT COVERAGE, ETC.

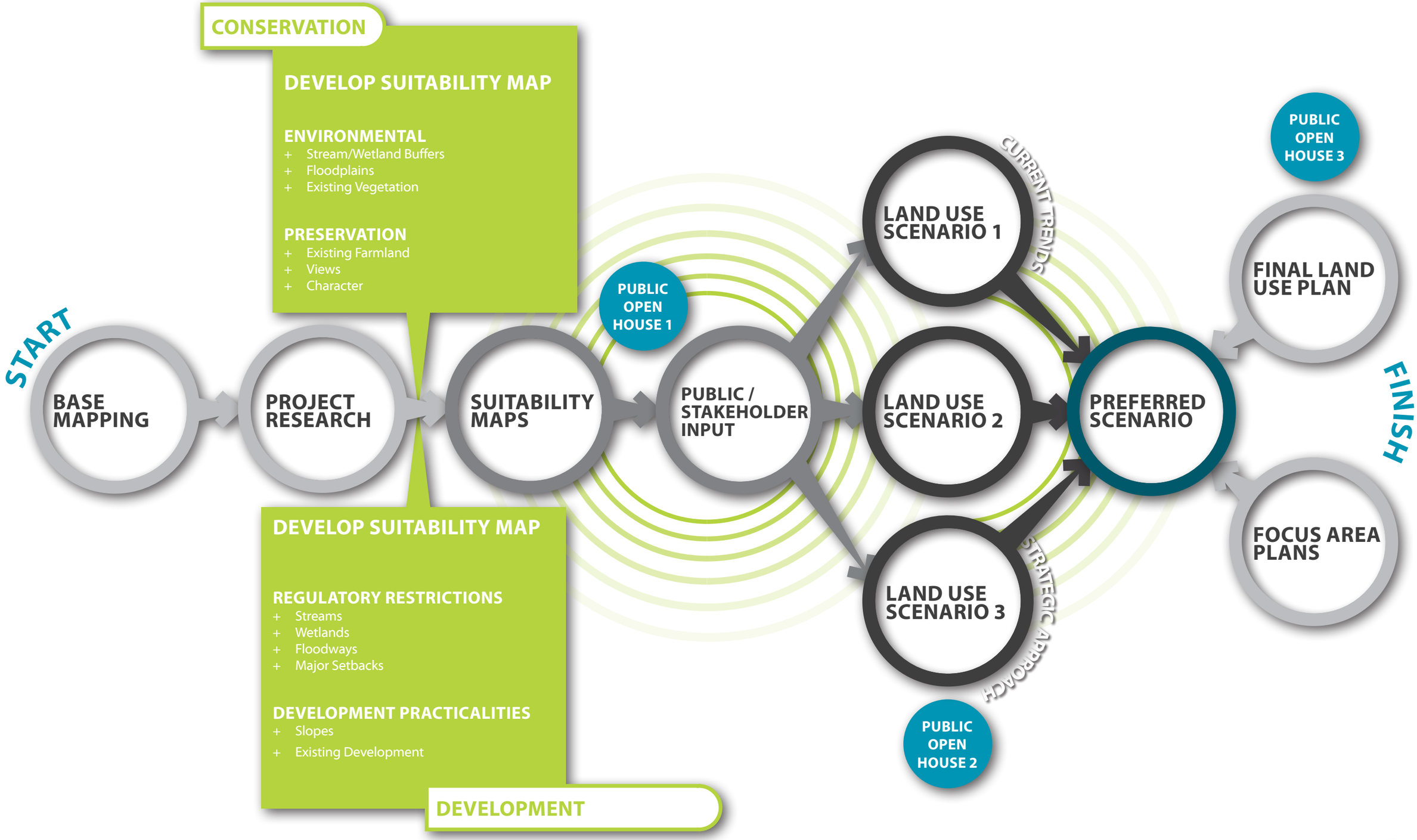
3 CREATE **DEVELOPMENT SUITABILITY MAPS** — RANK LAND HIGH TO LOW FOR CONSERVATION AND DEVELOPMENT POTENTIAL

2 IDENTIFY **UNBUILDABLE LAND** — PRESERVED OPEN SPACE, RIGHTS-OF-WAY, WATER BODIES, ETC.

1 ASSIGN **DEVELOPMENT STATUS** — DEVELOPED LAND, AGRICULTURAL LAND, UNDERDEVELOPED LAND

Source: Seven Hills Town Planning Group

FIGURE 3.1: SCENARIO MODELING FLOW CHART



3.1 DEVELOPMENT SUITABILITY

A WIDE VARIETY OF FACTORS WERE CONSIDERED TO CREATE A COMPREHENSIVE DEVELOPMENT SUITABILITY MAP FOR THE URBANIZING AREA.

These factors were overlaid using GIS to identify portions of the study area with a strong convergence of features that may influence conservation and development potential. These factors were prioritized through discussions with the Planning Team and Steering Committee.

Factors that are relevant to land conservation:

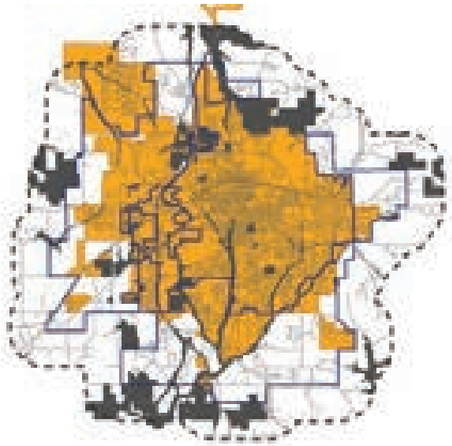
+ Proximity to Stream Corridors
+ Forested Areas
+ Soils suitable for farming
+ Steep slopes (>15%)
+ Karst sensitivity areas
+ Environmental conservation overlay areas

Factors that influence development:

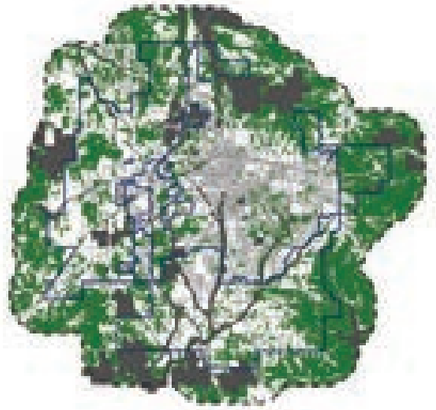
+ Existing water service areas
+ Proximity to key intersections
+ SR 37 Intersections
+ Primary (Arterial to Arterial)
+ Secondary (Arterial to Collector)
+ Tertiary (Collector to Collector)
+ Existing sewer service areas
+ Proximity to key “Attractors”
+ Regional attractors
+ Major attractors
+ I-69 interchange influence area (1-mile buffer)
+ Proximity to major roadway corridors

FIGURE 3.2: DEVELOPMENT SUITABILITY FACTORS

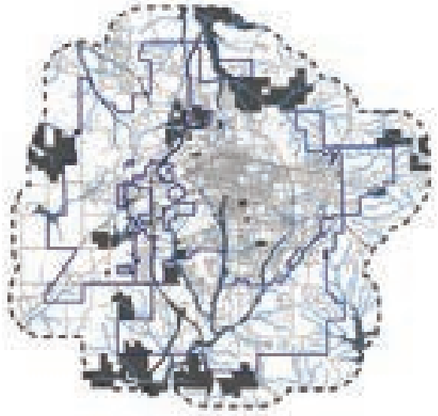
Existing Sewer Service Areas



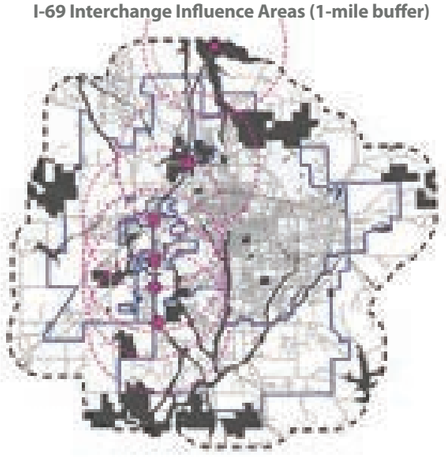
Forested Areas



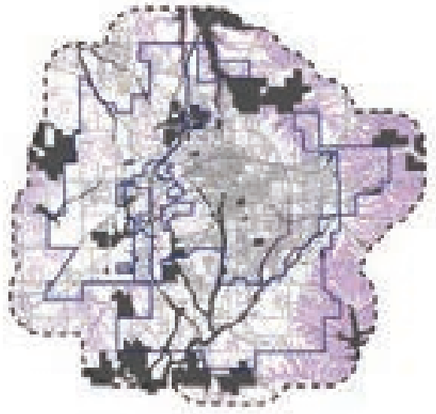
Proximity to Stream Corridors



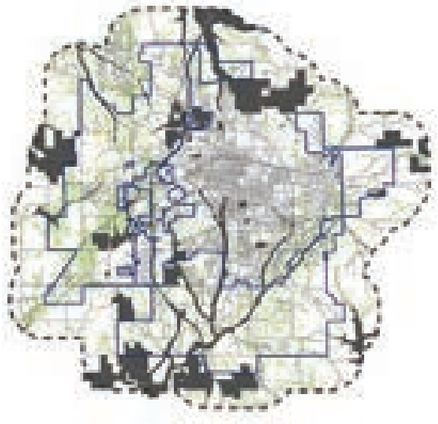
I-69 Interchange Influence Areas (1-mile buffer)



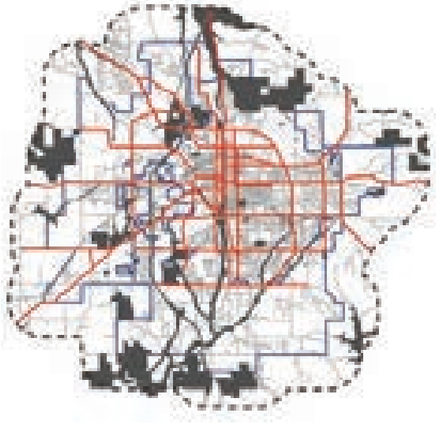
Steep Slopes (> 15%)



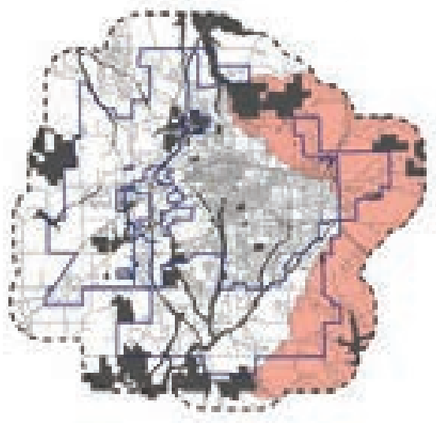
Soils Suitable for Farming



Proximity to Major Roadway Corridors



Environmental Conservation Overlay Areas



Karst Sensitivity Areas

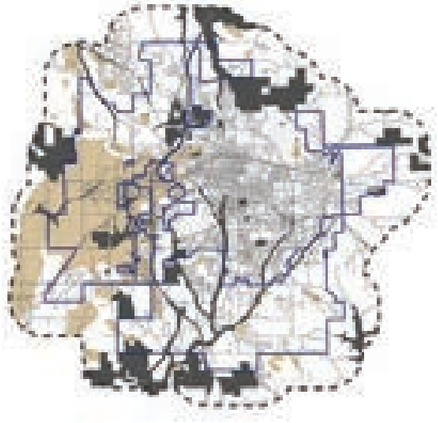


Figure 3.3 illustrates the result of this physical analysis. For additional context, results are also shown for the City of Bloomington and for portions of the county immediately surrounding the Urbanizing Area. Not surprisingly, the results show that the existing incorporated city is quite suitable for development based on the analyzed factors. Portions of the Urbanizing Area in close proximity to SR-37/I-69 and/or within existing utility service areas are also identified as most suitable for development. By contrast, the eastern-most portion of the Urbanizing Area is identified as most suitable for conservation. Parks, stream corridors and quarry lands throughout the planning area were also identified as suitable for conservation.

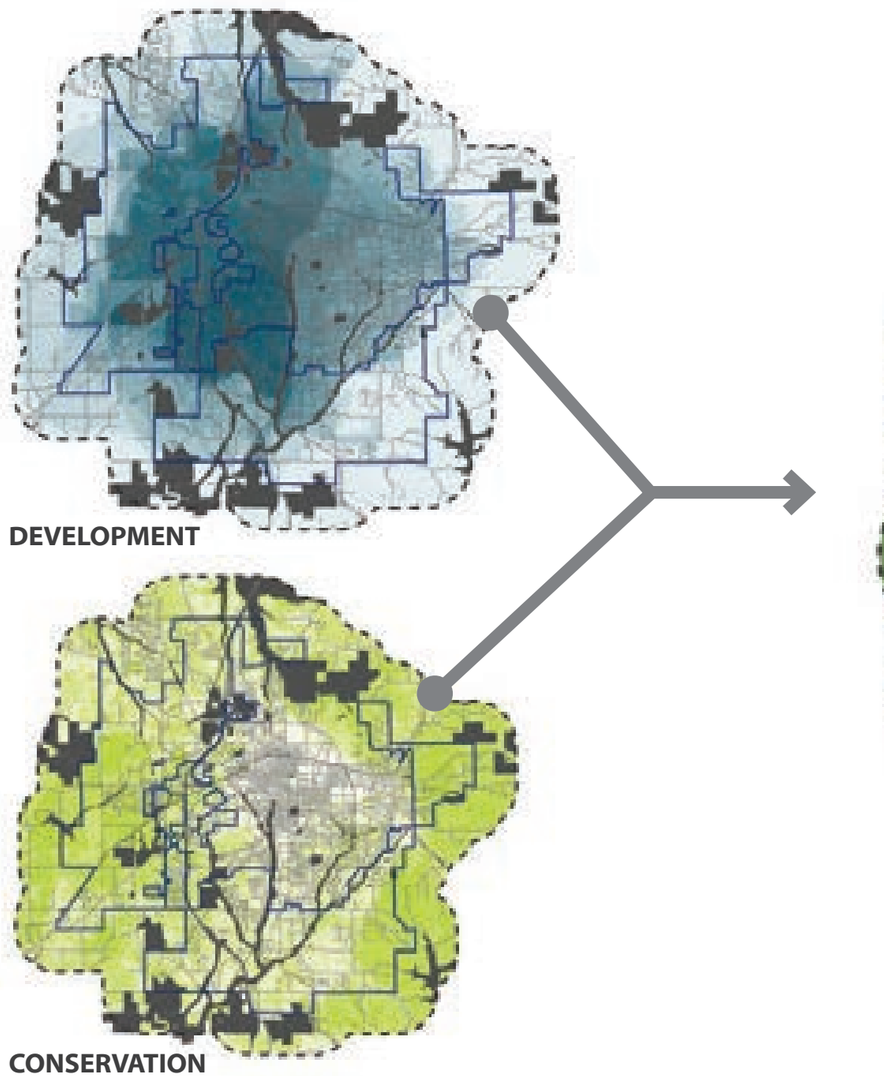
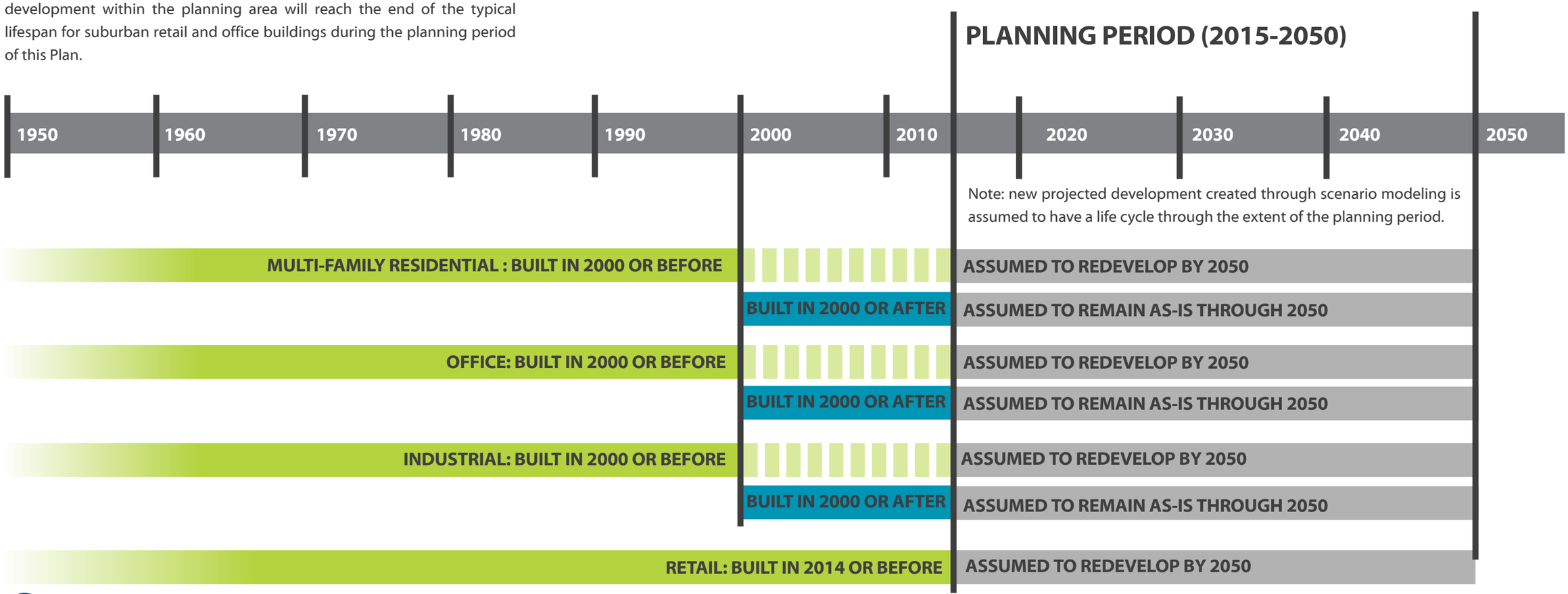


FIGURE 3.3: DEVELOPMENT SUITABILITY RESULT

3.1.0 EXISTING DEVELOPMENT STATUS

Most buildings, particularly those built in the post-WWII era, have a finite life cycle. The lifespan of a building depends on a variety of factors, including location, use, development form, construction quality and market forces. The suburban development pattern throughout the United States over the past 50 years has emphasized commercial and residential construction types that were not intended to stand the test of time in the same way that pre-war construction was. This is the result of a shift toward more utilitarian, "product"-oriented construction as well as the shift to decentralized, segregated land use patterns in which individual buildings are often constructed for very specific uses that are difficult to adapt as markets change. The result of this trend is the development of land in an inefficient, disorganized pattern - a series of buildings and parking lots and roadways with no "sense of place" to be preserved and celebrated by the community. This pattern has occurred across much of the Urbanizing Area. In particular, much of the commercial development within the planning area will reach the end of the typical lifespan for suburban retail and office buildings during the planning period of this Plan.

Land uses within the planning area were assessed for their redevelopment potential according to common life cycles of modern building construction. The diagram below illustrates the assumed redevelopment thresholds for multi-family residential, office, and industrial development (each assumed to have a 50-year lifespan) and retail structures (assumed to have a 25-year lifespan). For example, a multi-family apartment complex built in 1970 is assumed to reach the end of its economic life cycle in the year 2020. A suburban retail structure built in 2014 would reach the end of its productive life in the year 2039. The land use model factors in these life cycle thresholds for each parcel of land within the study area. The model assumes that land is available for new development (or in this case, redevelopment), only if the existing development has reached the end of its assumed lifespan.



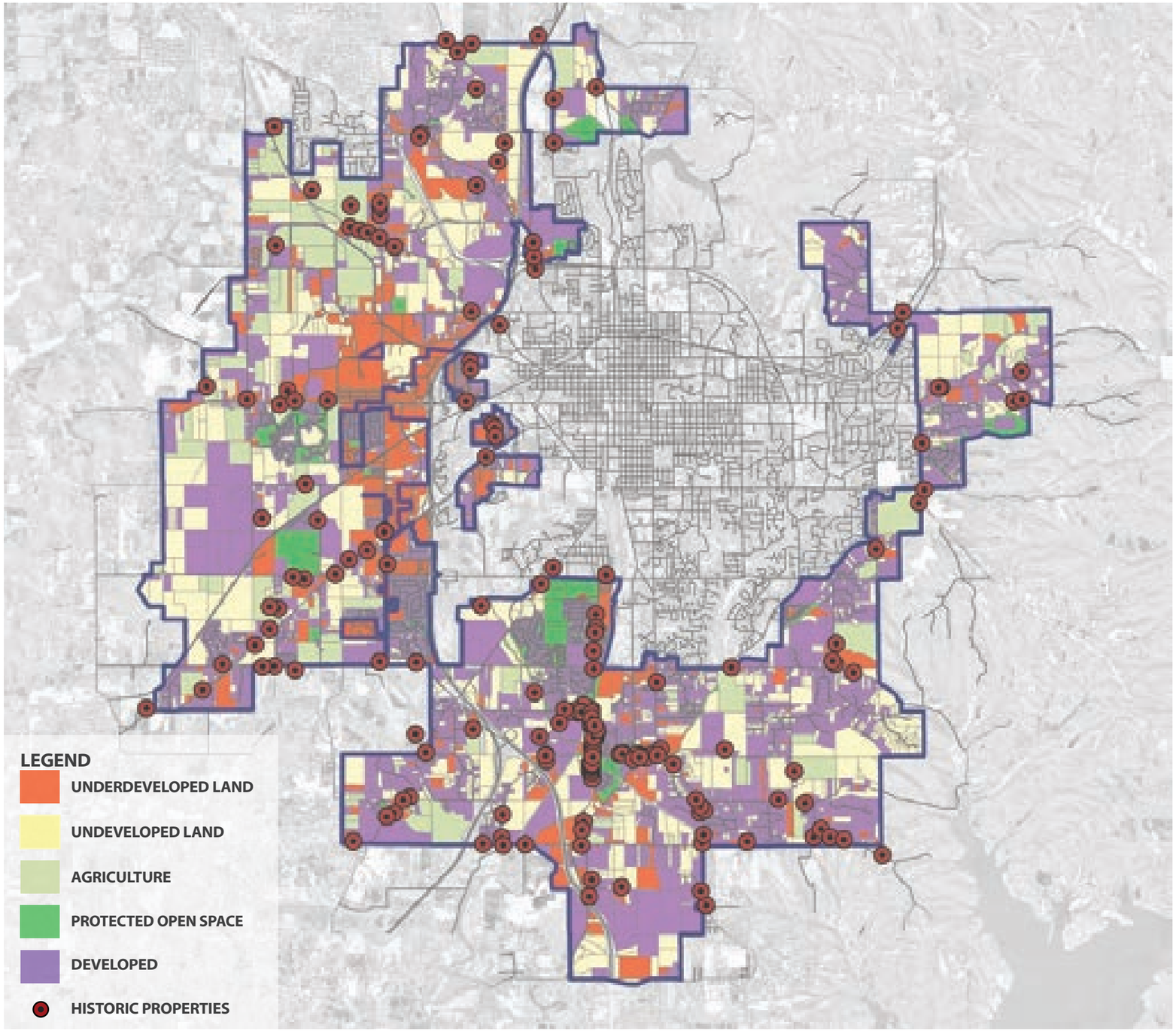
Portions of the Urbanizing Area, particularly to the west of SR-37 along the Curry Pike corridor, have also developed with a patchwork of residential subdivisions, apartment complexes and mobile home parks. Some of these, particularly larger, established single-family neighborhoods, will likely last for many decades. However, in some locations, individual single-family homes and small subdivisions along arterial corridors and in close proximity to planned I-69 interchanges, will face redevelopment pressure due to increased traffic and land values. Likewise, many multi-family developments, operated as commercial investments, are more likely to have a similar lifespan to suburban commercial buildings.

Figure 3.4 illustrates existing development status and reinvestment potential. Reinvestment areas were identified by analyzing a variety of factors:

+ Building age and use
+ Improvement to land value ratio
+ Location along an arterial corridor

Reinvestment can occur in a number of ways, including infill development, rehabilitation and retrofitting of existing structures, and complete demolition of existing structures with full site redevelopment. All of these approaches are expected to occur within the Urbanizing Area. The identification of reinvestment potential areas on Figure 3.4 is not intended to be an exhaustive inventory; in other words, there may be additional properties that did not meet the criteria listed above, but which nonetheless may be ripe for reuse or redevelopment. Likewise, a property may be highlighted, but could remain economically viable for many years. The purpose of the analysis is to identify emerging opportunity areas for further investigation as part of the planning process. Areas with significant groupings of undeveloped or potentially "underdeveloped" property warrant special consideration for the role they will play in future growth scenarios for the Urbanizing Area. At the same time, care must be taken to ensure that historic structures, which add value and character to the community, are preserved and respected as new development occurs.

FIGURE 3.4: DEVELOPMENT STATUS

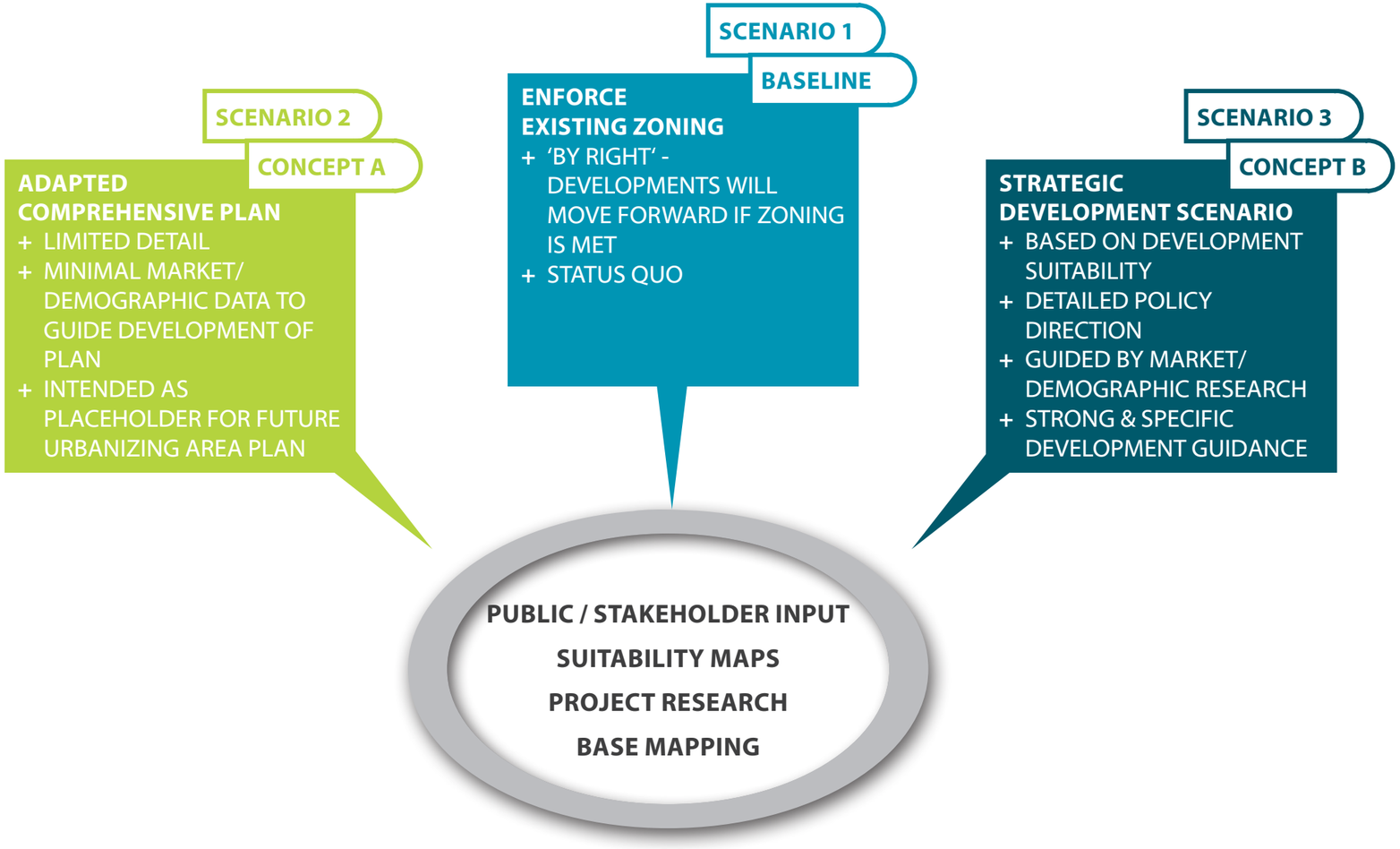


3.2 SCENARIO MODELS

AS PART OF THE URBANIZING AREA PLANNING PROCESS, THREE SCENARIOS WERE CREATED WITH VARYING TYPES, DISTRIBUTIONS AND INTENSITIES OF LAND USE.

3.2.0 SCENARIO MODELS OVERVIEW

The three alternative visions of growth for the planning area provided a basis for examining the relative impacts of different development patterns and policies. The purpose of the scenario modeling process is to develop a preferred plan and associated polices that will achieve the community's long range goals. Each of the scenarios includes a series of assumptions about how intensely land is developed (e.g. efficiency of site development, Floor Area Ratio, residential density, etc.) and the relative percentages of different types of uses within broader land use categories. Refer to the Appendix for a summary of detailed modeling assumptions.



3.2.1 DETERMINING LAND USE NEEDS

The market analysis described in Chapter 2 outlines the changing trends in housing and employment sectors that will affect land use patterns in the Urbanizing Area over the next 35 years. Increased demands for smaller housing types in walkable neighborhoods and a projected shift in employment toward increased office jobs means that development densities will change.

The Urbanizing Area includes approximately 9,000 acres of developed residential land and approximately 9,500 existing housing units. There is wide variation in housing densities throughout the planning area, but as an average density, this equates to just over 1 dwelling unit per acre. At that density, the developed area needed to accommodate projected housing growth over the next 35 years would need to more than double in size. However, at a moderate average density, such as 6 dwellings per acre, only 2,500 additional acres of land are needed. Likewise, average densities of jobs per acre for industrial, office and retail land uses, when applied to projected employment growth in each sector, suggest an additional 600 acres of land is needed for employment generating uses.

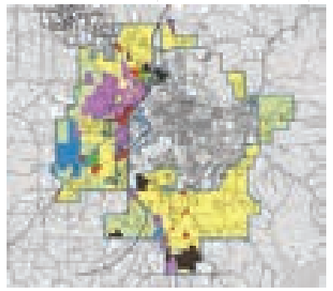
It is important to note that these are general assumptions, and they do not account for potential mixture of residential and non-residential uses or the potential reuse and redevelopment of currently developed land. In this way, the land demand assumptions are conservative. Ultimately, the goal of the the land use scenario modeling process is to develop a land use plan that will achieve the community's goals for growth and preservation while also responding to future market demands. Projected land use needs serve as a guide to help gauge the extent to which a particular scenario meets the general land demand needs, but it is not necessary for the Plan to allocate a precise amount of acreage. In fact, for some uses, it is appropriate to allocate more land than basic projections would suggest, to provide room for market choice and unanticipated changes in market conditions.

LAND USE LEGEND

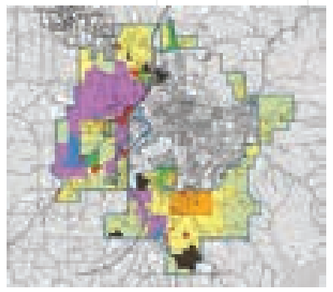
- EMPLOYMENT
- MIXED-USE
- MIXED-RESIDENTIAL
- SUBURBAN RESIDENTIAL
- CONSERVATION RESIDENTIAL
- RURAL TRANSITION
- PROTECTED OPEN SPACE
- QUARRY LANDSCAPES
- CIVIC/INSTITUTIONAL

FIGURE 3.5: LAND USE COMPOSITION SUMMARY

SCENARIO 1 - EXISTING TRENDS



SCENARIO 2 - CURRENT PLANS



SCENARIO 3 - STRATEGIC DEVELOPMENT

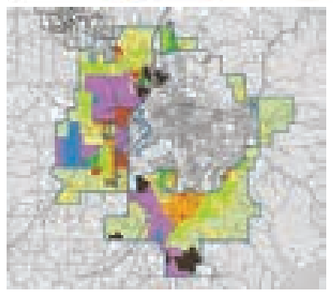


FIGURE 3.6: LAND USE ACREAGE SUMMARY

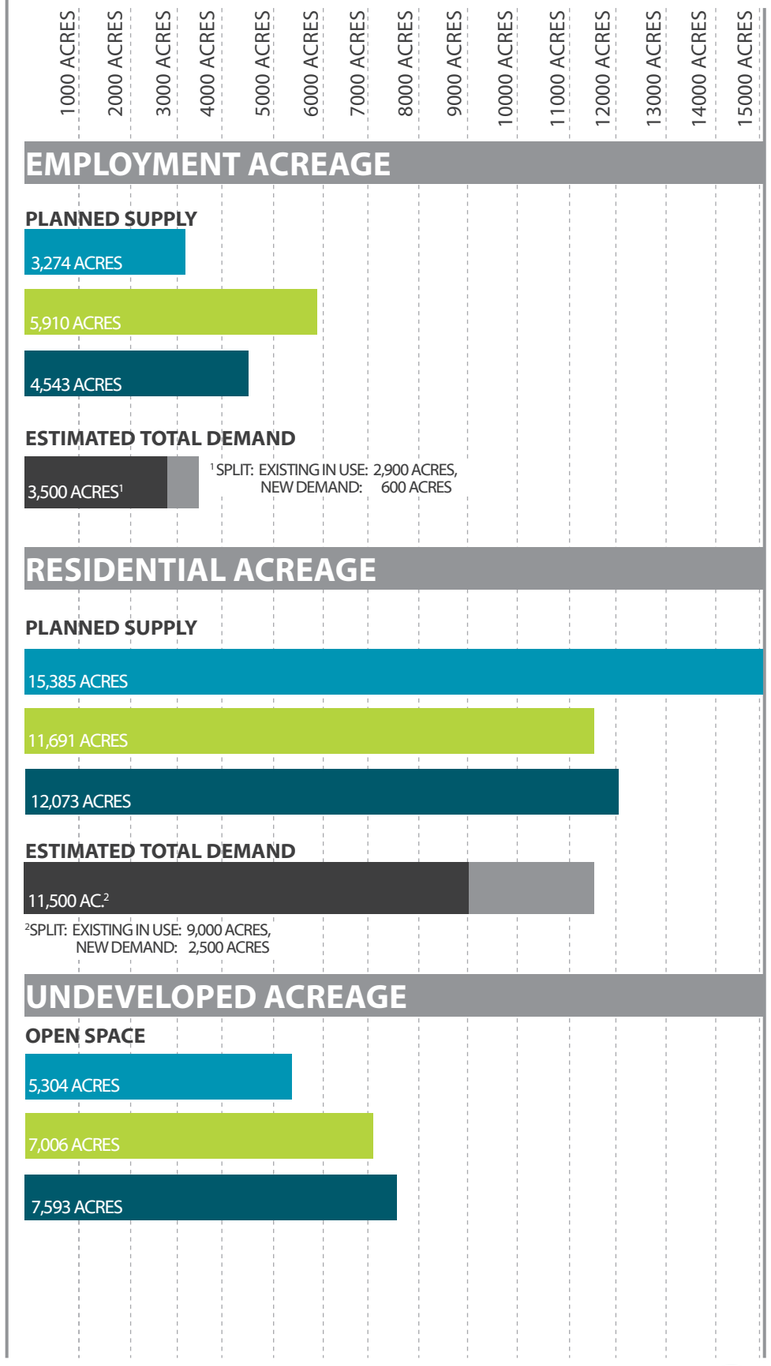
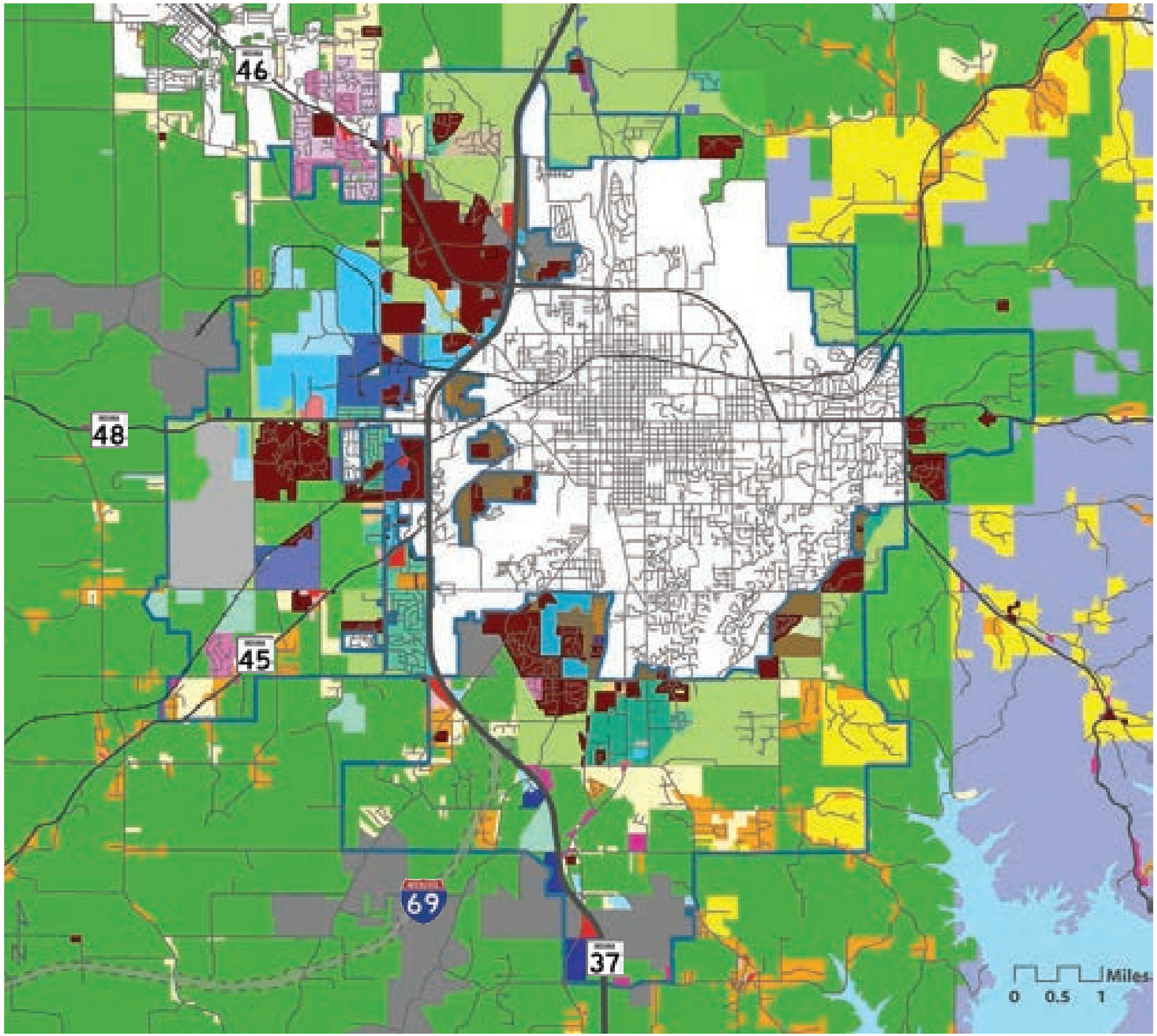


FIGURE 3.7: CURRENT MONROE COUNTY ZONING WITHIN AND OUTSIDE OF THE URBANIZING AREA



3.2.2 SCENARIO 1

A. EXISTING TRENDS

Scenario 1 is based on the existing zoning patterns of the Urbanizing Area. The current zoning map was generalized into broad categories of land use, including employment, suburban residential, suburban commercial, mixed use, civic/institutional, protected open space, rural transition, and quarry landscapes.

EMPLOYMENT

Employment areas are largely concentrated in the northwest portion of the planning area between SR-46 and Third Street, Curry Pike and Vernal Pike. The Liberty Drive corridor between SR-37 and Curry Pike is also zoned for employment. Smaller areas of land and individual parcels are zoned for employment uses along portions of SR-37 and in relatively isolated areas.

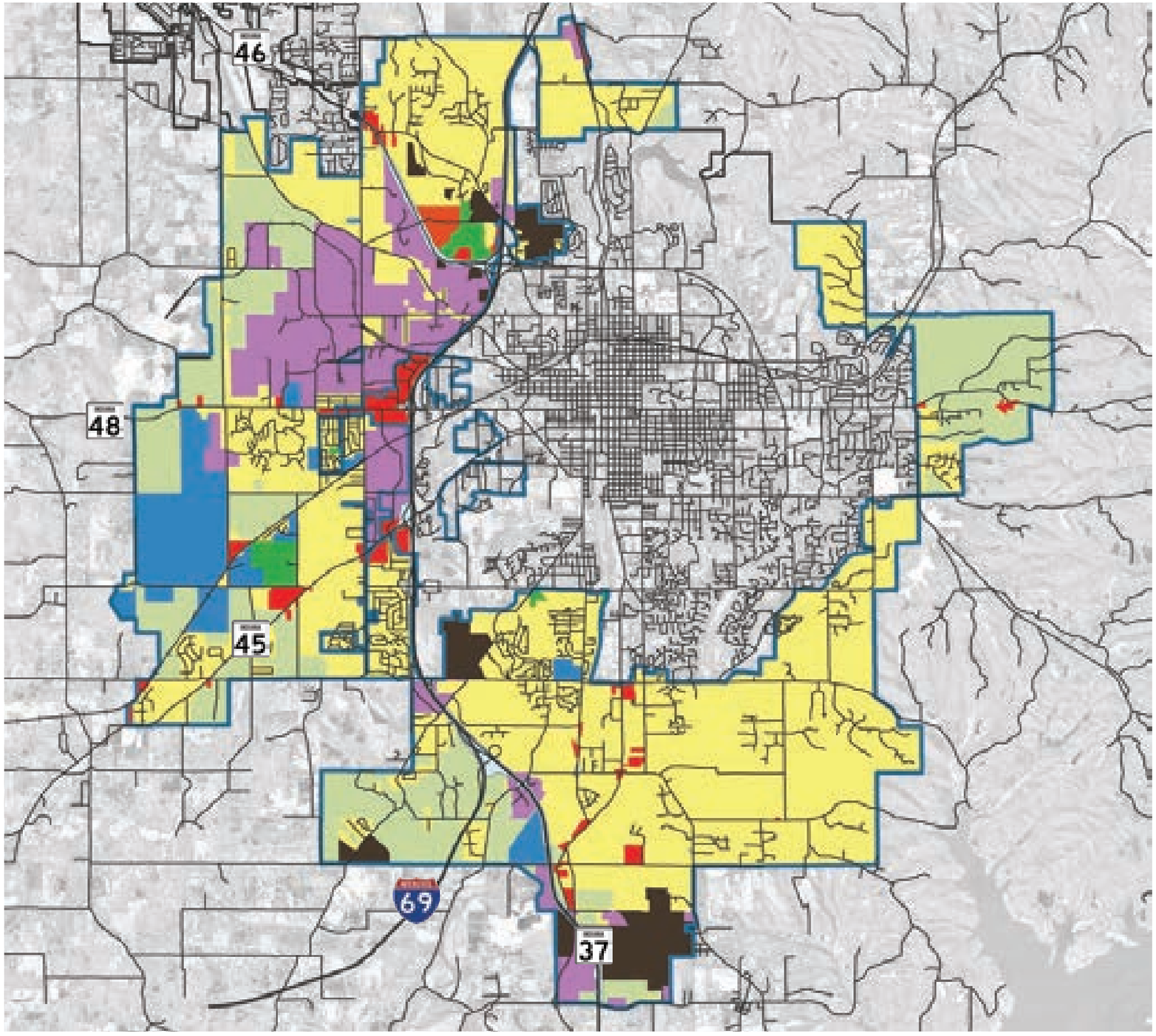
RESIDENTIAL

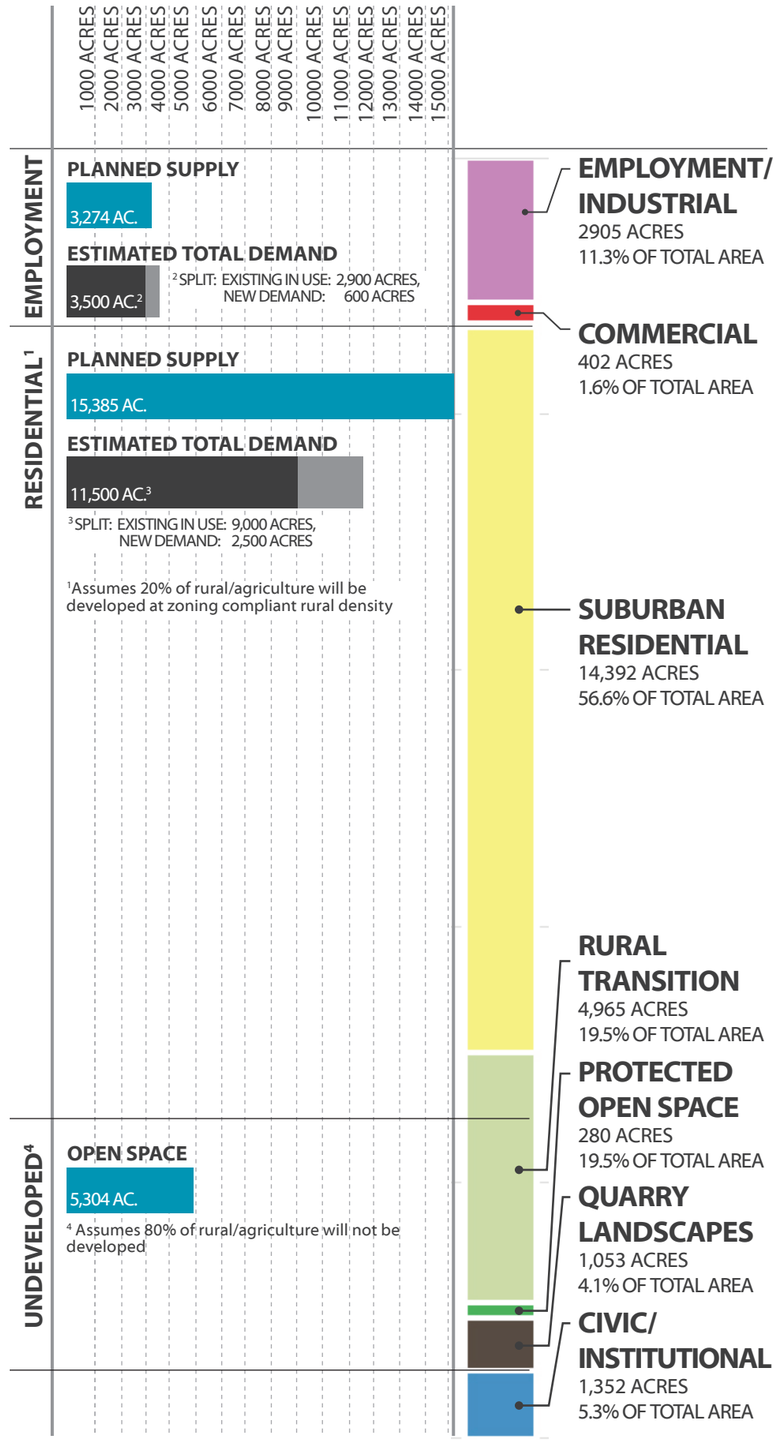
The predominant form of commercial development currently permitted in the Urbanizing area is also suburban in character. Much of this land is actually located in the incorporated City of Bloomington, to the west of SR-37 at the Third Street and Second Street interchanges.

The predominant form of residential development permitted under current zoning classifications is low-density and suburban in character. This includes a large number of single family subdivisions as well as isolated apartment complexes and mobile home communities. Residentially zoned land wraps around the City of Bloomington to the north and south. The former areas intended for annexation also fall within this category. The scenario modeling process indicated that based on an assumption of continued residential development in the current low-density development pattern, additional land would need to be zoned to suburban residential uses to accommodate projected residential growth. To test the effects of this, the scenario was revised to include additional residential land, primarily in the southern portion of the study area.

LEGEND (Refer to the Monroe County Zoning Ordinance for full descriptions)

FIGURE 3.8: SCENARIO 1: EXISTING TRENDS





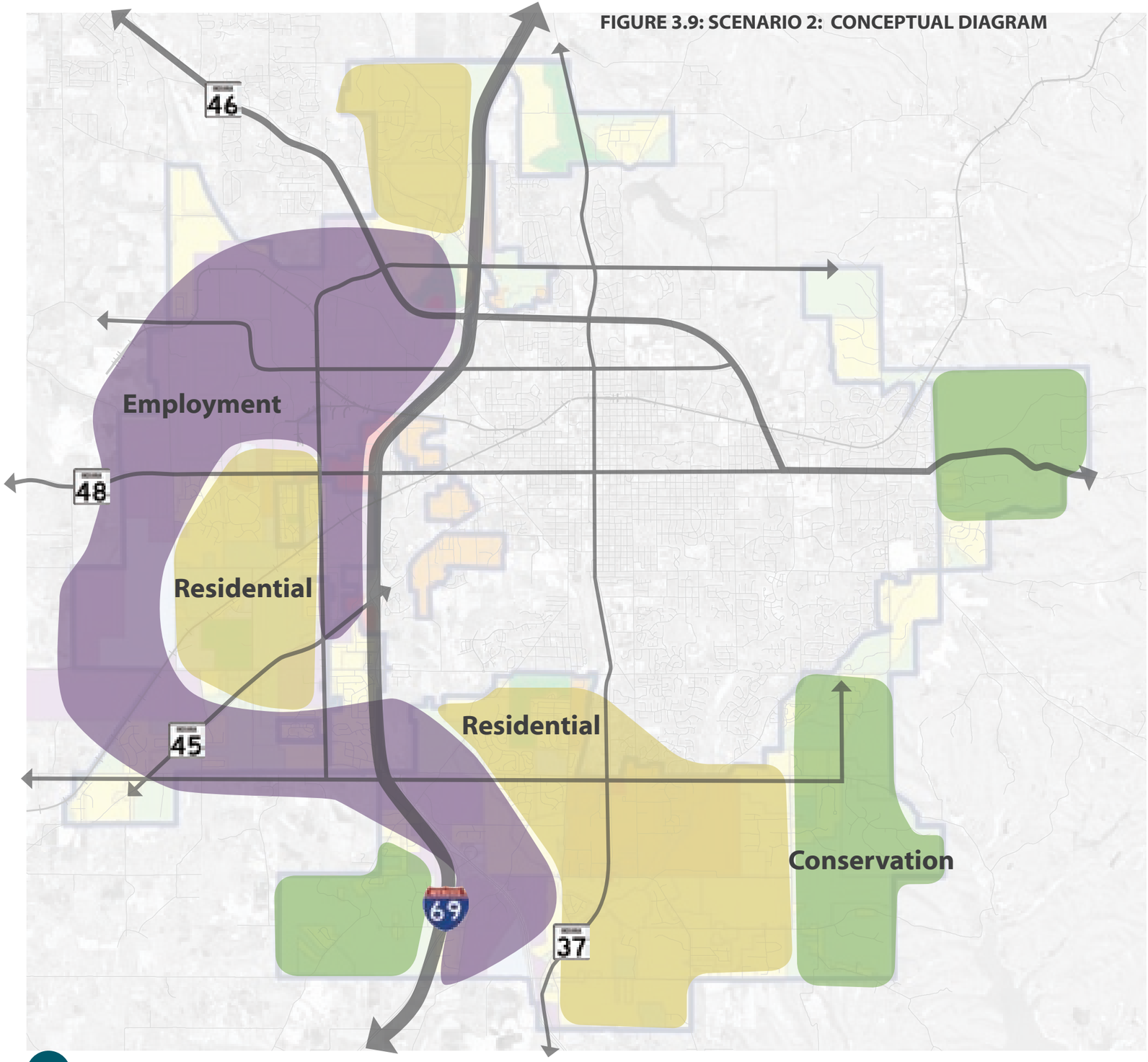


FIGURE 3.9: SCENARIO 2: CONCEPTUAL DIAGRAM

3.2.3 SCENARIO 2

A. CURRENT PLANS

Scenario 2 is modeled closely on the interim land use plan for the Urbanizing Area as included in the 2012 Monroe County Comprehensive Plan.

EMPLOYMENT

The scenario focuses employment in the northwest portion of the planning area, between SR-46 and Third Street, extending beyond Hartstraight Road. Additional employment areas are shown surrounding the airport, in the Liberty Drive and SR-45 corridors and along portions of SR-37 near the planned I-69 interchanges in the southwest portion of the planning area.

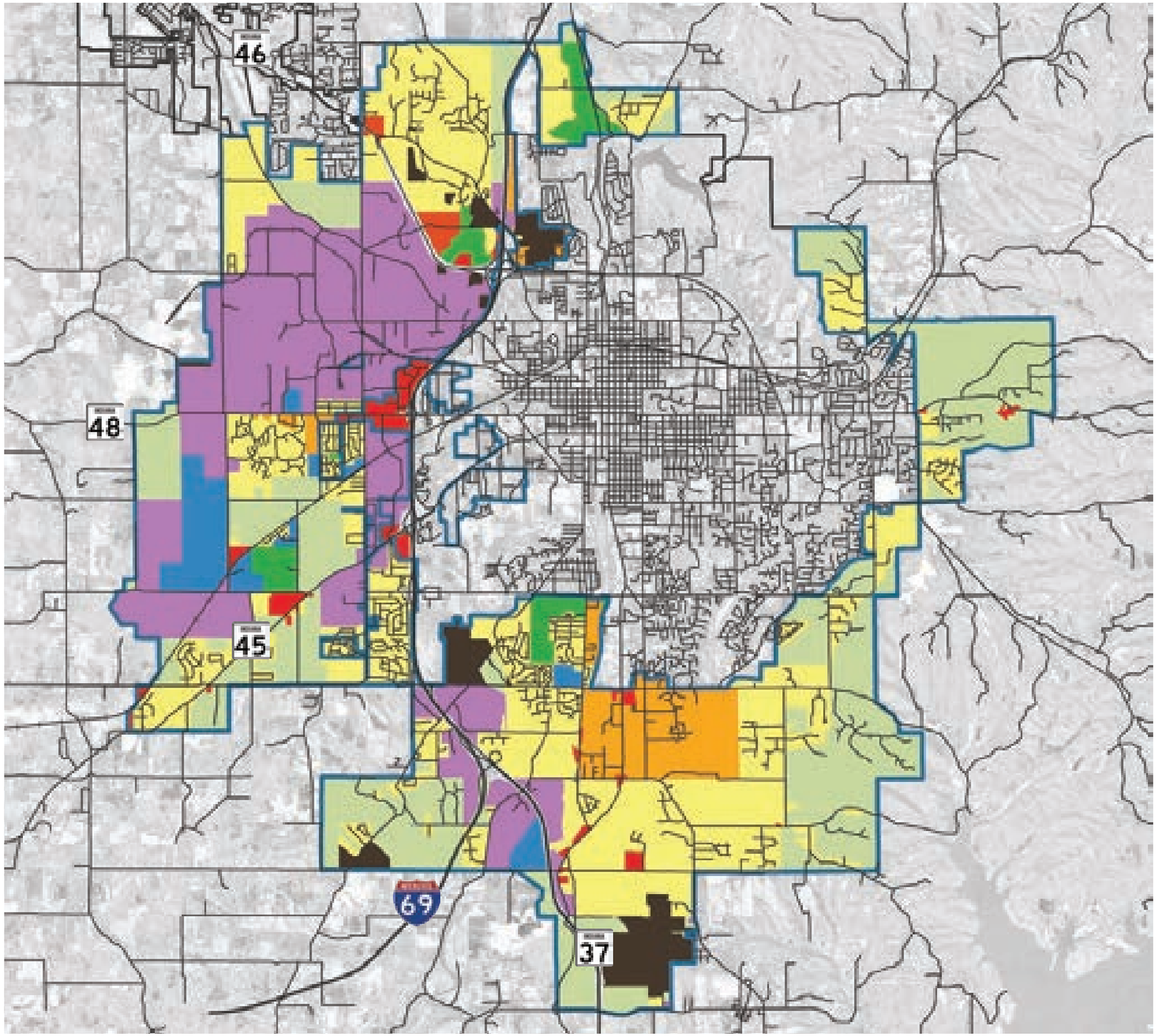
The North Park development is designated as a mixed use center. Existing suburban-style commercial areas are assumed to remain. These are primarily located in the incorporated City of Bloomington to the west of SR-37 near the Third Street and Second Street interchanges. Small commercial nodes are also located south of Bloomington along South Walnut Street.

RESIDENTIAL

Mixed residential development, referred to as "Urban Residential" in the interim plan, is shown primarily to the south of Bloomington, within the former Areas Intended For Annexation, and along the south side of Third Street, west of Curry Pike.

More conventional suburban residential developments are shown where that development type currently exists and on additional land surrounding existing subdivisions. Rural transition areas are shown primarily along the outer edges of the planning area and in the area surrounding Karst Farm Park.

FIGURE 3.10: SCENARIO 2: CURRENT PLANS



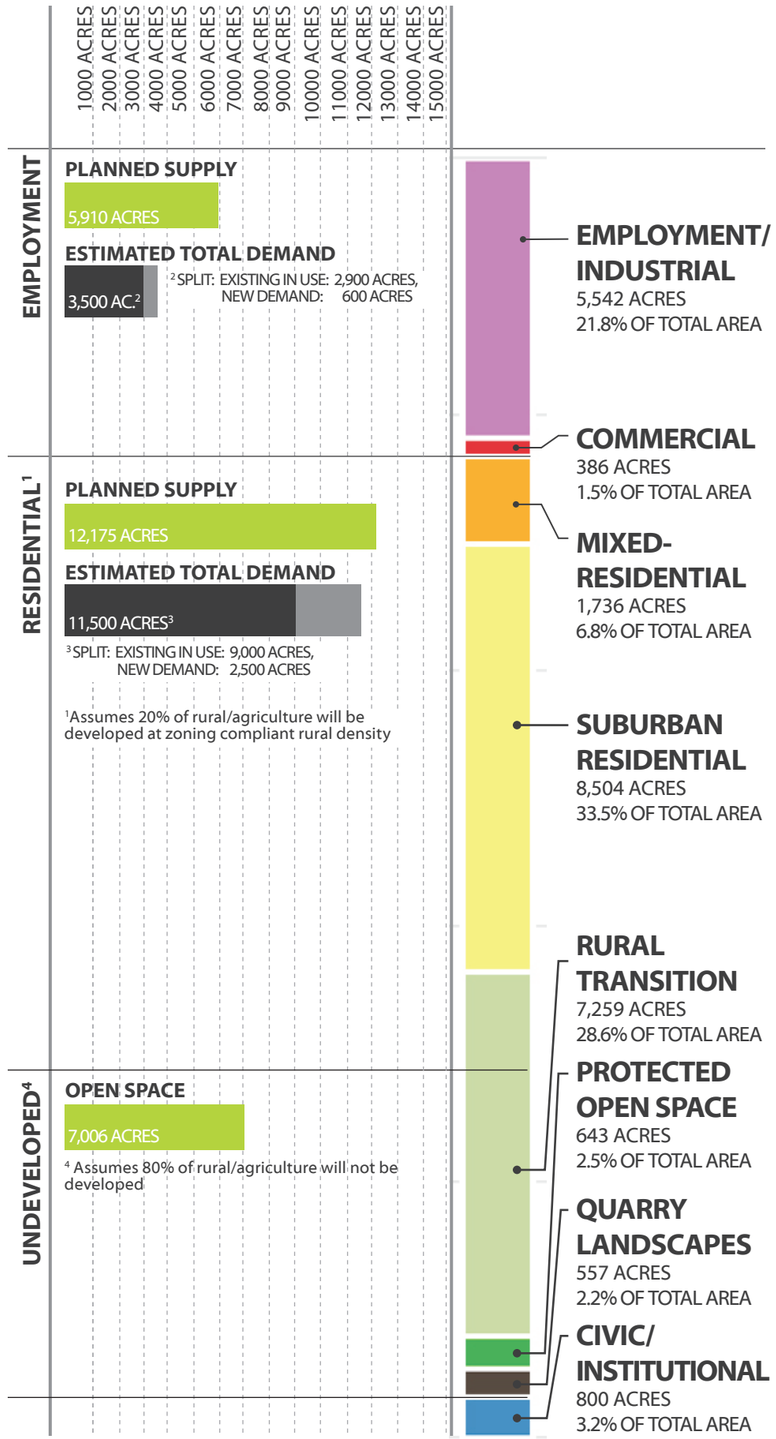
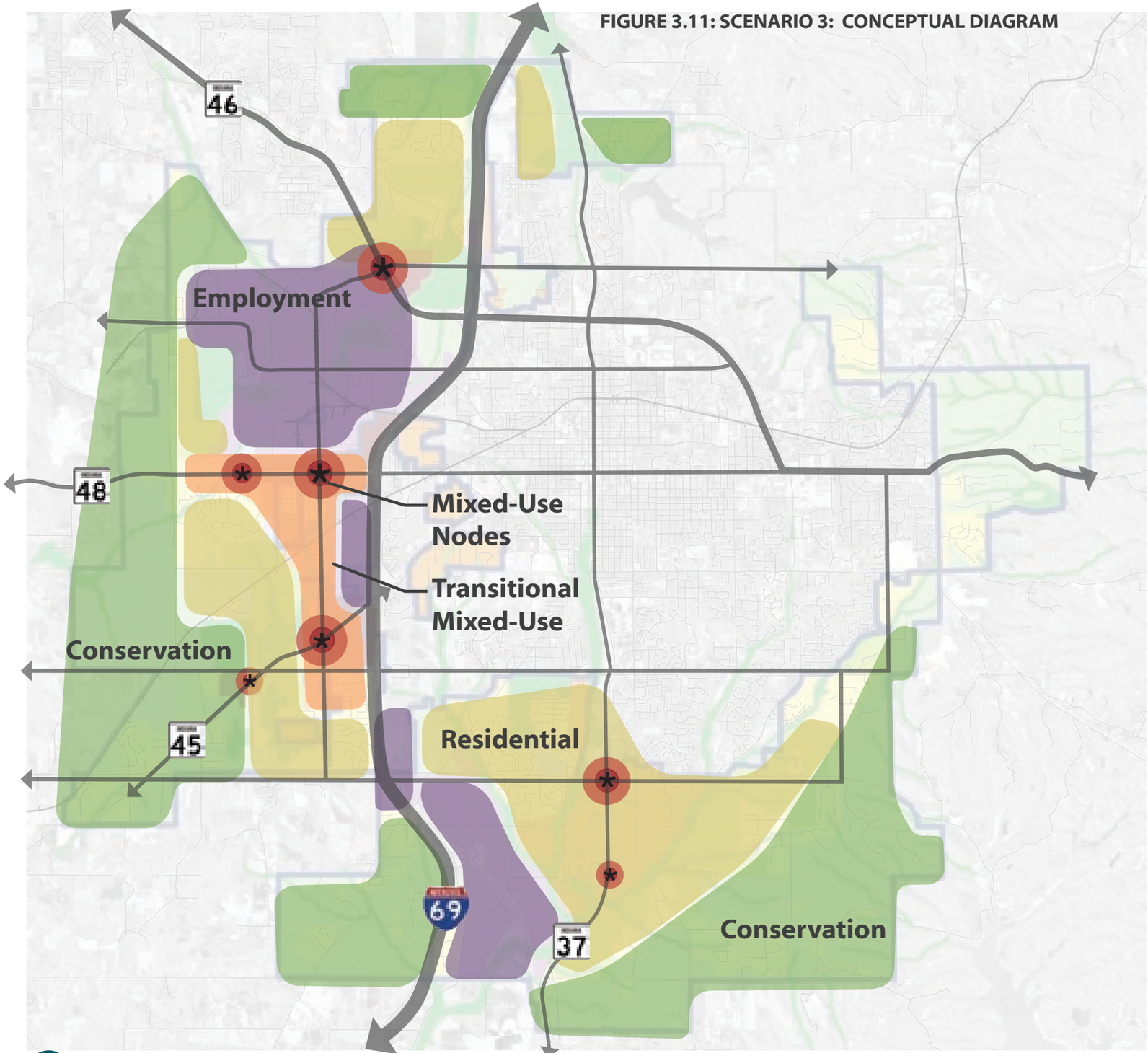


FIGURE 3.11: SCENARIO 3: CONCEPTUAL DIAGRAM



3.2.4 SCENARIO 3

A. STRATEGIC DEVELOPMENT

Scenario 3 builds on some of the concepts first introduced in the County's interim land use plan for the Urbanizing Area, such as incorporating mixed residential development, but this scenario is intended to provide a more strategic approach to land use patterns throughout the entire urbanizing area.

EMPLOYMENT

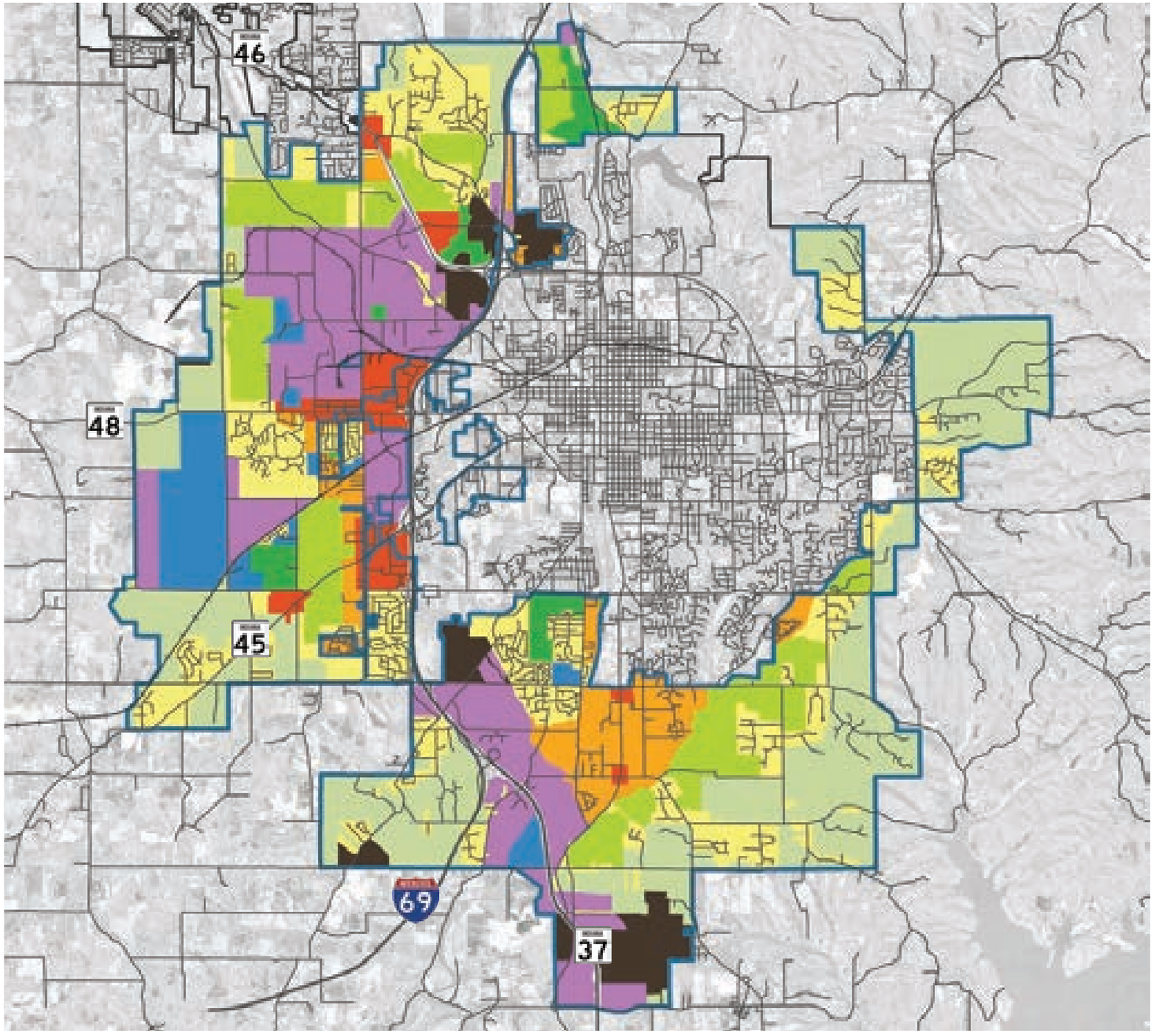
As with the other scenarios, a large employment area is provided in the northwest portion of the planning area between SR-46 and Third Street. This incorporates some additional land not currently zoned for employment, but does not extend employment areas up to or past Hartstraight Road, as depicted in Scenario 2. The Liberty Drive corridor, between SR-37 and Curry Pike, remains an employment area. Additional land along SR-37 in the south portion of the study area is also designated for employment uses. The intent of this pattern is to focus employment areas in close proximity to existing utility and/or transportation infrastructure.

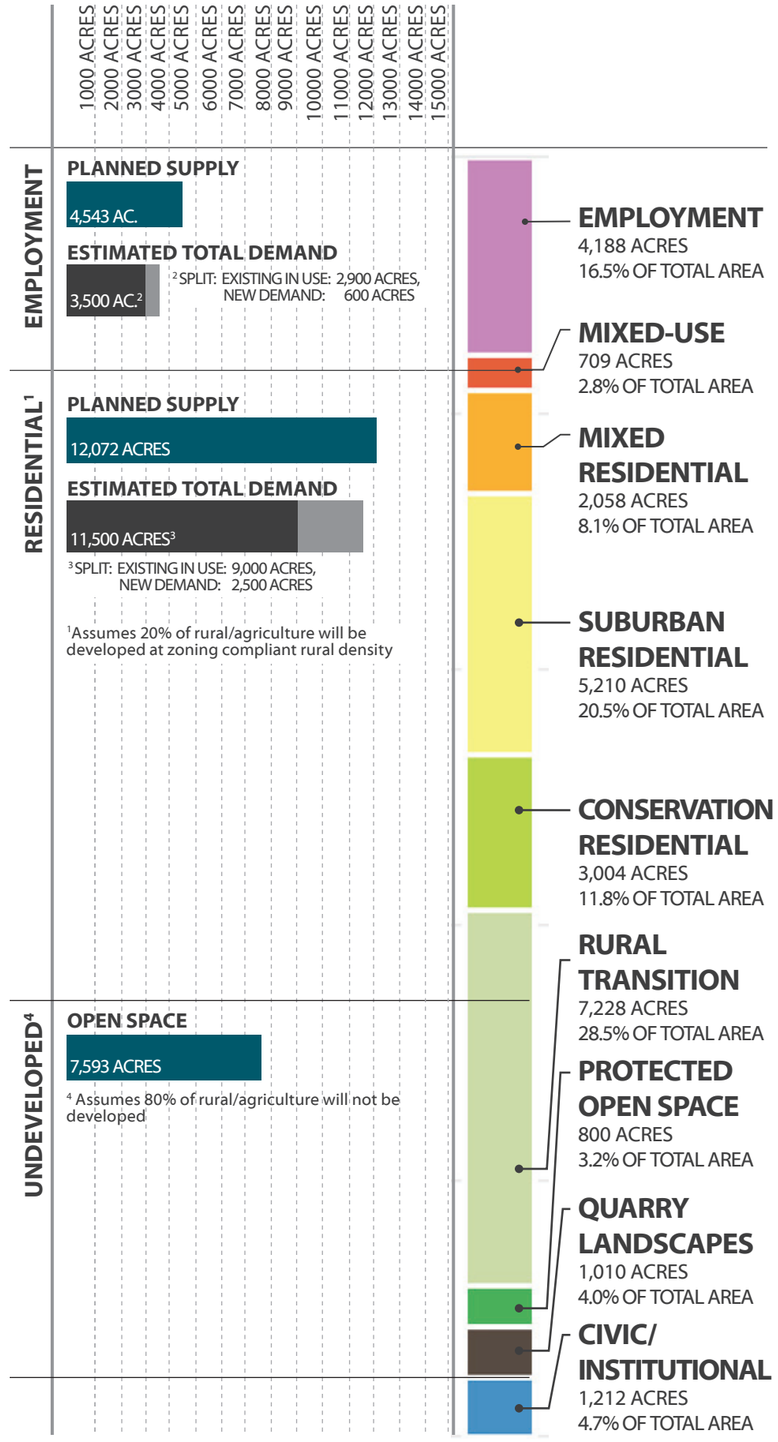
RESIDENTIAL

Mixed residential uses are provided to the south of Bloomington, similar to Scenario 2. However, Scenario 3 concentrates this land use type within existing sewer service areas and uses Jackson Creek and Clear Creek as natural boundaries. The former Areas Intended For Annexation are also shown as mixed residential. In addition, existing residential land to the west of Curry Pike is included in this category, under the assumption that future infill and redevelopment will take on a more organized residential development pattern.

Suburban residential areas in this scenario represent existing subdivisions assumed to remain through the planning horizon. Along the edges of more intensive development types, and infilling between existing subdivisions, the scenario anticipates a conservation residential development pattern that would preserve large amounts of open space, integrated into a continuous greenway system. The outer-most edges of the planning area transition to low-density rural development types.

FIGURE 3.12: SCENARIO 3: STRATEGIC DEVELOPMENT





3.3 METRICS & INDICATORS

QUANTITATIVE METRICS, OR "INDICATORS" ARE HELPFUL IN UNDERSTANDING THE RELATIVE COSTS AND BENEFITS OF DIFFERENT LAND USE AND DEVELOPMENT SCENARIOS.

3.3.0 SCENARIO MODELING INDICATORS

This section provides a comparative summary of each scenario in terms of its performance in advancing the major goals and objectives for the Urbanizing Area Plan. The metrics illustrated on pages 48-49 fall within four general categories:

+ Efficient Use of Infrastructure and Land Preservation
+ Housing Choices and Quality of Life
+ Sense of Place
+ Transportation Impacts

A. EFFICIENT USE OF INFRASTRUCTURE/LAND PRESERVATION

One of the primary goals for the Urbanizing Area Plan is to use existing infrastructure efficiently. One way to measure this to compare the "development footprint" of each land use scenario. This is measured as the amount of land area allocated to existing development, infill and redevelopment, and greenfield development. In each scenario, the majority of land area (85%) is dedicated to existing development. Roughly 15% is dedicated to new development. In Scenarios 1 and 2, approximately 5% of land provides infill and redevelopment opportunity, and 10% is dedicated to greenfield development. For Scenario 3, the proportions are reversed, with a higher amount of infill development and lower amount of greenfield development.

Street and utility infrastructure needs are also closely tied with land use patterns. Lower density developments, particularly single-family subdivisions, require more linear feet of roadway per dwelling than do more compact, higher density neighborhoods. Based on a survey of typical lot widths for existing development types in the study area and on design assumptions applied to the Key Investment Area Plans (Chapter 6), existing Scenario 1 is projected to require approximately 40% more linear feet of roadway to accommodate new residential development than Scenario 3. Scenario 2 would require approximately 20% more street infrastructure than Scenario 3.

B. HOUSING CHOICES/QUALITY OF LIFE

Each scenario was also compared for the degree to which they provide a diversity of choice in housing types. Scenarios 1 and 2 are dominated by auto-oriented suburban development types, with lower amounts of walkable residential neighborhoods and rural living options. Scenario 3 is the reverse, with over 60% of projected development occurring in walkable neighborhoods and only 20% in conventional suburban development types.

C. SENSE OF PLACE

Community character or "sense of place" is a difficult concept to measure. One way to quantify sense of place is by comparing the amount of mixed use development provided in each scenario. Scenarios 1 and 2 provide approximately 5% of new development within mixed-use areas, while Scenario 3 accommodates 20% of projected growth in mixed-use neighborhoods.

D. TRANSPORTATION IMPACTS

Vehicle miles traveled (VMT) is a metric that can be used to measure transportation impacts on the environment, particularly through greenhouse gas emissions. Land use patterns and development densities affect travel behavior; compact, mixed use development has been demonstrated to reduce vehicle miles traveled by facilitating other transportation modes. Average VMT levels for various land use types* were tested for each scenario, with Scenario 3 demonstrating the potential for an approximately 20% reduction in VMT generated by new households as compared to Scenario 1.

Each scenario was also compared for how well it relates to existing transit service. All three scenarios provide relatively high amounts of residential development within a walkable distance to an existing bus line, although Scenario 3 has a higher degree of access for new residents.

*Source: Performance-Based Transit-Oriented Development Typology Guidebook, Center for Transit-Oriented Development, December 2010

LAND USE SCENARIO INDICATORS DEMONSTRATE THAT A SHIFT FROM EXISTING TRENDS TOWARD A MORE STRATEGIC DEVELOPMENT PATTERN WILL BEST ACHIEVE THE GOALS OF THE URBANIZING AREA PLAN

Image: MKSK

3.3.1 PERFORMANCE INDICATORS

MINIMIZE IMPACTS

	STREET INFRASTRUCTURE	VEHICLE MILES TRAVELLED	GREENFIELD DEVELOPMENT	AUTO-ORIENTED DEVELOPMENT
	Linear feet of roadways needed to accommodate new residential development	Total vehicle miles traveled (VMT) generated by households each year	Acres of greenfield land consumed	Total number of households that are in single-product, auto-oriented neighborhoods
SCENARIO 1: EXISTING TRENDS + 'BY RIGHT' - DEVELOPMENTS WILL MOVE FORWARD IF ZONING IS MET + STATUS QUO	**1,185,350** Linear feet of roadways	**2.29** Million of household vehicle miles traveled each year	**5,655** Acres of greenfield land consumed	**11,217** Number of homes that are in auto-oriented suburban neighborhoods
SCENARIO 2: CURRENT PLANS + LIMITED DETAIL + MINIMAL MARKET/DEMOGRAPHIC DATA TO GUIDE DEVELOPMENT OF PLAN + INTENDED AS PLACEHOLDER FOR FUTURE URBANIZING AREA PLAN	**829,760** Linear feet of roadways	**1.98** Million of household vehicle miles traveled each year	**5,352** Acres of greenfield land consumed	**6,836** Number of homes that are in auto-oriented suburban neighborhoods
SCENARIO 3: STRATEGIC DEVELOPMENT + BASED ON DEVELOPMENT SUITABILITY + DETAILED POLICY DIRECTION + GUIDED BY MARKET/DEMOGRAPHIC RESEARCH + STRONG & SPECIFIC DEVELOPMENT GUIDANCE	**666,770** Linear feet of roadways	**1.77** Million of household vehicle miles traveled each year	**3,260** Acres of greenfield land consumed	**3,075** Number of homes that are in auto-oriented suburban neighborhoods

MAXIMIZE BENEFITS

	HOUSING CHOICES	TRANSIT PROXIMITY	EMPLOYMENT ACCESS TO MIXED USE	RESIDENTIAL ACCESS TO MIXED USE
	Total number of households that are in walkable neighborhoods with a mixture of housing types	Population living within a walkable distance (1/4 mile) of a public transit route	Jobs within a walkable distance (1/4 mile) of a mixed use center	Residents living within a walkable distance (1/4 mile) of a mixed use center
SCENARIO 1: EXISTING TRENDS + 'BY RIGHT' - DEVELOPMENTS WILL MOVE FORWARD IF ZONING IS MET + STATUS QUO	**1,768** Number of homes that are in diverse, walkable neighborhoods	**7,973** Persons living in close proximity to transit	**539** Persons employed within 1/4 mile of a mixed use center	**865** Persons living within 1/4 mile of a mixed use center
GROWTH SCENARIO 2: CURRENT PLANS + LIMITED DETAIL + MINIMAL MARKET/DEMOGRAPHIC DATA TO GUIDE DEVELOPMENT OF PLAN + INTENDED AS PLACEHOLDER FOR FUTURE URBANIZING AREA PLAN	**5,156** Number of homes that are in diverse, walkable neighborhoods	**7,259** Persons living in close proximity to transit	**479** Total acres within 1/4 mile of a mixed use center	**1,267** Persons living within 1/4 mile of a mixed use center
SCENARIO 3: STRATEGIC DEVELOPMENT + BASED ON DEVELOPMENT SUITABILITY + DETAILED POLICY DIRECTION + GUIDED BY MARKET/DEMOGRAPHIC RESEARCH + STRONG & SPECIFIC DEVELOPMENT GUIDANCE	**8,475** Number of homes that are in diverse, walkable neighborhoods	**9,733** Persons living in close proximity to transit	**2,158** Persons employed within 1/4 mile of a mixed use center	**4,493** Persons living within 1/4 mile of a mixed use center

4 OBJECTIVES & STRATEGIES

4.0 PLANNING FRAMEWORK

THE PROPOSED PLAN INCLUDES AN AREA-WIDE FRAMEWORK FOR FUTURE GROWTH AND PRESERVATION

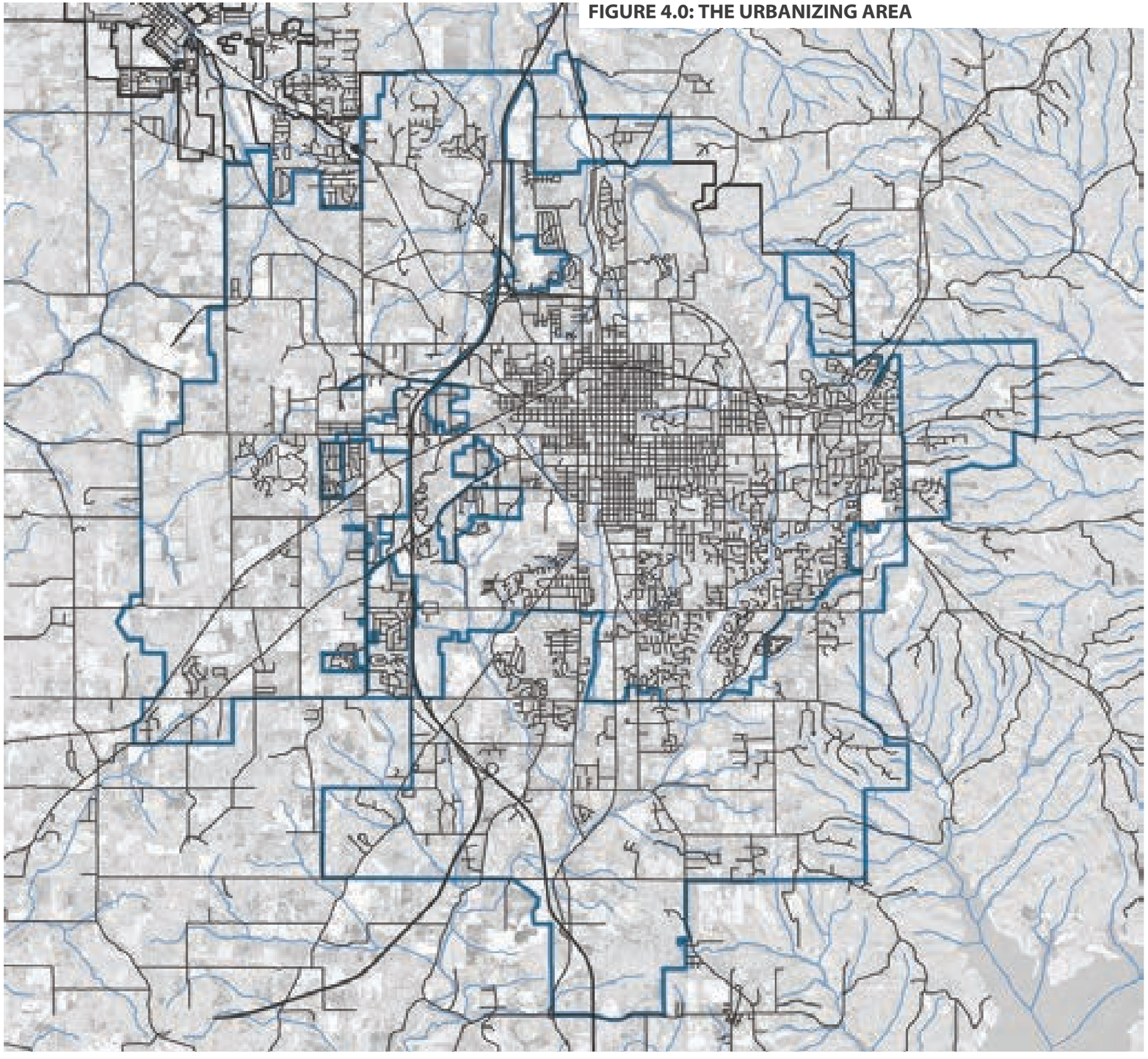
4.0.1 MAJOR THEMES

This chapter outlines an overall framework for achieving the planning goals for the Urbanizing Area, organized according to the major planning objectives described in Chapter 1. For each of the ten objectives, an overview of relevant issues, policy recommendations and implementation strategies is provided. Each objective is also illustrated with diagrams and representative "benchmark" imagery. The diagrams and concepts together form the basis for the more detailed Land Use Plan described in Chapter 5. Detailed implementation steps are outlined in a matrix of strategies and actions which form the basis of the master implementation matrix detailed in Chapter 7. The planning concepts that form this framework are embodied in six major themes:

A. CREATE GATEWAYS TO THE COMMUNITY

First impressions set the tone for how people perceive the character of a place. Gateways can take a variety of forms and include many elements, including coordinated landscape designs, streetscape features, public art installations, signage, and architecture. The conversion of State Route 37 to Interstate 69 has the potential to intensify the physical barrier between the Urbanizing Area and the City of Bloomington. It also offers opportunities to create unique and memorable gateways to both the City and the County that are attractive and inviting to visitors and that introduce the character of the community.

FIGURE 4.0: THE URBANIZING AREA



B. CREATE AN ATTRACTIVE, MULTI-MODAL TRANSPORTATION SYSTEM

Great places are those where people feel safe and comfortable as they travel within the community. Residents, workers and visitors should have options to walk, bicycle, and use public transportation. When travelling by car, motorists should recognize that they are driving through a place with its own distinct identity that can be appreciated in its own right, rather than simply driving past a series of unmemorable developments on roadways designed solely to funnel traffic from point A to B.

C. FOSTER ECONOMIC ACTIVITY

The Urbanizing Area plays an important role in the economic health of the Bloomington/Monroe County region. With a continually evolving economic climate, it is critical that the area accommodate a wide range of employment generating uses. Even industrial-oriented development areas should have a sense of place that complements the overall character of the community, expressed through landscaping, architecture, and roadway design.

D. INTEGRATE AGRICULTURE, NATURE, AND RECREATION

Situated between the City of Bloomington and the rural countryside of Monroe County, the Urbanizing Area offers an opportunity to blend aspects of environmental preservation, recreational activity, and local food production in ways that will enhance community character and identity.

E. CELEBRATE THE QUARRY CULTURE

Monroe County and the City of Bloomington have a rich history of limestone production that has shaped the landscape in a way that is unique to the area. Long-abandoned quarries have transformed over time from stark holes in the ground, to striking landforms with eye-catching water features and vegetation. These man-made, yet naturalized landscape features are part of the Urbanizing Area's identity and offer opportunities to establish a sense of place that is unique to this area.

F. PROVIDE HOUSING CHOICES

Changing demographics are creating a need for new housing options not currently offered in the Urbanizing Area. People increasingly want to live in walkable neighborhoods that have a sense of community. New types of housing should be provided with an attention to neighborhood form and the design of the public realm.

Image: Monroe County

4.1 PLANNING OBJECTIVES

4.1.0 OBJECTIVE ONE

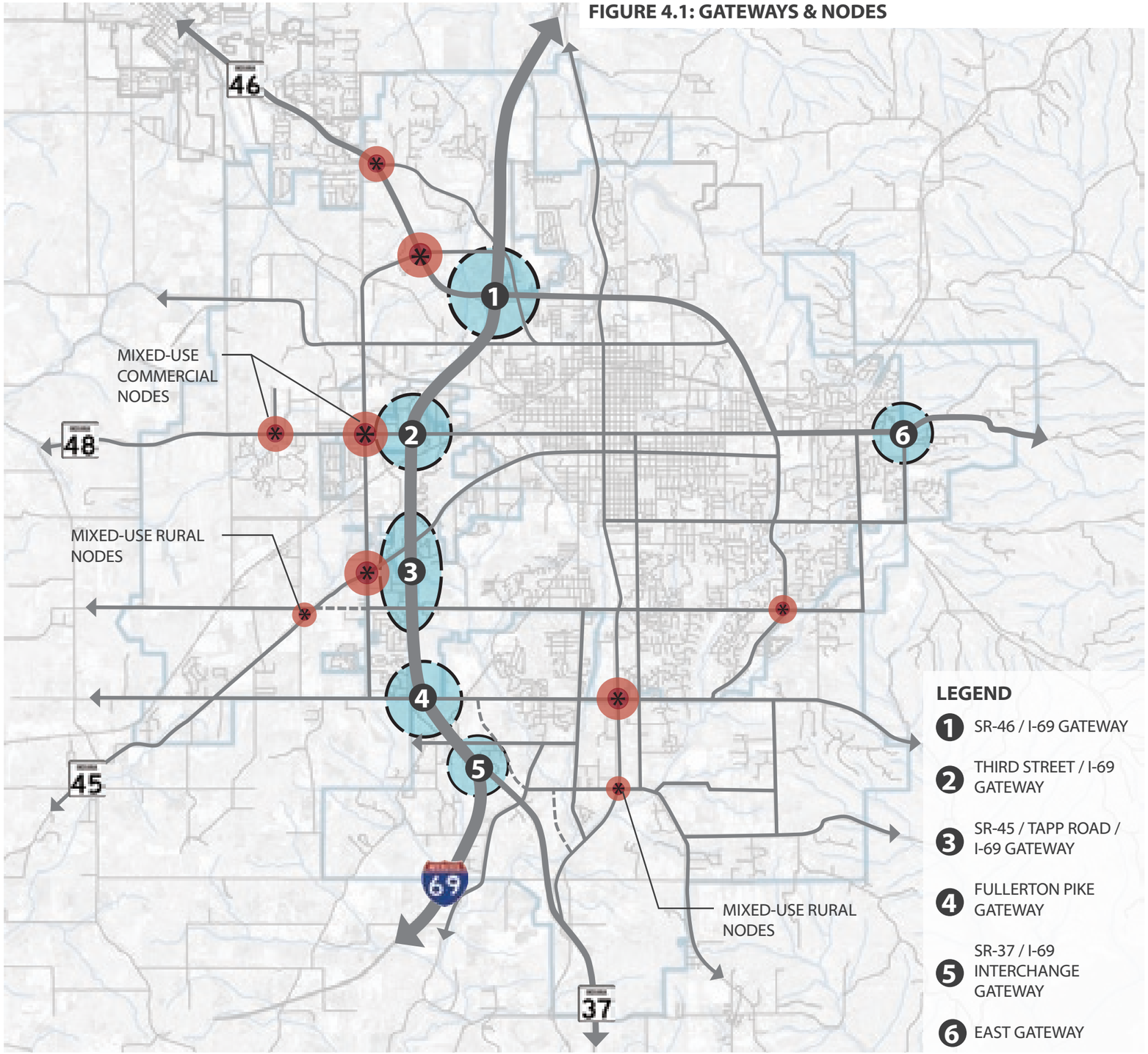
O1 DEFINE CHARACTER & SENSE OF PLACE

COMMUNITY CHARACTER AND "SENSE OF PLACE" IS THE RESULT OF BOTH PHYSICAL CHARACTERISTICS IN THE BUILT AND NATURAL ENVIRONMENTS, AND LESS TANGIBLE ELEMENTS.

The City of Bloomington has a distinct image and character, embodied by its vibrant downtown, strong residential neighborhoods, celebrated bicycle culture, robust local food scene, proud history of limestone production, and University presence. Aspects of Bloomington's culture and character permeate the surrounding region. In some ways, it is difficult to distinguish where the City "ends" and the County begins. However, in a number of ways, and especially in terms of the built environment, there is a stark contrast between the image of Bloomington and that of the Urbanizing Area.

The Urbanizing Area, particularly to the west of State Route 37, has a more suburban character, with a largely disorganized pattern of development that has occurred through a series of individual private developments over many years. Portions of the area also have a more industrial character, reflecting an important aspect of the regional economy, with business activity that is appropriately located near the city, but not at the urban core. And despite the name "Urbanizing Area", much of the area continues to have a very rural character, with scenic roadways, historic farmsteads, streams, woods and other natural features, large open spaces and beautiful vistas.

FIGURE 4.1: GATEWAYS & NODES



A. CREATE MEMORABLE AND ATTRACTIVE EDGES AND GATEWAYS TO THE COMMUNITY

I-69 INTERSTATE CORRIDOR ENHANCEMENT

I-69 will be a major corridor for motorists travelling through southern Indiana from Evansville to Indianapolis and points beyond. With thousands of motorists passing through the study area each day, this corridor will represent how many people experience and perceive the Bloomington region as a whole. Further study and subsequent capital improvements projects should be completed to develop an I-69 corridor experience that is fitting with the character of Bloomington.

I-69 GATEWAY STUDY

While the perception of Bloomington and Monroe County by motorists traveling along the I-69 corridor is critically important, the experience of exiting I-69 and entering Bloomington and the Urbanizing Area is even more critical. The current interchanges do not have any gateway features. Although the current I-69 upgrade plans include some aesthetic elements (refer to the Appendix), a more robust study and subsequent capital improvements projects should be considered for these key gateways to fully realize their potential as signature features within the community.

B. INCORPORATE ELEMENTS OF THE COMMUNITY'S LIMESTONE HERITAGE INTO GATEWAYS AND LANDSCAPE FEATURES

LIMESTONE AS A DESIGN FEATURE

The local limestone is a fundamental part of both the regional economy and the architectural and design vernacular of the area. Limestone has been utilized as both a facade material on buildings and as landmark features in the landscape. This should be continued and expanded upon as much as possible. Potential limestone features could include piers, sculptures, signs, pavements, walls, and other elements. Examples of this can be seen throughout the study area.

LINKING LOCAL QUARRIES TO PROJECT IMPLEMENTATION

In order to encourage economically viable and expedient use of limestone as an identity feature, a mechanism should be developed to link local quarries to private developers and publicly funded projects. This would benefit both local economic activity and the aesthetic quality of the Urbanizing Area.

C. SUPPORT 'PLACEMAKING' DESIGN PRINCIPLES FOR DEVELOPMENT ALONG MAJOR COMMERCIAL CORRIDORS

KEY CORRIDOR STUDIES

Third Street, SR-46, and SR-45 are examples of key corridors which define the way in which the Urbanizing Area is perceived by both residents and visitors. These should be studied in greater detail to determine an appropriate aesthetic and character for the public realm and design standards for private development along the corridors.

CREATE EYE-CATCHING IDENTITY FEATURES

Melbourne Gateway in Melbourne, Australia
Image: http://content.nla.gov.au/col-images/api-mn/EXHI022046/xxxl

There is a significant opportunity to create unique and exciting gateways to the Bloomington community along the new I-69 corridor. Concepts could include a signature public art piece, a unique or unusual building, or a signature bridge, wall or other designed public infrastructure.

A key gateway opportunity is located at the intersection of SR 46 and I-69. This is the primary northern entrance to Bloomington and should be celebrated with a bold feature. A potential architectural landmark could be built adjacent to the freeway interchange. For example, a major visitor center could be built adjacent to the existing quarries and provide an excellent way for visitors to be introduced to the historic landscapes that are a trademark of the Bloomington region.

Grange Insurance Audubon Center in Columbus, Ohio
Image: MKSK

4.1.1 OBJECTIVE

O2 CREATE A STRONGER STREET AND ROADWAY NETWORK

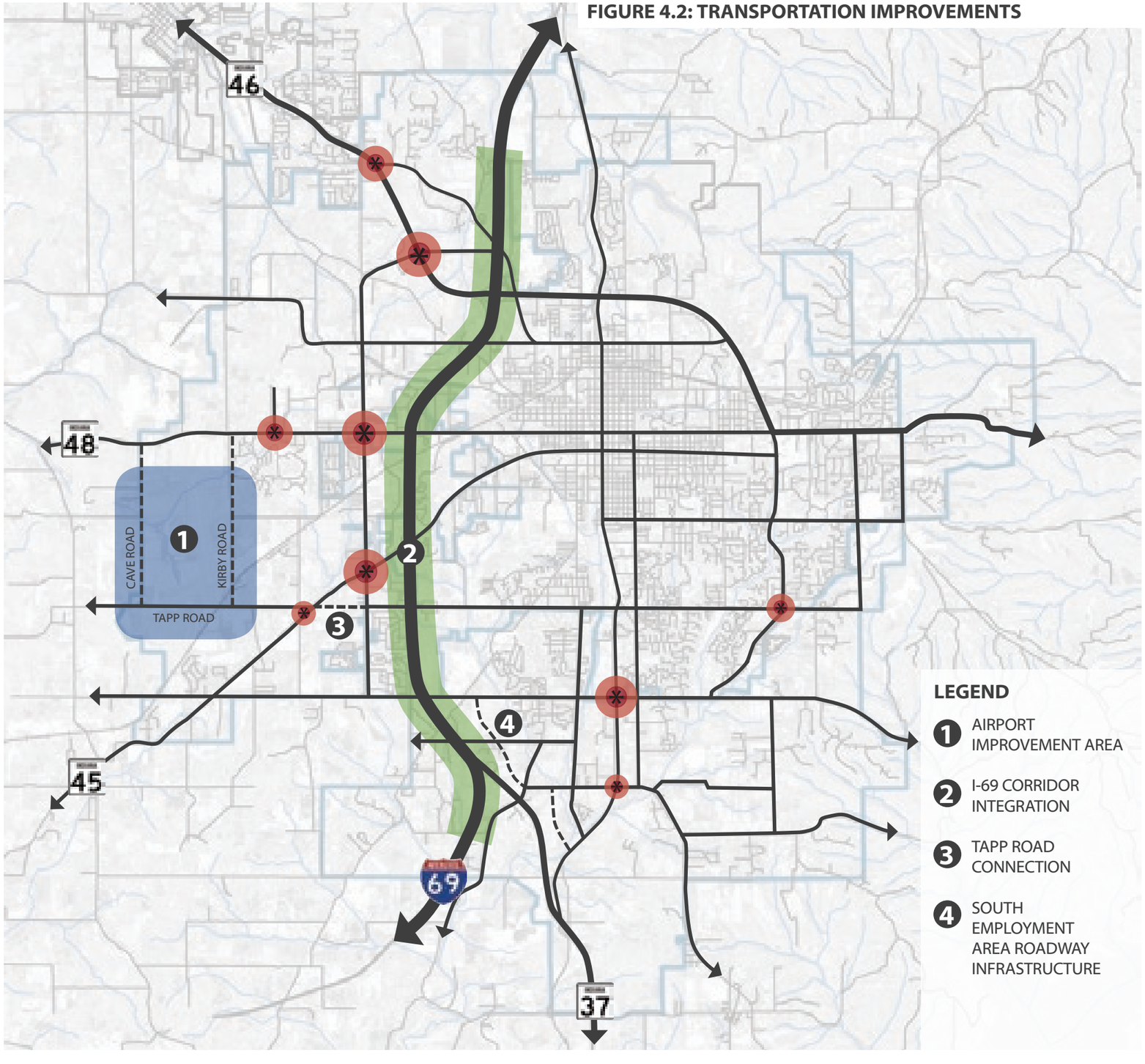
THE EXISTING STREET AND ROADWAY NETWORK HAS SUFFICIENT CAPACITY TO SUPPORT ADDITIONAL ECONOMIC DEVELOPMENT.

The Urbanizing Area is growing and with the construction of I-69, will continue to see increased strain on its transportation network. The Urbanizing Area has generally been rural or suburban in composition, and therefore is predominantly auto-oriented.

While the existing roadway infrastructure has the capacity necessary at this point, as development increases specific roadway studies will need to be conducted to correspond to the long range traffic plans for appropriate traffic recommendations and future roadway improvements.

The current deficiencies occur within the I-69 interstate corridor and corresponding interchanges.

FIGURE 4.2: TRANSPORTATION IMPROVEMENTS



A. UPDATE THE THOROUGHFARE PLAN BASED ON CURRENT PROJECTS, DEMOGRAPHIC PROJECTIONS, AND LAND USE PLAN

GENERAL LONG-RANGE PLANNING CONSIDERATIONS

In general, the surface street network within the study area has sufficient traffic capacity to support significant additional development. With the I-69 project, a few corridors are a cause for concern. These include Tapp Road, Fullerton Pike, and SR 45. As development within these corridors becomes viable it is recommended to perform traffic studies and analysis on the direct and indirect routes that will be affected by increased vehicular presence.

LAND USE PLAN IMPACTS

The Land Use Plan establishes a direction for the location, mix, and density of various types of land uses throughout the Urbanizing Area. The current thoroughfare plan should be updated to accommodate the planning concepts and Land Use Plan to fully enable the plan to be successful.

B. FOCUS ON SPECIFIC AND STRATEGIC NEAR-TERM INFRASTRUCTURE IMPROVEMENTS

I-69 CORRIDOR INTEGRATION

With the conversion of the existing SR-37 corridor into I-69, there will be a significant change in the "feel" of the land adjacent to the corridor as well as the traffic impacts to adjacent roadway corridors. A corridor beautification project should be created in order to maximize aesthetic impact and improve the perception of motorists as they pass through Bloomington. Also, key gateways should be the focus areas for major improvements as these will have the most impact.

ROUNDABOUTS

Roundabouts are a great alternative to the traditional four way stop or signalized intersections. They provide several benefits including increased safety, better traffic flow, enhanced aesthetics, and reduction of energy use. There are several intersections in the Urbanizing Area which could be converted to a roundabout. These are predominantly county roadways and could be constructed sensitively in either a rural or semi-urban context. An example of a potential intersection conversion to a roundabout occurs at SR-45 and Curry Pike. The irregular geometry of this intersection would be better organized and its importance highlighted through the construction of a high-capacity roundabout.

SR 45/FULLERTON PIKE IMPROVEMENTS:

Fullerton Pike interchange is being improved as part of the I-69 Corridor Improvement project that INDOT is currently working on. This corridor is likely to see additional development in the future, but Fullerton Pike and Leonard Springs Road are not adequately designed to handle added future capacity. These roadways will require future traffic studies to determine revised alignments and configurations to accommodate projected traffic.

SR 45 CONNECTION

The SR 45 interchange is being rebuilt as part of the I-69 Corridor Improvements project. This corridor overall function well at the current levels up to the intersection with Curry Pike. Future traffic studies will be required to determine the level of improvements from the Curry Pike Intersection to the west.

C. SUPPORT THE DEVELOPMENT AND EXPANSION OF MONROE COUNTY AIRPORT

TAPP ROAD CONNECTION

A Tapp Road interchange is being constructed as part of the I-69 project. Tapp Road should be connected through from Leonard Springs Road to West Airport Road. This connection is listed on the current Thoroughfare Plan but has not advanced to the design or construction stage.

This corridor will provide a better connection between I-69 and the airport, providing essential access connectivity for freight trucks and private air service users.

In addition to the Tapp Road interchange, the expansion of the I-69 corridor to Evansville makes the Monroe County Airport a viable area of development that will require infrastructure upgrades. Traffic studies and analysis will be recommended as development moves forward to determine the level of upgrades required.

ENHANCE THE ADJACENT ROADWAYS

Kirby Road and South Cave Road border the airport on the east and west side. These roadways are generally rural roads and do not support other modes of transportation. They also do not currently support truck or large vehicular traffic because of too many curb cuts, short site lines, significant vertical curves, and lack of lighting. A heavy duty pavement section and revised profile will likely be required to support an increase in commercial truck traffic. Future detailed studies and analysis will be required to determine the level of improvements required.

CREATE TRANSITIONS WITH SPECIALTY PAVEMENTS

Crosswalk in Pasadena, California
Image: http://3.bp.blogspot.com/-Ag8s4e8ZchU/T_7xFCudp7I/AAAAAAAABqs/e1HiYVzGGa90/s1600/741.JPG

Crosswalks are typically marked by a pair of bars or a simple striped pattern. While this is a functional solution, it does little to incorporate or enhance the aesthetic considerations of the street's context.

Decorative crosswalks represent a great opportunity to both enhance the street's aesthetic appeal and call additional attention to the pedestrian zone. Brick pavers are an excellent example of this; the brick band frames the intersection and the brick itself provides a texture which is a sensory trigger for motorists to be cautious. Thermoplastic graphics and stamped asphalt are an additional method to achieve this effect and provide an opportunity for a unique and creative addition to the street.

Decorative Crosswalk; Edina, Minnesota
Image: http://www.explosion.com/wp-content/uploads/2014/07/Fun-Green-And-White-Crosswalk-In-Minesota.jpg

4.1.2 OBJECTIVE THREE

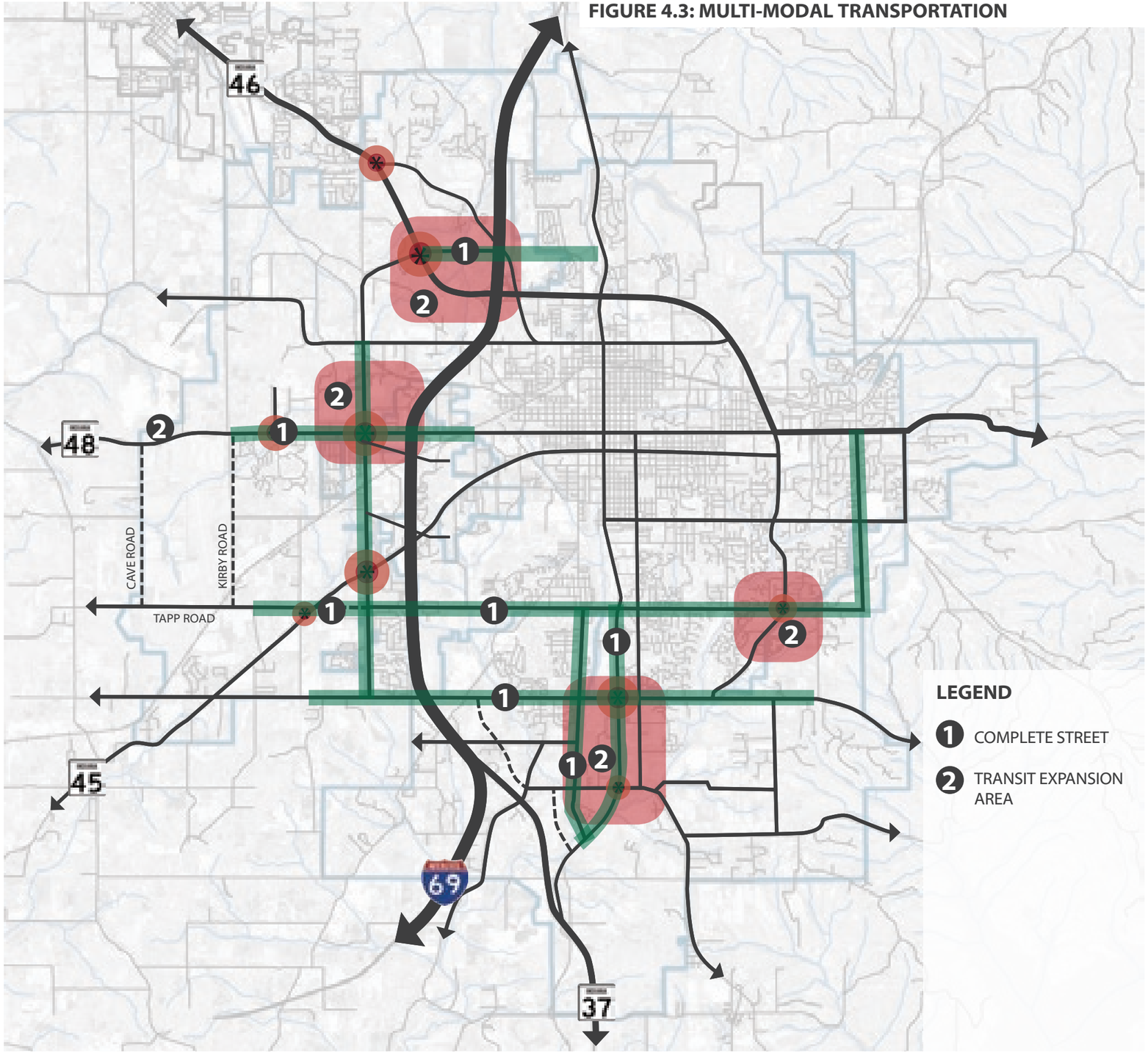
O3 CREATE A MULTIMODAL TRANSPORTATION SYSTEM

A MULTIMODAL APPROACH TO TRANSPORTATION SHOULD BE ADOPTED FOR ALL NEW PROJECTS IN THE URBANIZING AREA.

With a general development shift toward more walkable neighborhoods and a growing desire for various transportation options, there is an opportunity to shift toward a more balanced transportation approach within the Urbanizing Area.

Future projects within the area should incorporate the needs of motorists, cyclists, pedestrians and transit users. A core goal of a multimodal strategy within the Urbanizing Area is to connect key employment areas to residential areas. Also, an effective multimodal strategy should connect the Urbanizing Area to Downtown Bloomington and the Indiana University campus, as well as provide connections to Ivy Tech.

FIGURE 4.3: MULTI-MODAL TRANSPORTATION



A. ADOPT A COMPLETE STREETS POLICY AND DESIGN STANDARDS

A fundamental component of a multimodal strategy is that all roadway projects should be designed with "complete streets" principles. Complete streets include a balance of priorities and accommodate automotive, bicycle, pedestrian, and transit considerations. Complete streets should include sensory and aesthetic considerations, including comfort, shade, space and safety. They also are able to accommodate a layer of sustainable design; including stormwater management systems, mitigation of urban heat island effect, reduction of energy consumption, and conservation of resources.

INDOT and the Bloomington/Monroe County MPO continue to push for Transportation Enhancement improvement projects within the community. The MPO also has an adopted Complete Streets Policy that serves as an effective model. Linking the existing facilities within the City of Bloomington and Monroe County into an interconnected and functional multimodal system will benefit both jurisdictions and the region as a whole.

B. SUPPORT TRANSIT USE THROUGH ROUTE EXPANSION, POLICY MODIFICATION, AND FACILITIES INVESTMENTS

Currently, public transit provides some limited access to the Urbanizing Area through its routing along adjacent City of Bloomington rights-of-way. However, current legislation does not allow more robust Bloomington Transit service to the Urbanizing Area because it is outside the City of Bloomington taxing district. Transit expansion into the Urbanizing Area is a key to provide equity for employment opportunities and access to education, with key destinations including Ivy Tech, GE, Cook Enterprises, schools, and shopping retailers. It is critical to expand transit into the study area through policy changes or other means. The County should explore the feasibility of creating a joint transit authority with the City of Bloomington, among other strategies for improving transit access.

C. ADOPT LAND USE POLICIES AND REGULATIONS THAT ENCOURAGE WALKING AND BICYCLING

Designing for a strong pedestrian environment requires a number of elements beyond the basic provision of sidewalks and pathways. A stronger mix of uses will create better pedestrian environment through providing active pathways with important destinations. Additional destinations such as parks and schools within walking distance support a walkable network.

A key to the success of the long term alternative transportation network is to implement development standards that clearly define the goals and requirements that developers should follow in creating a multimodal system.

A second key to long term alternative development success is to determine key corridors that require upgrades and connections to pedestrian destinations, and construct those missing links to provide an interconnected community. Several key development areas lack mobility and/or bicycle facilities. The SR 45/Tapp Road/Fullerton Pike development areas lack sidewalks in the current residential areas and the existing roadways lack vehicular/pedestrian friendly facilities. A pedestrian/bicycle master plan should be completed concurrently with traffic studies to determine the most feasible improvements in this area.

BIKE CONNECTIVITY

Connectivity for cyclists is both a transportation and recreational amenity and requires a number of key provisions. All new streets or street improvement projects should accommodate bicycle use within the right-of-way. Various scales and types of techniques should be utilized, including shared roadways, bicycle boulevards, bike lanes, protected cycletracks and off street multi-use trails. Each street or roadway will require a customized design to accommodate both vehicular functionality and the incorporation of bicycle facilities.

The development areas already possess bicycle facilities in several locations. The Third Street corridor currently maintains connectivity to Downtown Bloomington thru the use of signed bicycle routes, bike lanes, and street side paths. Vernal Pike has incorporated signed bike routes as a Northern corridor for connectivity. Tapp Road currently has signed bike routes that would create a Southern corridor connection for alternative transportation. There are many trails and bike facilities currently maintained throughout the city of Bloomington that need to be built upon as future developments begin.

TRAILS AND GREENWAYS

Trails are an important component of a recreational system, but also support transportation by both cyclists and pedestrians. New trails will likely follow streams or other natural networks, but care should be taken to also incorporate bike and pedestrian facilities within public rights-of-way.

I-69 CORRIDOR

The proposed I-69 corridor improvements that are occurring in Monroe County and the City of Bloomington has incorporated alternative transportation features that should be utilized and enhanced as development begins/continues within the area adjacent to the corridor.

CREATE UNIQUE TRANSIT SHELTERS

Gordon Square; Cleveland, Ohio

Image: http://acdn.architizer.com/thumbnails-PRODUCTION/fc/af/fca6fd0eef9e086427d45be1ea49ffc.jpg

Effective and efficient public transportation is a critical supportive element for walkable neighborhoods and vibrant activity centers. Riders should be provided with amenities to support for comfortable and safe use. Also, public transportation should be celebrated with vibrant and beautiful infrastructure.

With potential transit expansion into the Urbanizing Area, there is an opportunity to create both beautiful new features within public spaces and a strong amenity for users. A public arts program should be created to commission, fund, and construct new unique transit shelters throughout the new transit service areas.

Image: http://upload.wikimedia.org/wikipedia/commons/3/3a/Kenmore_bus_shelter.JPG

4.1.3 OBJECTIVE FOUR

O4 MAKE STRATEGIC INFRASTRUCTURE INVESTMENTS

ACCESS TO DOMESTIC WATER AND SANITARY SEWER SERVICE IS A SIGNIFICANT DRIVER OF FUTURE DEVELOPMENT PATTERNS WITHIN THE URBANIZING AREA.

Utilities and stormwater infrastructure are important components for both existing and new development. Sanitary sewer is fundamental to the creation of medium or high density residential development or the creation of significant commercial or employment areas.

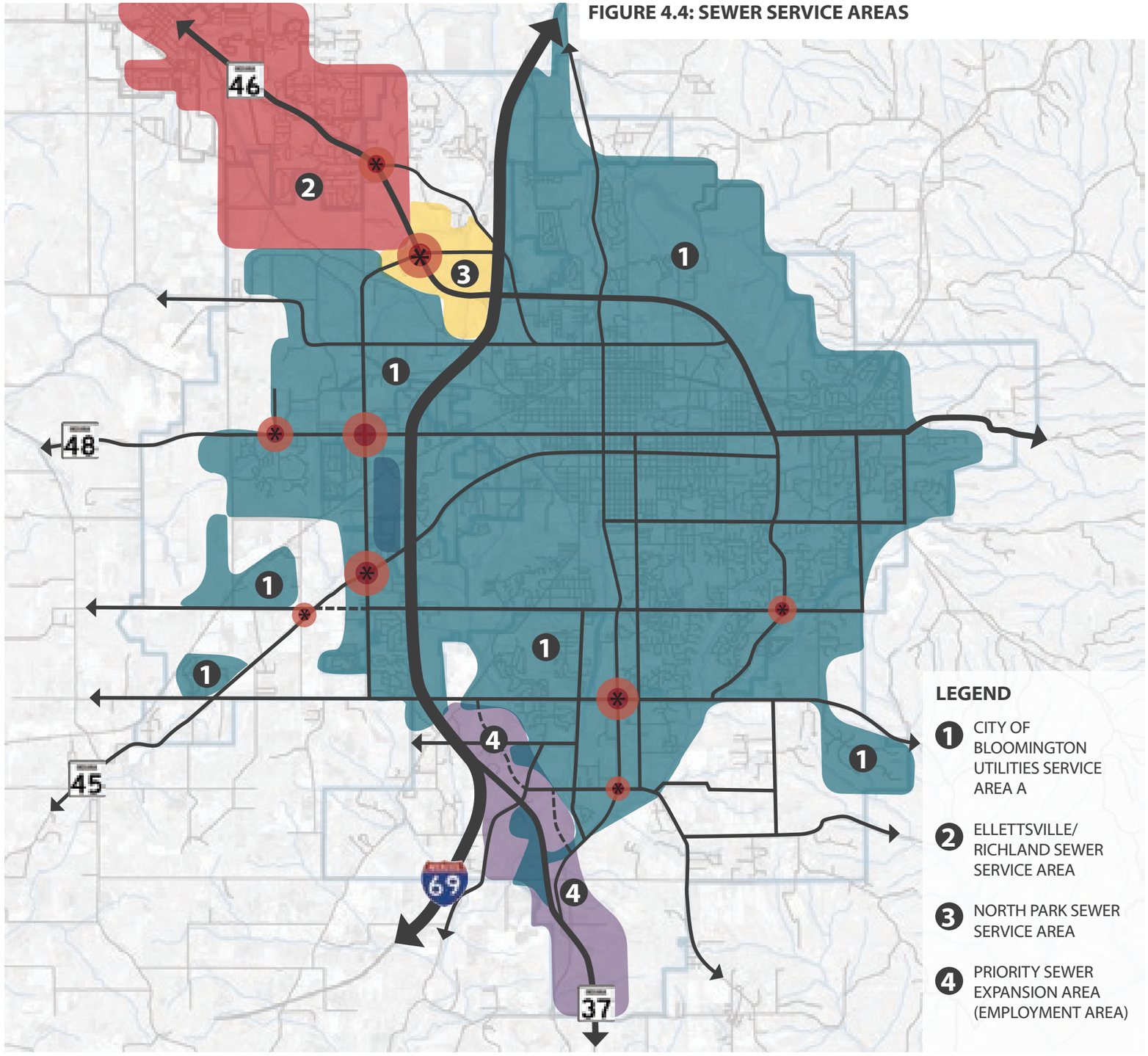
A. COORDINATE UTILITIES EXPANSION AND MAINTENANCE WITH SURROUNDING JURISDICTIONS

CITY OF BLOOMINGTON UTILITIES

Portions of the Urbanizing Area are located within the City of Bloomington Utilities Sewer Service Area (Area A). Area A generally includes land immediately adjacent to the City of Bloomington, and a significant portion of the industrially zoned land west of SR-37. Section 24 of the Bloomington Growth Policies Plan effectively limits system expansions to the geographic extent of Area A.

This presents a significant constraint to development in the outer reaches of the Urbanizing Area. It is unlikely that Service Area A would be expanded to provide service for residential-only developments. However, the County should explore options to partner with the City regarding the potential for service area expansion to facilitate new employment growth along I-69 and SR-37 through mechanisms such as a Memorandum of Understanding or Interlocal Agreement guaranteeing services in Key Investment Areas.

FIGURE 4.4: SEWER SERVICE AREAS



ELLETTSVILLE SEWER SERVICE

Northwest portions of the Urbanizing Area fall within the Ellettsville/Richland Sewer Service Area. This system has capacity to double its current service of 2.3 Million Gallons per Day (mgpd), with the ability to accommodate development in the Woodyard/Hartstraight Road area with new gravity sewer service. However, there are existing inflow and infiltration (I/I) issues within this system that will need to be addressed before significant expansion may occur.

SOUTH CENTRAL REGIONAL SEWER DISTRICT

The South Central Regional Sewer District provides sewer service to a number of residential subdivisions and commercial development areas within the Urbanizing Area and in other parts of Monroe County. The most notable of these is the North Park Wastewater Treatment Plant, serving the planned 1,200 acre North Park development. The North Park plant currently has capacity to process 100,000 gpd, with potential for expansion to 650,000 gpd. Areas outside of City of Bloomington Sewer Service Area A will likely require service through developer-funded package plants that would be operated and maintained by the South Central Regional Sewer District.

SEWER SERVICE EXPANSION

Employment-generating uses provide a fiscal benefit to the community that may warrant additional investments in and possible geographic expansion of sewer systems. Some areas designated for employment uses in the Land Use Plan are located outside of current sewer service areas, most notably the area between Clear Creak and SR-37 (see Figure 4.4). Additional studies should be undertaken to determine the potential for sewer expansion and necessary capital improvements to serve these areas. Expansion efforts will require close coordination between the County and the City of Bloomington to advance shared economic development goals.

The vast majority of the northern half of the study area is currently well served by both the City of Bloomington Utilities and Ellettsville facilities. The southern portion of the study area near SR 45, Tapp Road, and Fullerton Pike are areas with limited service and older facilities. This area will require future in depth studies to determine priority of repair, replacement, and addition of sewer service lines and additional treatment features.

B. SUPPORT THE USE OF WATER CONSERVATION AND GROUNDWATER RECHARGE METHODS

CITY OF BLOOMINGTON UTILITIES

The 2007 Black & Veatch Water Supply Study recommended potential system upgrades to accommodate projected Monroe County Population growth through the year 2060. This will involve expanding the capacity of the Monroe Water Treatment Plant from 24 to 36 million gallons per day (mgpd) and installation of new water mains from Lake Monroe through the southeast portion of the Urbanizing Area.

The Study concluded that the system could accommodate the addition of a large industrial user requiring up to 1.0 mgpd. This would require additional analysis of localized distribution systems to determine specific improvement needs.

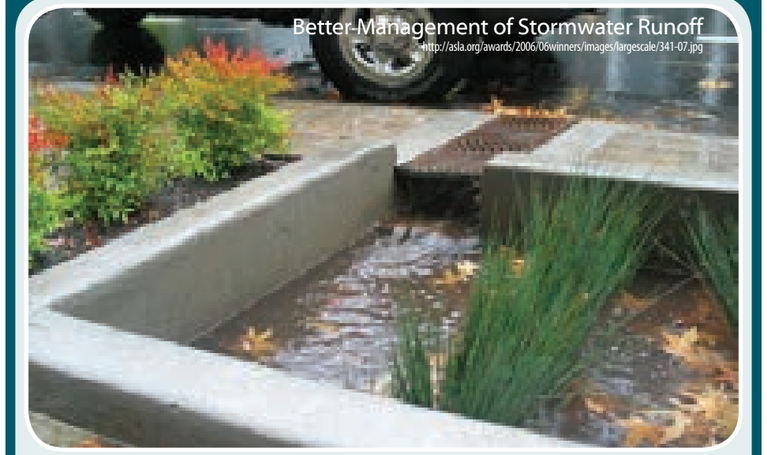
A variety of water conservation practices were also recommended by the Study, including low-flow/flush fixtures, ground water recharge, and sustainable landscaping/efficient irrigation. The City of Bloomington water reuse program for landscaping offers and effective model that could be replicated in the Urbanizing Area. Recycling of water for industrial applications is also becoming more commonplace as a cost-savings measure, and should be encouraged for industries in the Urbanizing Area.

C. INVEST IN STATE-OF-THE-ART COMMUNICATION SYSTEMS SUCH AS FIBER-OPTIC NETWORKS

Access to telecommunications infrastructure, such as fiber-optic internet, is critical to the success of existing businesses within the Urbanizing Area. Also, readily available access to telecommunication infrastructure is a key attractor for new businesses. Monroe County and other development partners should work to expand access to fiber-optic internet in key employment areas, development nodes, and corridors.

A long range communications plan should be developed to study the existing communications facilities and develop a plan for expanding the current facilities to development areas. Additionally, development standards should be established to implement the installation of future communications facilities and infrastructure.

PROMOTE GROUND WATER RECHARGE



Better Management of Stormwater Runoff
http://asla.org/awards/2006/06winners/images/largescale/341-07.jpg

Rain gardens utilize stormwater runoff for irrigation of landscape plants, lawns and trees. This removes volume from the total burden on the municipal sewage treatment system, potentially increasing its efficiency.

Rain gardens in urbanized areas should be constructed to recharge ground water in order to reduce storm sewer overload and flooding if implemented at a neighborhood wide level. Once rain gardens are established they provide an attractive alternative to hardscaped areas.

Stormwater-Filtering Green Infrastructure
http://inhabitat.com/nyc/nyc-dep-unveils-plan-to-add-stormwater-filtering-green-infrastructure-to-bed-stuy-streets/

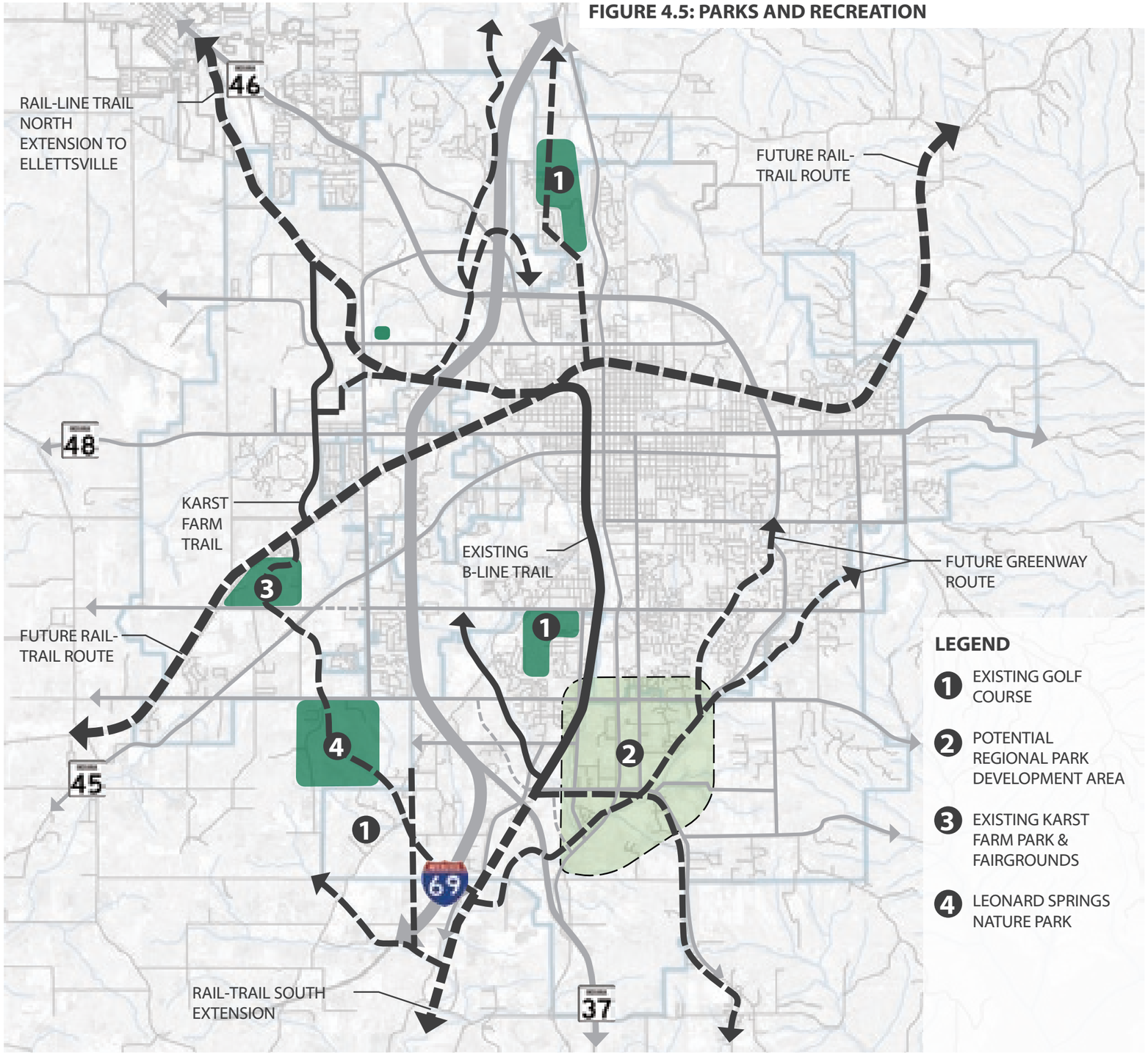
4.1.4 OBJECTIVE FIVE

O5 CREATE AN INTEGRATED PARKS & RECREATION SYSTEM

TRAILS AND RECREATIONAL SYSTEMS ARE KEY ELEMENTS OF THE EXISTING URBANIZING AREA AND SHOULD BE BUILT UPON AS NEW AREAS ARE DEVELOPED OR REDEVELOPED.

Open space and recreation are important elements of the Urbanizing Area Plan. Currently, the Urbanizing Area has a limited number of public parks and open spaces. The most notable of these is Karst Farm Park, which will be connected to the Town of Ellettsville via the Karst Farm Greenway, currently under construction. However, there are a number of parks, opens spaces and greenways in the City of Bloomington and in Monroe County but outside of the Urbanizing Area, which provide opportunities to create a comprehensive interconnected open space system.

FIGURE 4.5: PARKS AND RECREATION



A. CONNECT MONROE COUNTY AND CITY OF BLOOMINGTON PARKS WITH A REGIONAL TRAIL SYSTEM

A core objective for new trails is to provide a trail within a 1/2 mile or 10-minute walk of all residential homes. This will provide accessibility to the trail system and encourage use by residents. The Karst Farm Greenway should be extended south to Wayne Woods along South Duncan Road, and ultimately to Leonard Springs Nature Park south of Leonard Springs Road. Ideally, the trail should extend further south, passing under the new I-69 to connect to a southward extension of the B-Line Trail. Currently, the B-Line, Bloomington's signature rail-to-trail ends to the south of Bloomington at Church Lane near the Clear Creek Community within the Urbanizing Area. Remaining portions of the original rail line should be integrated into the bikeway system. The Clear Creek Trail also extends from Bloomington along the west fork of the creek, connecting to the B-Line north of Church Lane.

The local trails system should be studied to determine the highest priority connections to the City of Bloomington's bicycle lanes, trails, and multi-use paths to create an overall pedestrian friendly transit system. The new interchanges along the I-69 corridor are begin designed with pedestrian movement and facilities in mind, so the county should perform an overall study to determine the best way to utilize/supplement these corridors.

B. SUPPORT THE CREATION OF NEW NEIGHBORHOOD AND COMMUNITY PARKS

NEIGHBORHOOD PARKS

New development should incorporate public open spaces at various scales. Neighborhood scale parks should be provided within 1/4 mile or a 5-minute walk of all residential homes.

Open space should be included in new residential developments which buffers or preserves critical natural features such as streams, woodlots, steep slopes, wetlands, and other natural features.

COMMUNITY PARKS

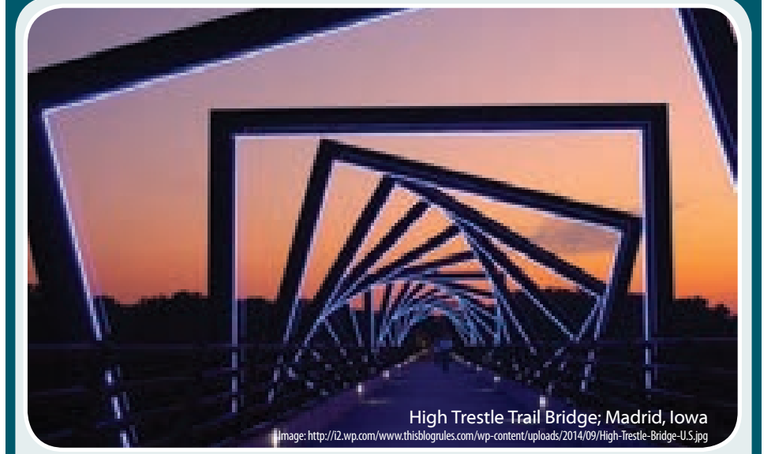
Also, with population growth in the study area, there will likely be a need for additional community scale parks. A community scale park, similar to Karst Farm Park, provides large athletic facilities, community meeting venues, unprogrammed open space, and natural areas. A goal for this scale of park is to provide a community scale park within 1 mile or a 20-minute walk of all residential homes.

C. INVEST IN CONNECTIVITY AND INFRASTRUCTURE IMPROVEMENTS FOR BICYCLE AND PEDESTRIAN ACCESS ACROSS I-69

While the interchange overpass upgrades with the conversion of SR-37 to I-69 will include enhanced pedestrian and bicycle facilities, these heavily trafficked and auto-centric interchanges will likely remain daunting for the average person to navigate by foot or bicycle, particularly when crossing multi-lane ramp intersections. The County should work with the City of Bloomington, the MPO, and INDOT to identify feasible alternative crossing points for dedicated pedestrian/bicycle-only facilities. Options may include a separated bridge crossing over I-69, or perhaps more economically feasible, one or more multi-use trail connections underneath the highway via existing bridges or box culverts over streams. This strategy would not only provide a safe and comfortable alternative route, but would do so by integrating the crossing into the regional trail system.

In particular, extension of the B-Line past SR-37 may be possible due to existing highway bridge structures near the Dillman Road Wastewater Treatment Plant. Extension of the system south of Leonard Springs Nature Park and under the new I-69 may be possible by running a trail along a tributary of Clear Creek.

INCORPORATE PUBLIC ART INTO THE TRAIL SYSTEM



High Trestle Trail Bridge; Madrid, Iowa
Image: http://i2.wp.com/www.thisblogrules.com/wp-content/uploads/2014/09/High-Trestle-Bridge-U.S.jpg

The trail system in the Bloomington region is one of the core amenities and drivers of tourism. The City of Bloomington has a public art program along the B-Line trail. This concept should be built upon and expanded into the Urbanizing Area. Any new trails should be constructed with some public art strategically placed along each corridor to enrich the user experience.

Examples of public art along trails include sculptural bridges, unique lighting, custom pavement, murals on adjacent buildings, and integrated sculpture. Also, this opportunity for public art would be a tremendous boon for the local arts community and would support both established and emerging artists.

Indianapolis Cultural Trail; Indianapolis, Indiana
Image: http://media.afar.com/uploads/images/post_images/images/t8EhAMPyk9/small_open-uri20130714-21277-1r5j6dh?1383818760

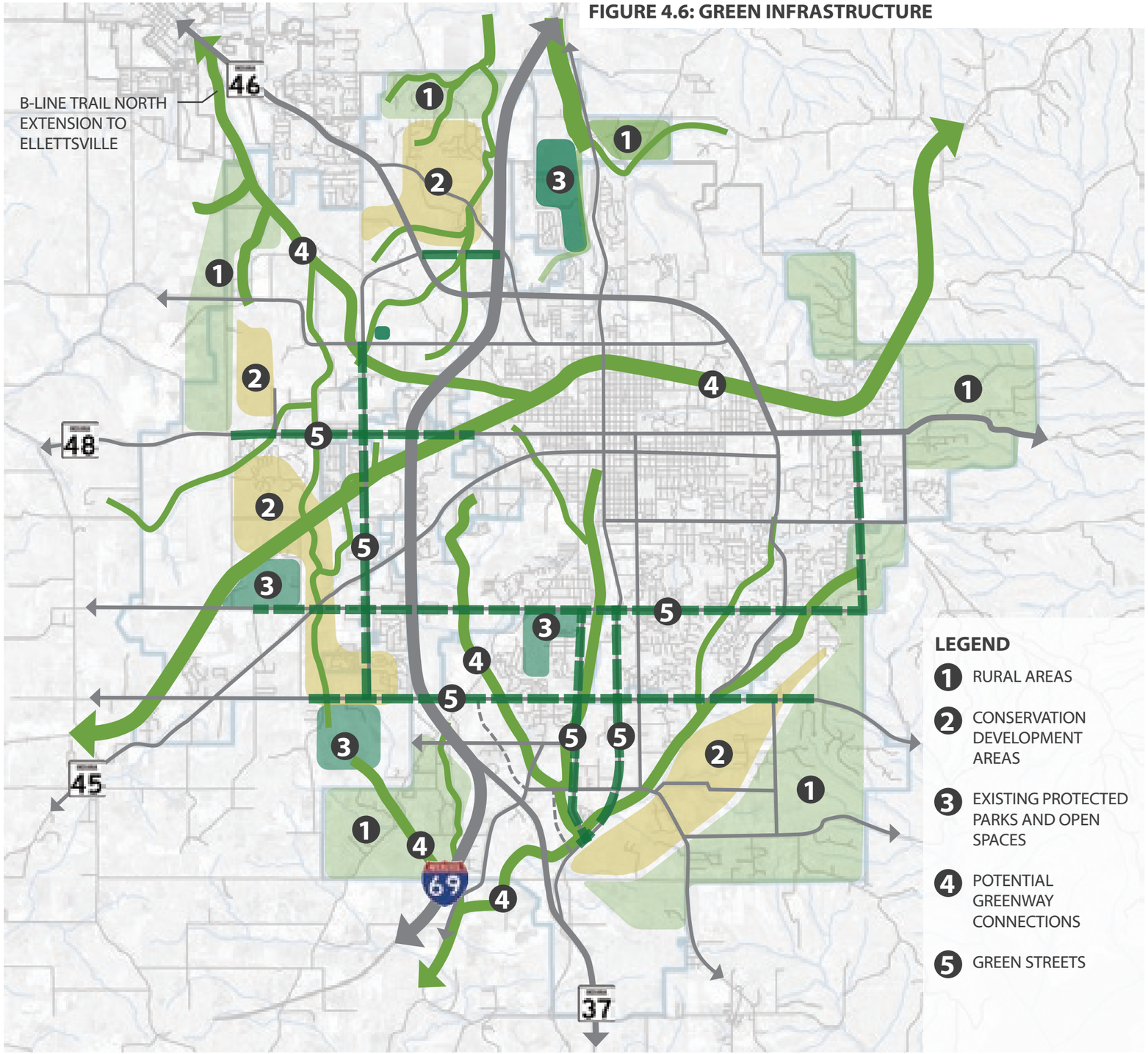
4.1.5 OBJECTIVE SIX

O6 PROMOTE GREEN INFRASTRUCTURE

CREATING A NETWORK OF NATURAL AREAS AND SUSTAINABLY DESIGNED INFRASTRUCTURE SYSTEMS WILL ENHANCE THE ECOLOGICAL HEALTH AND LIVABILITY OF THE URBANIZING AREA.

Stormwater management is a key site development consideration for new development within the Urbanizing A+rea. It is important to protect surface water quality for ecological health and diversity. Also, surface stormwater management systems help to recharge groundwater aquifers, many of which are sources of domestic potable water.

FIGURE 4.6: GREEN INFRASTRUCTURE



A. CONSERVE AND PROTECT OPEN SPACE NETWORKS AND NATURAL SYSTEMS

GREENWAYS

Streams, riparian areas, and wetlands are important ecological areas and contribute significant character to the Urbanizing Area. In order to protect these fundamentally critical resources, development restrictions or other mechanisms should be explored.

Specifically, riparian buffers preserve natural habitat along biodiversity corridors, and also provide an opportunity to extend multi-use paths as part of the recreational bikeway system. Streams should be buffered to preserve the 100-year floodplain, or where flood zones have not been designated, by a minimum 50-foot buffer, measured from the normal high water mark.

RURAL CONSERVATION AREAS

Rural conservation areas are critical to protect the rural and natural sense of place within the Urbanizing Area. The rural character of the Urbanizing Area should preserved wherever possible through various mechanisms.

Development should be restricted along primary rural roadways through a 200-foot minimum setback requirement.

Where possible, critical rural land should be preserved through development mechanisms such as an agricultural preservation easement or scenic conservation easement.

ECOLOGICAL NETWORKS

Ecological networks occur in both natural and man-made landscapes. It is important to preserve linked open space systems including waterways, forest, wetland, and prairie structures, and wildlife corridors. These linked systems are generally more effective in supporting native wildlife, vegetation, and other natural resources than disjointed and singular 'patches' of natural areas. These corridors should be studied and preserved to the extent possible during the design and development of private and public land in the Urbanizing Area.

B. INTEGRATE SUSTAINABLE DESIGN PRACTICES INTO ROADWAYS TO CREATE "GREEN STREETS"

Green streets seamlessly incorporate sustainable design and stormwater best management practices (BMP's) into the design of streets with various scales and functions. This often simultaneously creates more comfortable and attractive human spaces and better supports urban ecological systems.

STORMWATER MANAGEMENT

Stormwater management should be incorporated into key streets through strategic retrofits with surface stormwater planters, bioswales, rain gardens or other BMP's.

Subsurface stormwater runoff storage is a viable secondary means to preventing stream pollution and soil erosion issues.

ECOLOGICAL SUPPORT

Streets are capable of providing significant habitat through the use of native or adapted street trees and ground level plantings. These support native wildlife and provide shade, color, texture and other experiential benefits to commercial corridors and neighborhoods.

C. ENCOURAGE LOW IMPACT DEVELOPMENT TECHNIQUES SUCH AS BIOFILTRATION, PERVIOUS PAVEMENTS, AND GREEN ROOFS

INTEGRATED PLANTING SYSTEMS

Site development should include on-site planting systems which manage stormwater such as bioswales, rain gardens, wet prairies, and constructed wetlands. These systems allow stormwater to infiltrate into the ground and recharge subgrade aquifers as well as diffuse it into the atmosphere through the evapotranspiration process. These constructed planting systems most directly mimic the natural hydrological cycle.

INTEGRATED PAVEMENT OR ROOF SYSTEMS

All site development projects typically impervious surfaces including roof surfaces of buildings and paved areas which facilitate pedestrian and vehicular circulation, parking, user activities, etc. These 'hard' systems can serve a dual function by being designed to be pervious and aid in the reduction of runoff, erosion, and pollution. These systems include the use of pervious pavements, green roofs, reduction of hardscapes, etc.

CREATE A STORMWATER BMP DEMONSTRATION PARK

Constructed Wetland in Denver, Colorado
Image: http://stormwater.wef.org/wp-content/uploads/2014/02/Barnum-Park-1.jpg

Stormwater Best Management Practices are critical in constructed environments to filter and manage stormwater runoff within developed areas. Examples include green streets, bioswales, pervious pavements, rain gardens, large constructed wetlands, and green roofs. There are many functional benefits to these techniques including erosion control, reduction of thermal and chemical pollution, and mitigation of habitat and wildlife loss.

A demonstration park should be constructed using these techniques in order to clearly make the point that BMP's can be built in many shapes, sizes, and design aesthetics while being beautiful, effective, and economical.

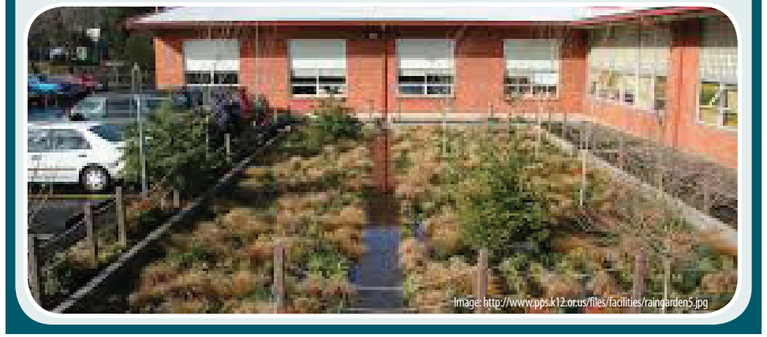


Image: http://www.pps.k12.or.us/files/facilities/raingarden5.jpg

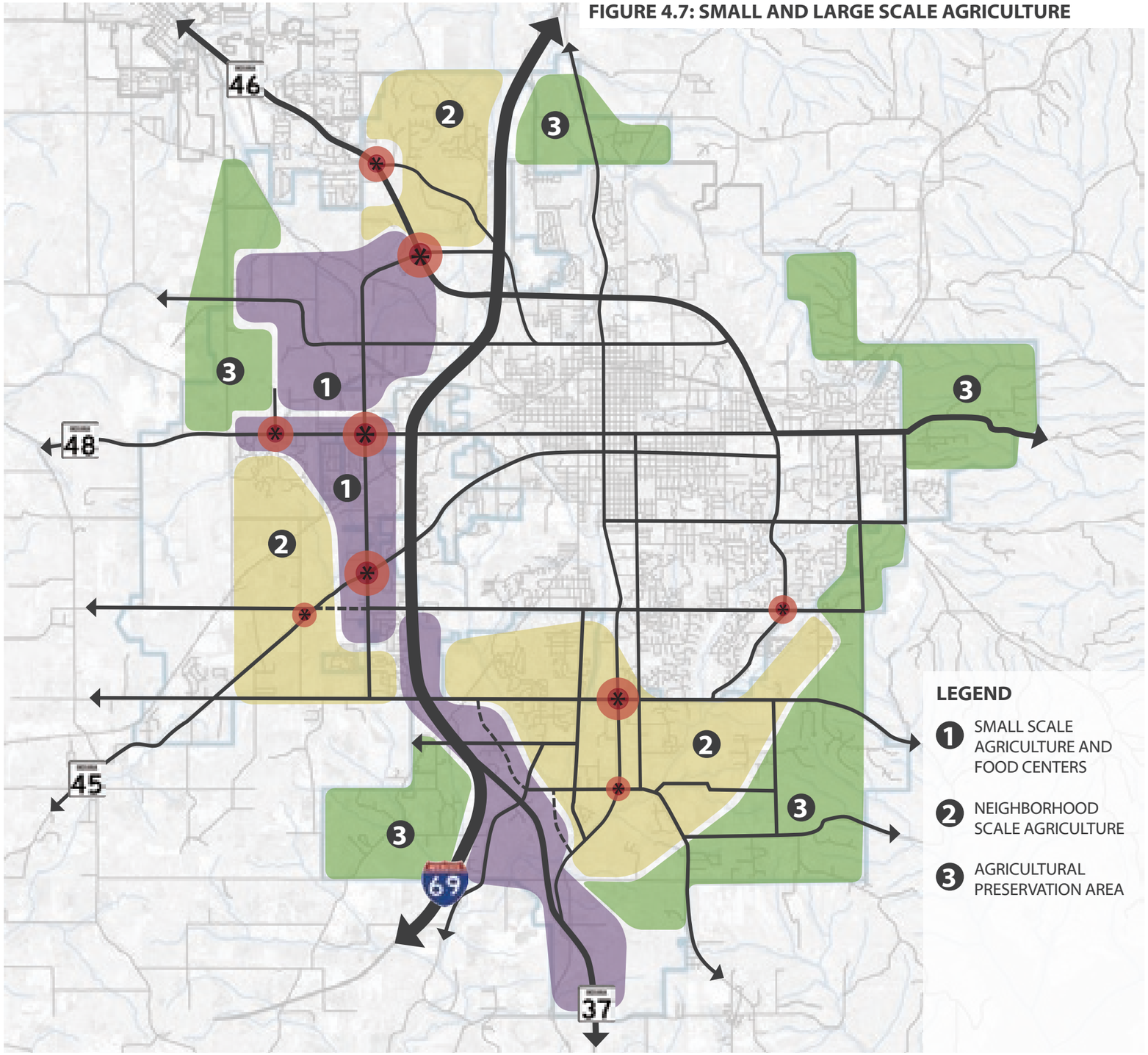
4.1.6 OBJECTIVE SEVEN

O7 ENCOURAGE AGRICULTURE

PRODUCTION OF LOCAL FOOD IS FUNDAMENTAL TO THE CULTURE AND ECONOMY OF THE BLOOMINGTON REGION.

Agriculture is an important part of the Bloomington region's local economy and culture. Various scales of agriculture exist in the Urbanizing Area including large existing family farms, smaller orchards and hobby farms, and local small community gardens.

FIGURE 4.7: SMALL AND LARGE SCALE AGRICULTURE



A. ADOPT POLICIES TO PRESERVE EXISTING AGRICULTURAL LAND

There are several large scale farms still in production, particularly in the southern end of the Urbanizing Area. These are generally owned by families that have held the land in perpetuity. With growth in the greater Bloomington area, there will be pressure to convert these working farms into development. A core goal is to preserve these family farms as they contribute to the local economy and the rural character of the County.

B. SUPPORT THE CREATION OF COMMUNITY GARDENS

Monroe County should create a Community Garden program similar to the City of Bloomington's, or explore opportunities to partner with the City. This would build upon the success of the existing community garden at Will Detmer Park and expand offerings to residents throughout the Urbanizing Area, providing residents with an opportunity to maintain their own garden plot within a larger community space. This would also provide the opportunity for participation by volunteers who are not able to commit to the responsibility of maintaining a full garden plot throughout the growing season.

LOCATION

Community Gardens are generally smaller in scale and are located on public or community controlled property. These are often integrated into public parks and other open spaces and are an effective use of unprogrammed open space.

ADMINISTRATION

Monroe County should consider creating a community garden leadership committee. This committee would be responsible for creating strategies for implementation, selecting sites, collecting necessary materials, and appointing individual site 'champions'. Also, in order to support community gardens, the provision of conveniently accessible potable water, soil and soil amendments, and other necessary elements would be coordinated by the committee.

Monroe County should support private gardens through various funding programs or volunteer coordination activities. These may include the provision of free seeds and soil amendments, training, and coordination.

PRIVATE GARDENS

Private community gardens are smaller gardens which are located on small community lots or individual properties. Generally, these are no more than 3,000 square feet in size and are owned and maintained entirely by private citizens.

PRODUCTION

In spite of their relatively small size, these gardens are capable of supporting significant agricultural production. During World War II, for example, these 'Victory Gardens' accounted for nearly a third of the total vegetables produced in the United States. These high yields per acre are created through a high density approach to planting the soil and very attentive maintenance.

C. SUPPORT SMALL-SCALE AND ALTERNATIVE AGRICULTURE AS PART OF THE LOCAL ECONOMY

A new concept in the local foods movement is the creation of community 'food centers'. These are locally based and privately or philanthropically supported facilities which provide a foundation for the production, process, distribution, preparation, sales and marketing of local food.

FOOD PROCESSING

Because most local food is harvested at generally the same time, there is typically a need to process freshly harvested food into packaged food for use outside the harvest season. Canned pasta sauce, for example, can be locally grown food which is processed for use significantly beyond the season. In order to support local agriculture, it may be possible to create a community driven processing center in which community or private gardeners are able to sell their excess produce at a wholesale rate to the food processing center. This would infuse food production into new sectors of the economy and provide a way to use excess food which may be wasted.

BUSINESS INCUBATION

Local food-related businesses are a significant growth sector in the US economy. A food center should include business training, funding support, affordable small kitchens, and other key support facilities for new or established entrepreneurs.

CREATE AGRICULTURAL SPACE FOR ALL RESIDENTS

High Point Community Garden; Seattle, Washington
Image: http://www.asla.org/sustainablelandscapes/images/highpoint/Highpoint_2.jpg

Agricultural production works successfully at various scales, forms and contexts across the globe. From small herb gardens to backyard vegetable gardens, up to large scale community gardens, useful and productive small agricultural applications provide the opportunity for residents to grow high quality and low cost food.

Community gardens have been incorporated in various contexts across the United States. High Point Community Gardens in Seattle is part of a city-wide community garden network. The Ohio City Farm in Cleveland is a great example of a large community garden which is incorporated into a social program. The farm is partnered with a neighboring mixed-income housing development and provides residents with an opportunity to participate.

Ohio City Farm; Cleveland, Ohio
Image: http://www.freshwatercleveland.com/galleries/Features/2012/September_2012/Issue_92/ohio_city/ohio_city_9-14-12_039.jpg

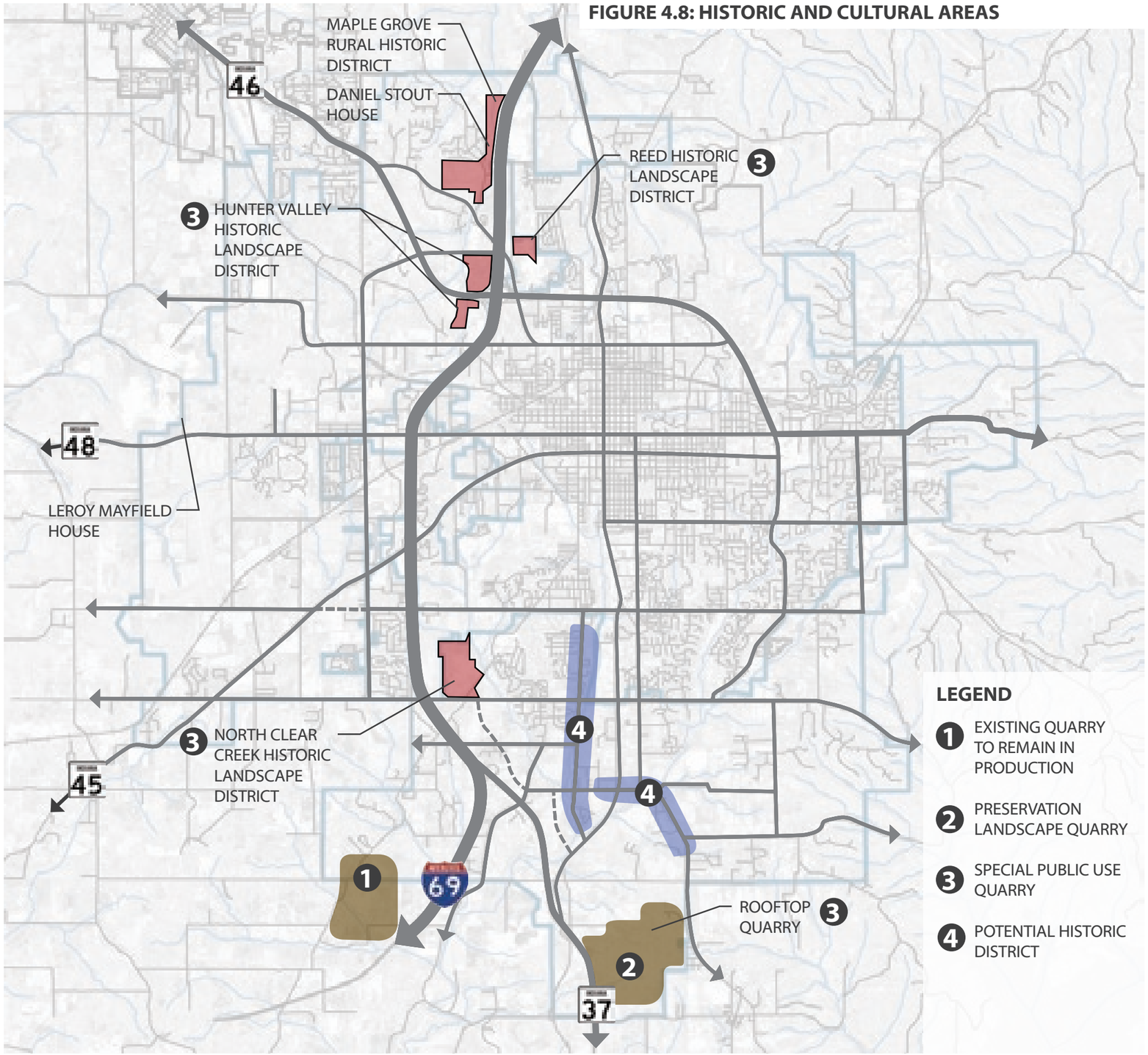
4.1.7 OBJECTIVE EIGHT

O8 INCREASE HISTORIC & CULTURAL PRESERVATION

EXISTING HISTORIC BUILDINGS AND QUARRY LANDSCAPES ARE KEY CONTRIBUTORS TO THE SENSE OF PLACE OF THE URBANIZING AREA.

The Urbanizing Area has a history rooted in a rural agriculture and limestone quarrying, exemplified by a number of historic farmsteads, rural bungalows and cottages, and historic quarries listed (or eligible for listing) on the National Register of Historic Places or designated as locally historic by Monroe County. Refer to Figure 1.4 in Chapter 1 for the geographic distribution of historic structures throughout the Urbanizing Area.

FIGURE 4.8: HISTORIC AND CULTURAL AREAS



A. REUSE ABANDONED QUARRIES AS COMMUNITY ASSETS FOR RECREATION AND ECONOMIC DEVELOPMENT

The existing quarries are one of the most unique and identifiable elements within the Urbanizing Area. Care should be taken to preserve and protect these landscapes which have historical, economical, and cultural importance.

ACTIVE QUARRIES

Active quarries should be supported through public infrastructure because of their economic importance. Once a quarry reaches the end of its useable mining lifecycle, private mining companies should have a mechanism to potentially transition the quarry to a protected landscape or potential public use. This could include donation or sale to a park district, conservancy district, or other preservation entity. The County should explore innovative funding strategies such as the use of IDNR Bicentennial Nature Trust grants.

LOCALLY DESIGNATED HISTORIC LANDSCAPES

Designated historic landscapes are locally protected under a Monroe County Zoning Ordinance. It is important to continue to at minimum designate additional quarries as historic landscapes in order to provide some protection from encroachment or development. Rooftop Quarry, for example, should be protected through this ordinance.

NATIONAL HISTORIC LANDSCAPES

Many locally historic landscapes should be provided additional protection and notoriety by applying to be list on the National Register of Historic Places. This will open up additional sources of funding for protection, preservation, and enhancement and will provide greater awareness of the quarries and greater subsequent tourism revenue.

B. INCORPORATE HISTORIC STRUCTURES AS PART OF INFILL AND REDEVELOPMENT PLANS

Monroe County currently has a historic preservation zoning ordinance. This provides for the ability to list properties as 'historic' and therefore would require a Certificate of Appropriateness through the Historic Preservation Board for changes to or demolition of the structure. Currently, there are structures both on the National Register of Historic Places and designated as Historic through the County Zoning ordinance.

PUBLIC OR COMMERCIAL STRUCTURES

There are numerous commercial structures in the Urbanizing Area which are over 50 years in age and are therefore eligible for federal historic status. Most of these structures do not have the necessary historic significance to be placed on the National Register. However, there are several culturally significant structures which should be considered for historic protection in the future. With the several structures that have local historic protection but are not listed nationally, steps should be taken to place historic structures on the National Register of Historic Places administered through the National Park Service. This will allow these structures to potentially access funding for preservation through tax credits and grant programs.

PRIVATE RESIDENCES

Two private residences within the Urbanizing Area are currently listed on the National Register of Historic Places. The Leroy Mayfield House (ref # 94000583) is located on the western edge of the Urbanizing Area. The Daniel Stout House (ref # 73000012) is located in the northern portion of the Urbanizing Area. Refer to Chapter 1 (Section 1.3) for more information about these historic structures. In addition, a number of residential structures are locally recognized for their historic significance. Several of these could be organized collectively and potentially added to the National Register through a Historic District designation. In particular, the greatest concentration of locally recognized historic structures is in the Clear Creek area, along Church Lane/Fairfax Road and South Rogers Street (see Area 4 on Figure 4.8)

POTENTIAL CULTURAL ADDITION - TIBETAN MONGOLIAN BUDDHIST CULTURAL TEMPLE

This temple has significant local cultural value and has hosted internationally significant events. The facility itself and the surrounding landscape should be protected under the Monroe County Zoning Ordinance in order to protect its tranquil sense of place which is integral to its mission and function.

POTENTIAL CULTURAL ADDITION - BLOOMINGTON SPEEDWAY

The Bloomington Speedway is a large dirt-track motor speedway that is nearly 100 years old. It is important to preserve the use, but integrate it sensitively into any new development.

CREATE PUBLIC USE SPACES IN EXISTING QUARRIES

Quarry Garden in Shanghai Chen Mountain Botanical Garden; Shanghai, China
Image: http://static.panoramio.com/photos/large/80809170.jpg

The existing limestone quarries are unique and compelling landscapes. When a quarry is abandoned or no long in production, it may be feasible to turn it over to a publicly accessible use. This has been done throughout the country through the creation of gardens, lakes, and parks.

A quarry in China was recently converted to a garden which provided a dynamic walkway feature for visitors. This concept was awarded an international design award for its creativity and the experience provided. An additional example of a compelling landscape converted to a public use is Red Rocks Amphitheater outside of Denver. The rocky landscape frames the space and creates a beautiful setting, creating arguably the most widely known outdoor concert venue in the United States. With creative design and financing, the local limestone quarries could become a major local amenity and national destination. This has the potential to drive visitation to the area and generate spin-off development.

Red Rocks Amphitheater; Morrison, Colorado
Image: http://jamoncolorado.files.wordpress.com/2013/04/177146_10150926072001645_1116396616_o1.jpg

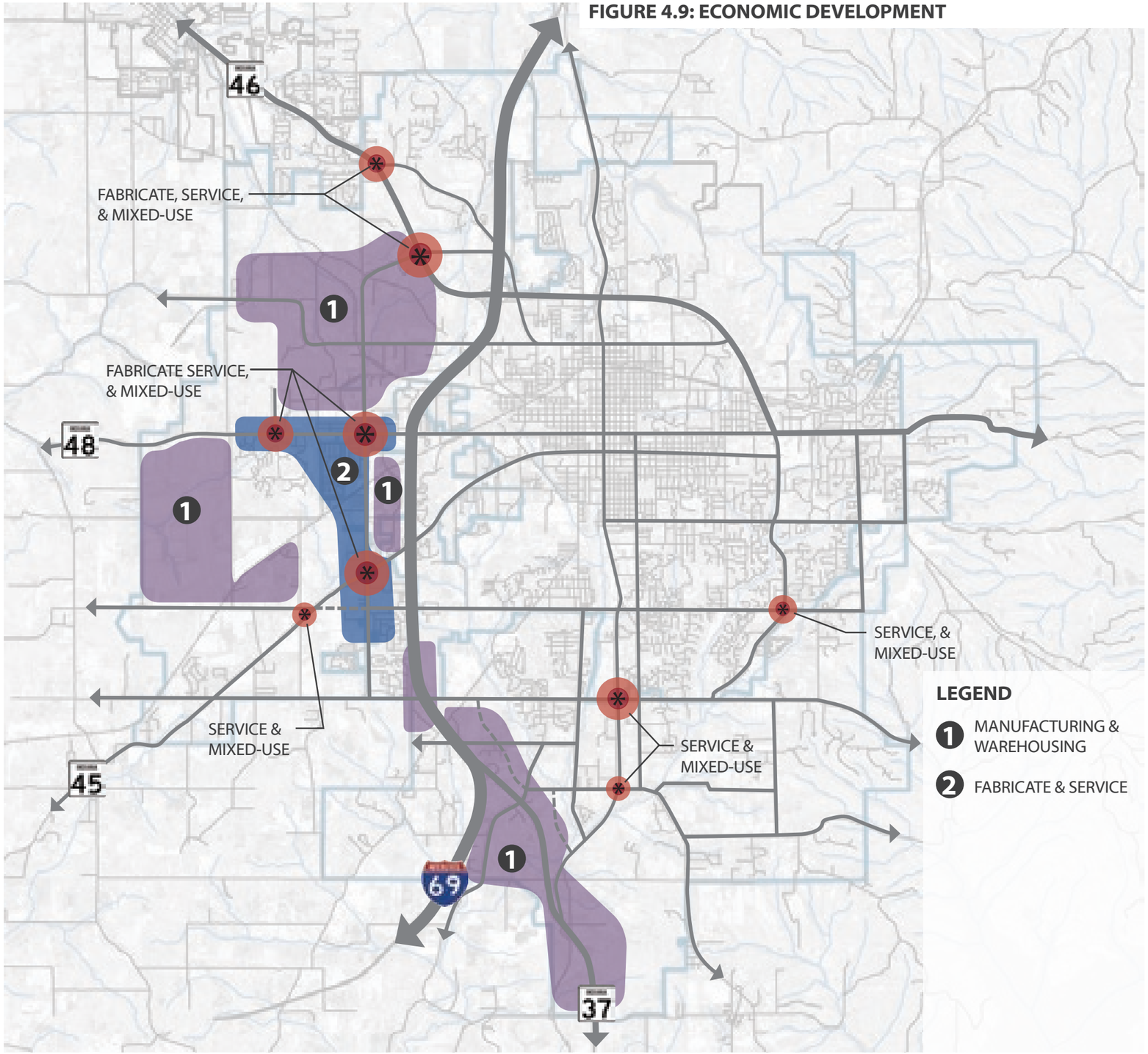
4.1.8 OBJECTIVE NINE

O9 SUPPORT & INCENTIVIZE ECONOMIC DEVELOPMENT

THE URBANIZING AREA PLAYS AN IMPORTANT ROLE IN THE ECONOMIC HEALTH OF THE REGION AND WILL CONTINUE TO SUPPORT JOB GROWTH THROUGH ATTRACTIVE DEVELOPMENT SITES AND INFRASTRUCTURE ACCESS.

With a continually evolving economic climate, it is critical that the area accommodate a wide range of employment generating uses. Key economic sectors for the Bloomington region include advanced manufacturing, information technology, life sciences, research and development (R&D), defense and national security, and limestone production. The Urbanizing Area is home to businesses in each of these sectors, and offers opportunities for expansion in each as well.

FIGURE 4.9: ECONOMIC DEVELOPMENT



A. TARGET BUSINESS DEVELOPMENT THROUGH THE CREATION OF SPECIAL ZONES

The Land Use Plan identifies key zones and corridors that lend themselves to a diverse, place-based approach that incorporates each of the employment place types described in Chapter 2. Key elements of the Plan include:

+ Focusing manufacturing and warehouse uses in the Curry Pike/Vernal Pike area.
+ Creating an additional manufacturing/warehousing area east of SR 37 near the planned I-69 interchange.
+ Focusing mixed uses and creative office development along the Third Street Corridor, creating synergies with the Ivy Tech campus and surrounding employment areas.
+ Encouraging a mixture of uses with a variety of employment types in the North Park area.
+ Locating fabrication and service uses in transitional areas such as the Liberty Drive corridor.
+ Identifying opportunities for additional service-oriented uses in mixed-use nodes throughout the Urbanizing Area.

Some portions of the area will retain a primarily industrial character, Even industrial-oriented development areas should have a sense of place that complements the overall character of the community, expressed through landscaping, architecture, and roadway design.

BUILD ON EXISTING EMPLOYMENT ASSETS

There are several major employers in the Bloomington region which provide significant employment opportunities for residents. These include major businesses such as GE and Cook Group Incorporated. These entities could potentially expand, or complementary and supportive businesses could provide critical supply chain services or supporting staff.

The Crane Naval Surface Warfare Center (NSWC) is located just south of Monroe County and offers a unique opportunity for economic development. With the completion of I-69, Crane NSWC will be easily accessible and less than 25 minutes driving time from the Urbanizing Area, with the south areas of the Urbanizing Area having the most proximate access. With the significant financial resources of the defense industry, new or existing businesses in the Urbanizing Area which capitalize on this proximity and new access will have tremendous opportunities for long term sustainability and growth.

Monroe County Airport is a tremendous asset which will drive economic development in the western portion of the Urbanizing Area. The Airport currently owns a significant portion of land which may be developed in the future for industrial uses. This development may include employment-oriented uses which support NSWC and generate significant jobs.

Additionally, IU Bloomington is a tremendous economic resource for the Urbanizing Area. Efforts should be made to capitalize on research opportunities which utilize public/private partnerships to develop new products, treatments, practices or other goods and services. The stream of new graduates offers employers access to highly educated and energetic potential employees who likely already have familiarity with and affinity towards the Bloomington region. The new graduates also should be encouraged to seek out entrepreneurial opportunities with incentive programs and business mentorship.

COMMUNITY REVITALIZATION ENHANCEMENT DISTRICTS

Community Revitalization Enhancement Districts (CRED) are zones which Monroe County or other entities may purchase property or make improvements to infrastructure and other supportive elements in order to support or expand industrial development.

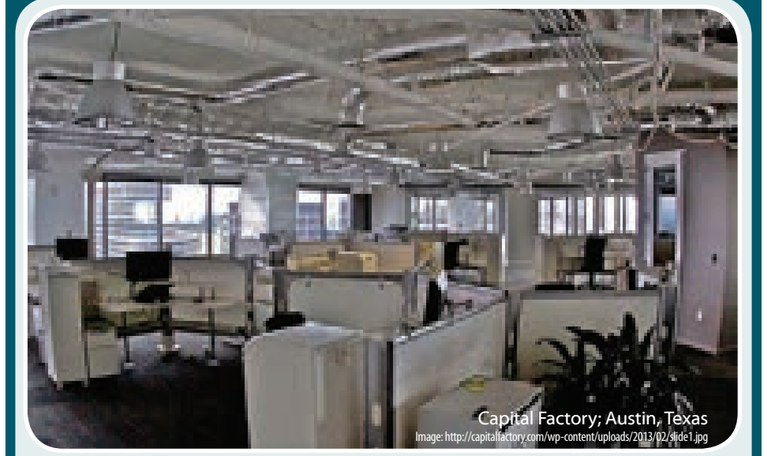
Monroe County should work with various public and private entities to develop CRED's in order to support continued job growth and economic development.

B. CONTINUE TO USE TAX INCREMENT FINANCING TO COUPLE ECONOMIC DEVELOPMENT WITH INFRASTRUCTURE DEVELOPMENT

All employment related land uses require supportive infrastructure to survive and grow. The Urbanizing Area is highly attractive to employers because of its access to regional transportation systems, existing infrastructure, access to skilled and educated employees, and quality of life. It is critically important that infrastructure be continually upgraded and expanded to allow for continued growth and competitiveness of existing businesses and the attraction of new employees.

Different types of employment uses require different types of infrastructure. Access to large quantities of potable water and power are critical for large manufacturing uses. They also require access to major freight transportation infrastructure capable of accommodating movement of goods such as freeways and railroads. Similarly, technology-based or service sectors require access to state-of-the-art communications and transportation support for significant numbers of employees. Monroe County, the City of Bloomington, and private utility providers should work collectively to support these critical economic drivers.

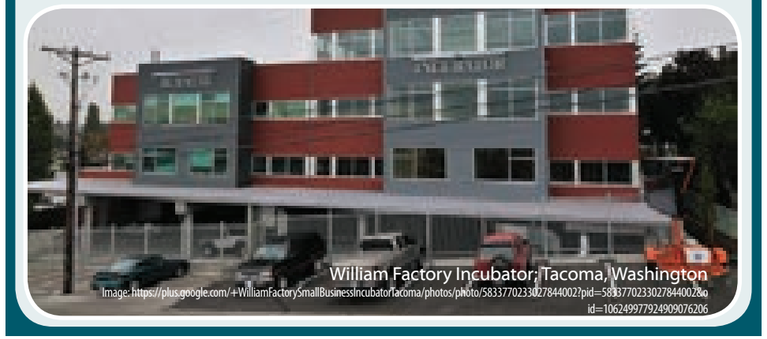
CREATE BUSINESS STARTUP INCENTIVE ZONES



Capital Factory; Austin, Texas
Image: http://capitalfactory.com/wp-content/uploads/2013/02/slide1.jpg

One strategy to support economic development in the Urbanizing Area is the creation of business startup incentive zones. These areas would provide reduced taxes or fees for a period of time to attract new business within targeted sectors. The Third Street Corridor and nearby ABB site offer specific opportunities for business incubation in close proximity to Ivy Tech and other established businesses.

Ideally, the County would develop or partner with a private development to create a shared space facility that would offer resources, such as IT systems, to new businesses that could not otherwise afford them. This could also be achieved by assisting businesses with tenant fit-up costs or permitting fees to configure existing buildings for their needs.



William Factory Incubator; Tacoma, Washington
Image: https://plus.google.com/+WilliamFactorySmallBusinessIncubatorTacoma/photos/photo/5833770233027844002?pid=5833770233027844002&oid=106249977924909076206

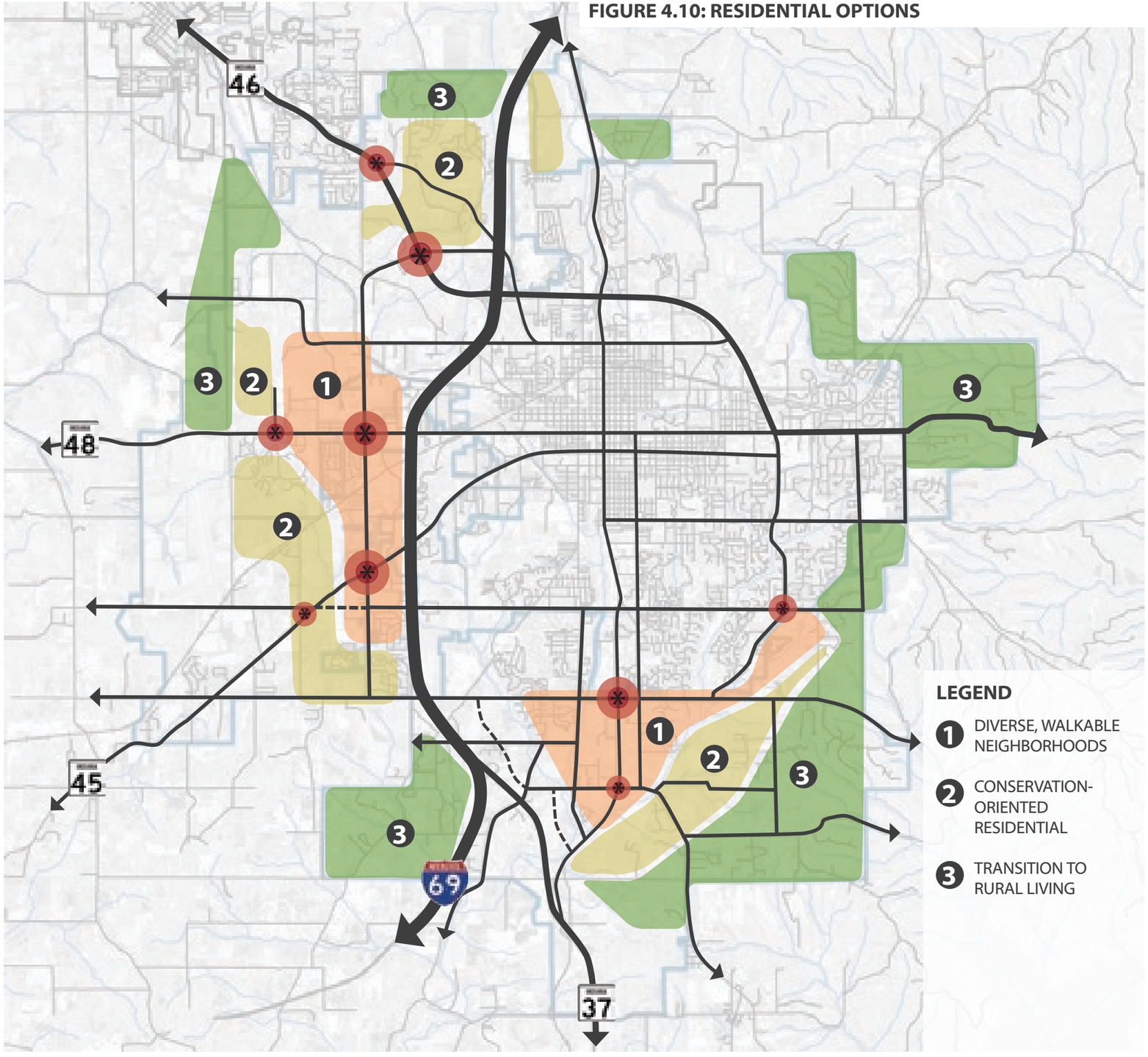
4.1.9 OBJECTIVE TEN

O10 PROMOTE DIVERSE HOUSING CHOICES

CHANGING DEMOGRAPHICS ARE CREATING A NEED FOR NEW HOUSING OPTIONS NOT CURRENTLY OFFERED IN THE URBANIZING AREA.

People increasingly want to live in walkable neighborhoods that have a sense of community. New types of housing should be provided with an attention to neighborhood form and the design of the public realm. As described in Chapter 2, the overall share of attached, multi-family housing types is expected to increase by 15% over the next 35 years. And for those who will continue to prefer a single-family detached home, a growing number will desire smaller homes on smaller lots. A common characteristic of new residents will be a desire for more than a simple housing "product", but also to live in a true "place" with an inviting character.

FIGURE 4.10: RESIDENTIAL OPTIONS



A. CONTINUALLY ADVANCE AN UNDERSTANDING OF THE HOUSING MARKET

Having access to fresh housing market data and reports is an important part of determining the need and validity for housing related projects. This will benefit Planning staff and the Plan Commission during case reviews, policy generation, and variance/rezoning decisions.

County staff should consider annual or semi-annual development of a market conditions report. This could be utilized to support zoning discussions and decisions. Additionally, this could be provided to the general public and private developers as a means to generate market-appropriate development as demographic trends continue to evolve.

B. CREATE DIVERSE, WALKABLE NEIGHBORHOODS

MIXED-USE NEIGHBORHOODS

In key locations, there will be opportunities for small scale mixed-use neighborhoods, where residents can live in very close proximity to day-to-day services. These will be key locations for denser apartment buildings and apartment units in mixed use buildings. Surrounding these mixed-use nodes, the Plan calls for development of mixed residential neighborhoods. These are intended to be moderate density, walkable developments with a wide range of housing types that may include attached and detached single family lots, small scale apartment buildings, duplexes, townhomes, and condominiums, all integrated together into a neighborhood street system.

Moving outward into the more rural portions of the Urbanizing Area, the plan recommends a focus on conservation-oriented development, again providing a range of housing types, in a development pattern that incorporates public open space as key neighborhood amenity.

Key mixed-use development nodes recommended by the Plan include North Park, the Third Street corridor, SR-45/Tapp Road and intersections along the South Walnut Street Corridor. Existing residential development areas along the Curry Pike/Leonard Springs Corridor and the in the South Walnut area provide opportunities for infill and redevelopment over time that will create more walkable, mixed residential neighborhoods. These may transition to conservation-oriented communities where utility and roadway infrastructure is more limited and where natural features such as stream corridors provide logical transition points.

C. PROMOTE AFFORDABLE HOUSING OPTIONS

HOUSING CHOICE

A key goal of new residential development should include diverse, affordable housing choices which offer homes of various sizes, levels of finish, and amenities. This will provide housing types of various price points and therefore opportunities across the socio-economic spectrum. Also, allowing mixed housing types in close proximity to employment and service centers limits the strain on physical infrastructure (i.e. roads) and service providers (i.e. police and fire), while decreasing transportation time and costs for residents and thereby reducing the overall cost of living.

New housing types and neighborhoods are not intended to compete with those offered in the City of Bloomington, but rather to complement the range of options available in the region. In particular, housing options should be provided to fit the needs of employees working in the Urbanizing Area, and in close proximity to employment areas.

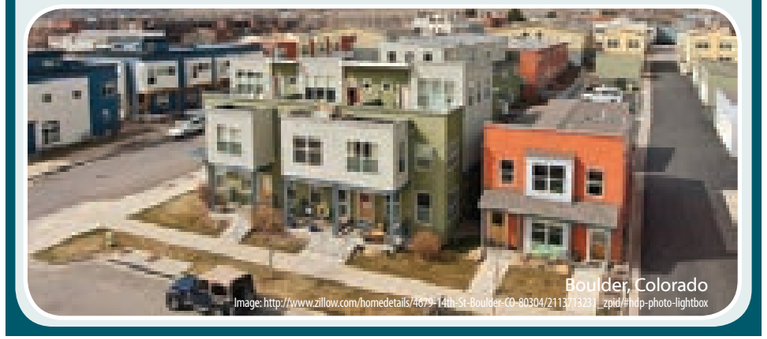
In addition to increaseing housing types and affordable market-rate options, the County should also explore partnership opportunities with housing assistance agencies such as the Bloomington Housing Authority to ensure that community-supported housing is appropriately and equitably integrated into mixed-use, walkable, and amenity-rich neighborhoods.

CREATE NEIGHBORHOOD DESIGN STANDARDS

South Dunn Street, Bloomington, Indiana
Image: MKSK

The physical design of residential neighborhoods and architectural form is critical to creating the types of places that will serve the growing market demand for alternatives to the cookie cutter subdivision.

This plan provides general development guidelines for each of the major residential land use types, but a more detailed set of standards will make it clear to developers what the expectations are for site design. Neighborhood design standards should be developed for various portions of the Urbanizing Area, calibrated to respond to the scale and context of existing development. Standards may serve as a stand-alone guide or be integrated into form-based zoning regulations.



Boulder, Colorado
Image: http://www.zillow.com/homedetails/4679-14th-St-Boulder-CO-80304/2113713231_zpid/#hdp-photo-lightbox

5 LAND USE PLAN & POLICIES

5.0 LAND USE PLAN

THE LAND USE PLAN IS A GUIDING FRAMEWORK TO BE USED WHEN MAKING PUBLIC AND PRIVATE DECISIONS ABOUT DEVELOPMENT, REDEVELOPMENT, AND RELATED INFRASTRUCTURE INVESTMENTS.

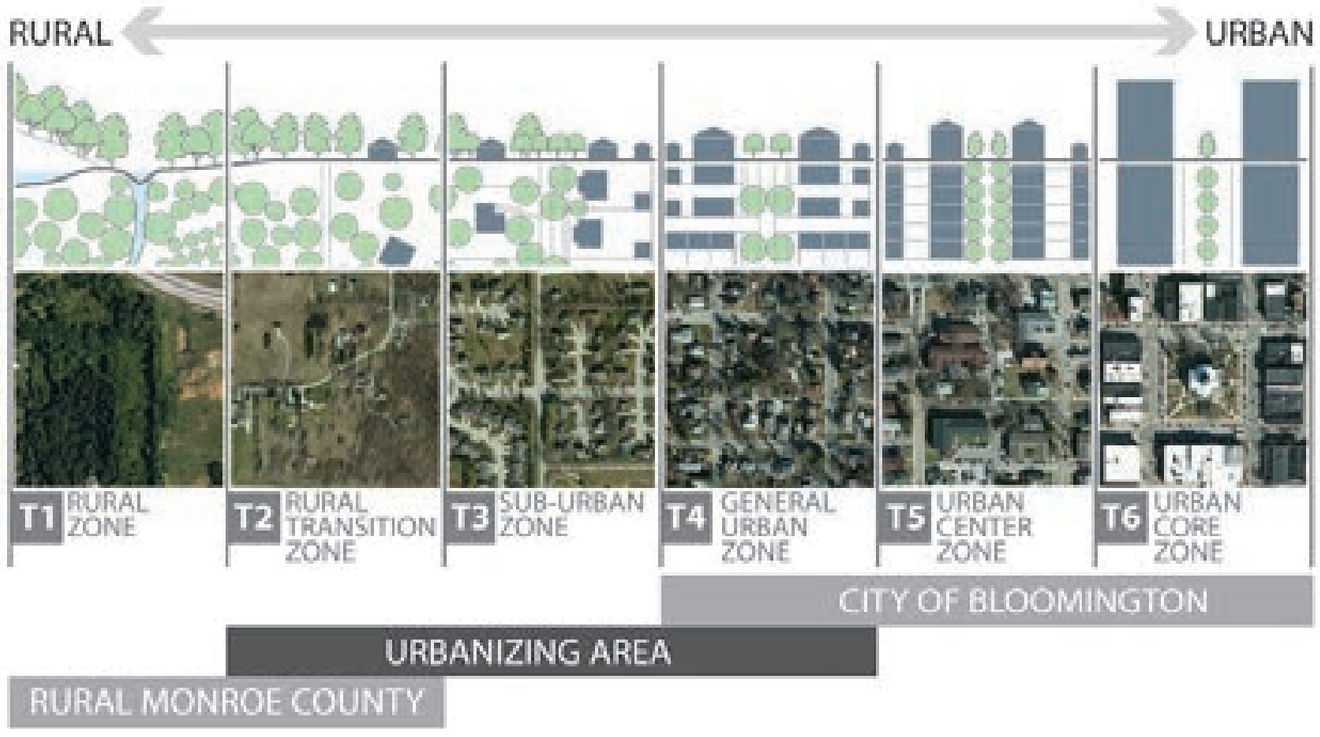
The Plan consists of a Future Land Use Map (Figure 5.1), and a series of related policy recommendations. Pages 84-101 provide descriptions of each land use category depicted on the Land Use Map, with specific policies related to transportation, infrastructure, open space, and development standards.

The intent of the Land Use Map is to illustrate a broad pattern of land use and development types across the Urbanizing Area. It is not intended to designate very specific land uses for individual parcels of land. Many of the land use categories are intentionally broad with respect to the types of residential and commercial uses that may be appropriate for that area. The land use patterns illustrated by the Land Use Map serve to guide the County as it implements the Plan, through actions such as zoning amendments, development approvals, and capital improvements. The Plan is also a resource for property owners and developers to understand how their properties fit within the larger context of development patterns envisioned for the Urbanizing Area over the next 35 years.

It is important that the Land Use Plan provide a certain degree of flexibility, so that new and unexpected opportunities can be considered as they arise. The Plan should be updated on a regular basis, so that interim decisions are documented and policy recommendations can be re-evaluated for appropriateness and relevancy. As time goes on, there will likely be development proposals in certain areas that do not strictly conform to the recommendations of the Plan. Such proposals should be considered on their own merit, with the Plan serving as a guide in the decision-making process. However, proposals that clearly deviate from the key goals and intent of the Plan should be closely scrutinized and vetted through the public review process to ensure they are appropriate for the community.

In most cases, the boundaries of individual land use categories depicted on the Land Use Map are intended to be general, showing the relative relationship between different land uses. Typically, development patterns will transition in terms of the mixture of uses, scale and intensity, and the degree of urban, suburban, and rural character. In some cases, natural features such as Jackson Creek and Clear Creek serve as logical transitions between uses and development types. Sewer service boundaries may also serve as clear boundaries between uses or development intensities. Opportunities for geographic expansion of sewer service areas should be considered within the context of the effect such improvements will have on the overall development patterns of the Urbanizing Area and the Greater Bloomington area.

FIGURE 5.0: TRANSECT MODEL



5.0.0 PUTTING THE URBANIZING AREA IN CONTEXT

The urban to rural transect (Figure 5.0) is a helpful concept to explain how development patterns are intended to transition across the Urbanizing Area and in relation to surrounding communities. At the region's core is the City of Bloomington, with the most dense and urban development in the City's downtown. Neighborhoods and employment districts immediately surrounding downtown are less dense, but still have a distinctly urban character. In general, development densities decrease with distance from the urban core, and urban character transitions to suburban, and ultimately to rural. Throughout the Greater Bloomington area, this pattern is replicated at smaller scales, with neighborhood commercial centers serving as compact nodes around which development intensity transitions from more to less density. The Urbanizing Area falls in the middle portion of this spectrum.

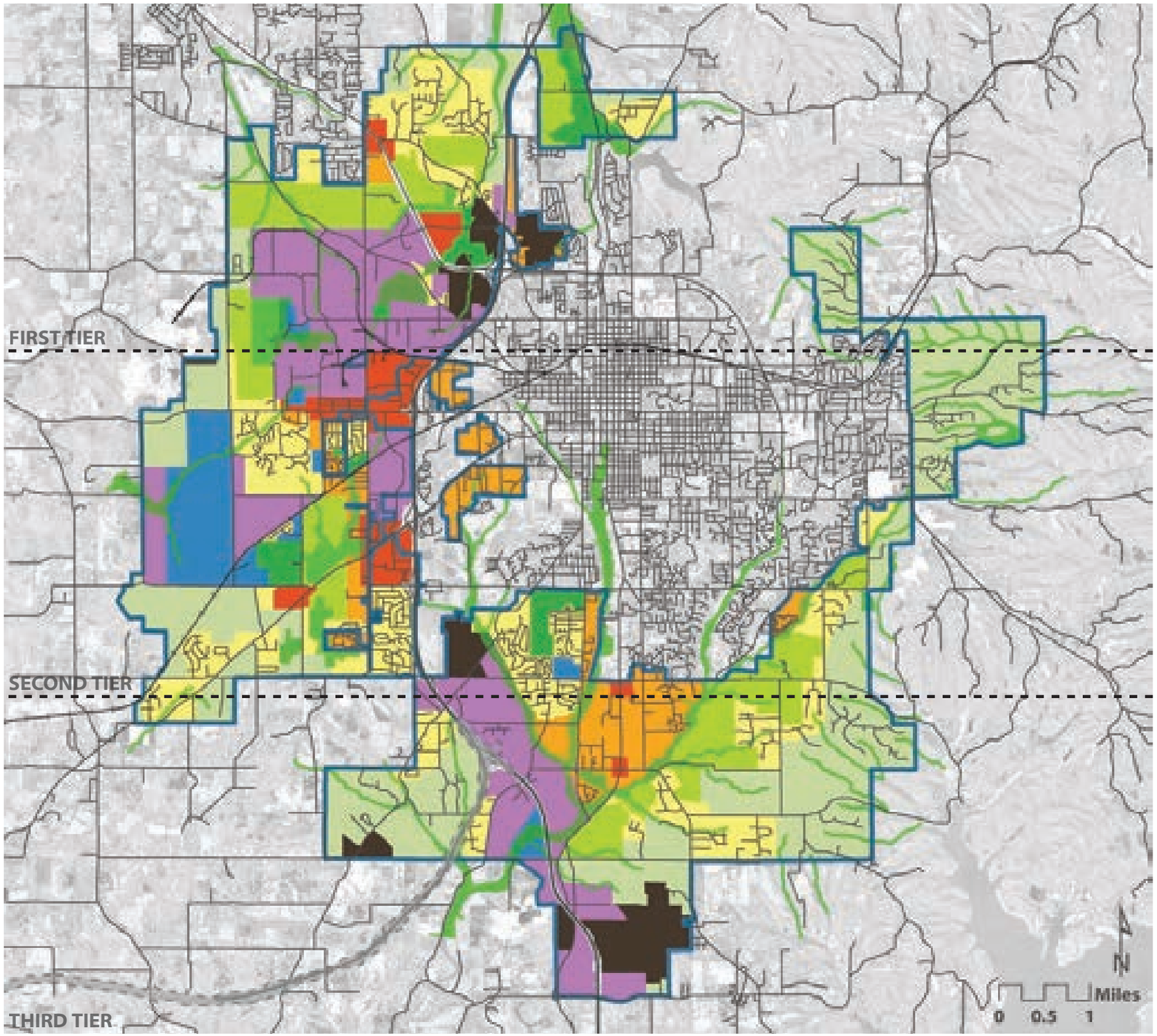
The character of development within the Urbanizing Area today is overwhelmingly suburban, with low-density, auto-oriented development in a series of largely isolated and disconnected residential subdivisions, apartment complexes, mobile home communities, retail shopping centers,

business and industrial parks, and individual commercial or industrial facilities.

The Land Use Plan (Figure 5.1) provides a framework to create a more organized pattern of development within the Urbanizing Area. While much of the area will continue to have relatively low, suburban development densities as compared to the City of Bloomington, there are also opportunities to create moderate density mixed-use centers, corridors, and neighborhoods with a more walkable and generally urban character. New development and redevelopment within the Urbanizing Area is not intended to compete with development in the incorporated City, but rather to complement it in a way that responds to market demands for housing and employment types that are most appropriately located on the outskirts of the City while establishing a sense of place and community, and enhancing the environmental and fiscal sustainability of the County.

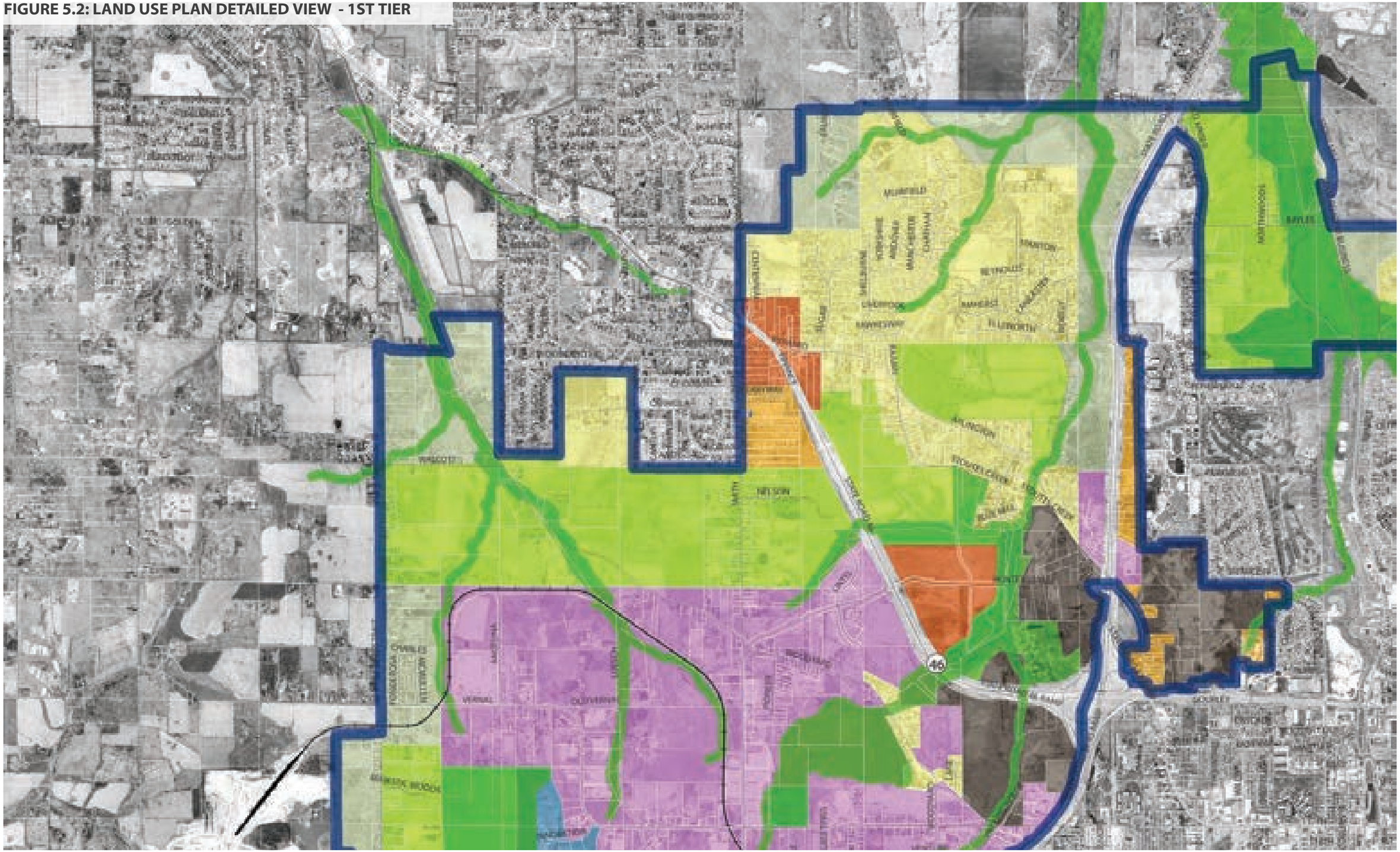
It should be noted that Figure 5.1 illustrates recommended land use types for some land located within the City of Bloomington corporate limits, where the City extends to the west of State Route 37, primarily along Third Street, SR-45, Curry Pike, and Leonard Springs Road. The Bloomington corporate limit is very complex in this area, and represents a significant planning challenge in terms of coordinating land use and development policies and regulations. This Plan does not officially govern land in the City of Bloomington; however, it recommends close coordination and continued cooperation between the City and County to ensure that the community's goals for the Urbanizing Area are achieved, regardless of jurisdiction.

FIGURE 5.1: LAND USE PLAN **(REFER TO FIGURES 5.2 - 5.4 FOR DETAILED VIEWS DIVIDED BY THE TIERS NOTED ON THIS MAP)**



LEGEND	DEFINITION PAGE REFERENCE
MIXED-USE	84-85
MIXED-RESIDENTIAL	86-87
SUBURBAN RESIDENTIAL	88-89
CONSERVATION RESIDENTIAL	90-91
EMPLOYMENT	92-93
INSTITUTIONAL	94-95
QUARRY LANDSCAPE	96-97
RURAL TRANSITION	98-99
OPEN SPACE	100-101

FIGURE 5.2: LAND USE PLAN DETAILED VIEW - 1ST TIER



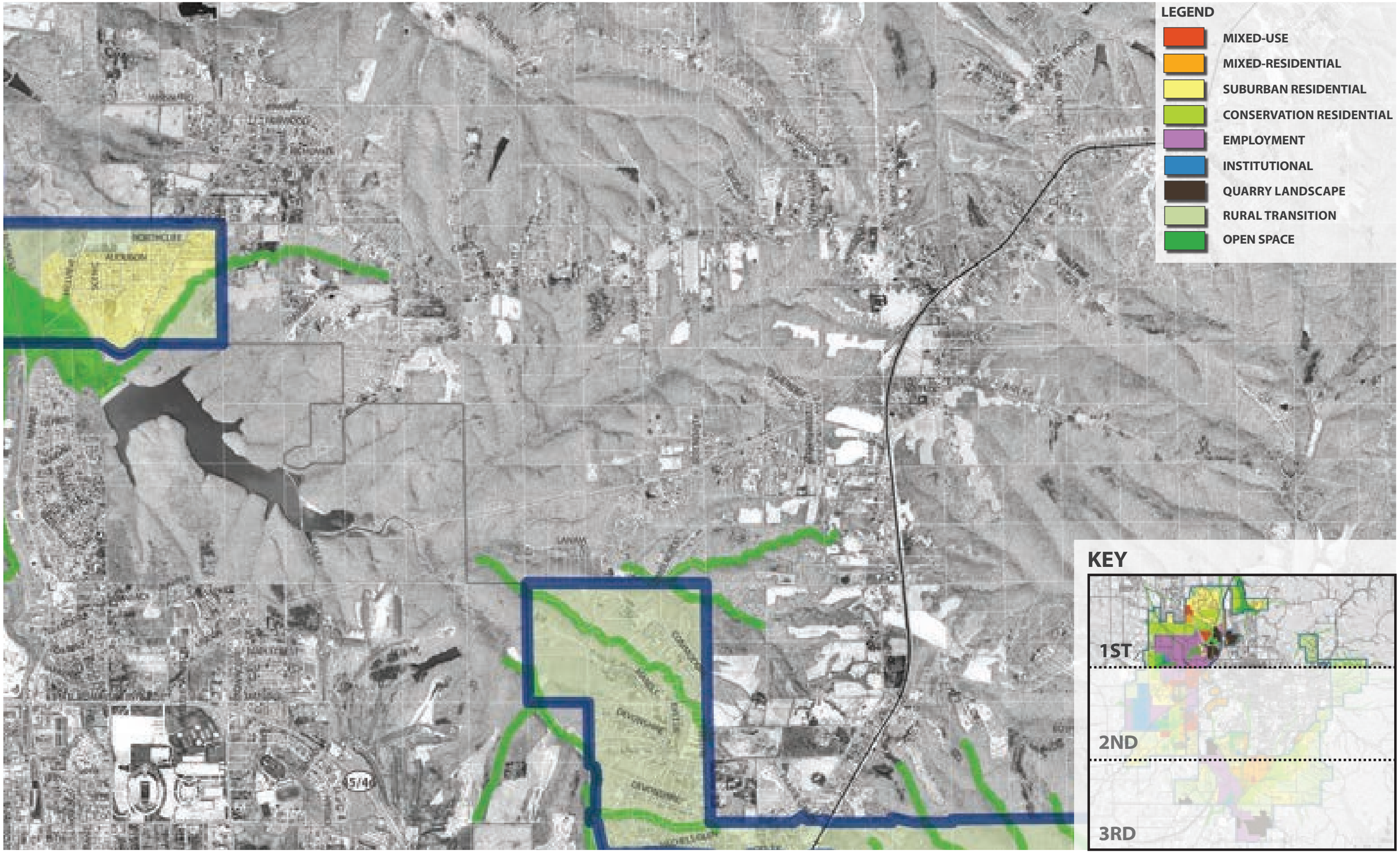
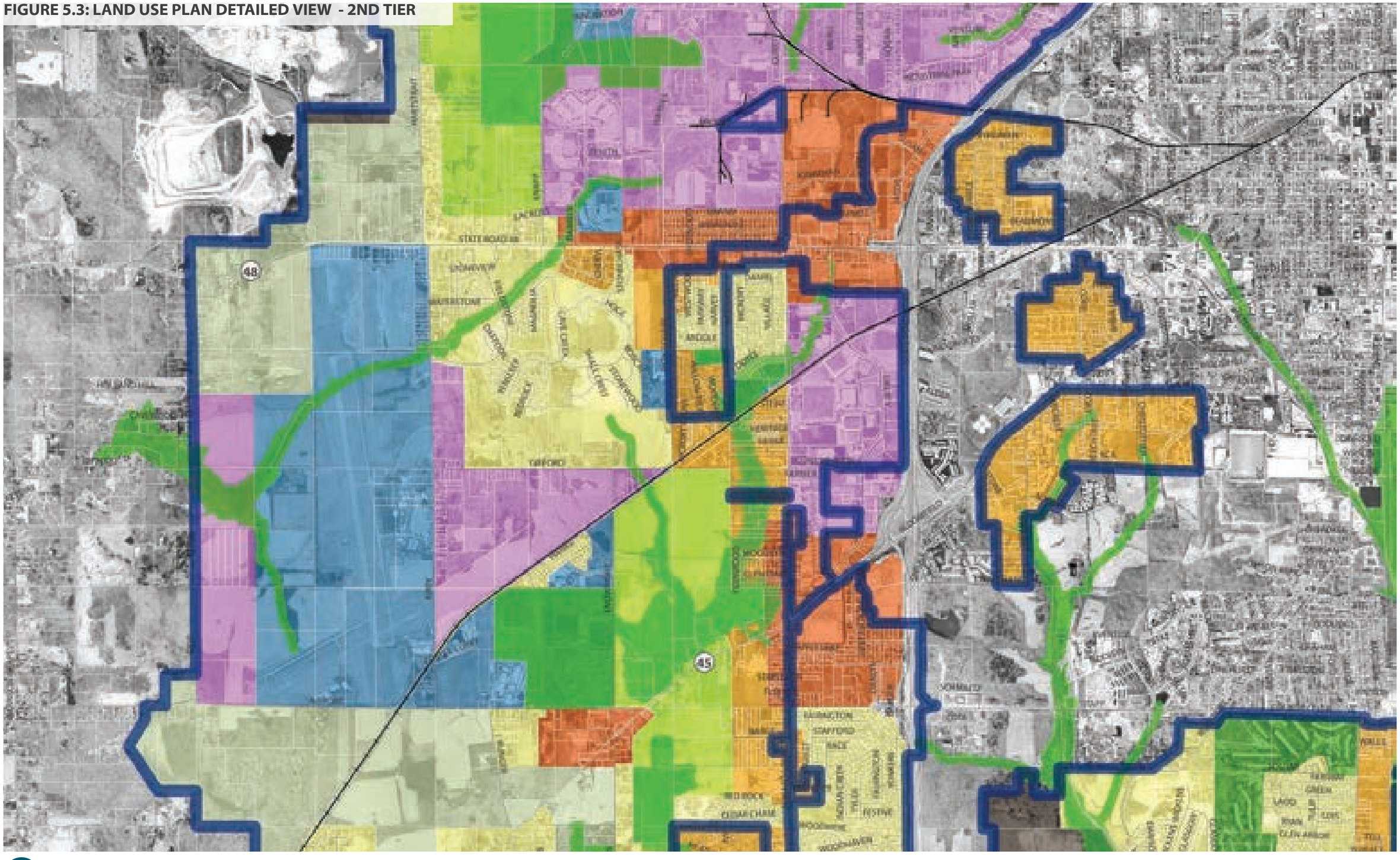

LEGEND
MIXED-USE
MIXED-RESIDENTIAL
SUBURBAN RESIDENTIAL
CONSERVATION RESIDENTIAL
EMPLOYMENT
INSTITUTIONAL
QUARRY LANDSCAPE
RURAL TRANSITION
OPEN SPACE
KEY
1ST
2ND
3RD

FIGURE 5.3: LAND USE PLAN DETAILED VIEW - 2ND TIER



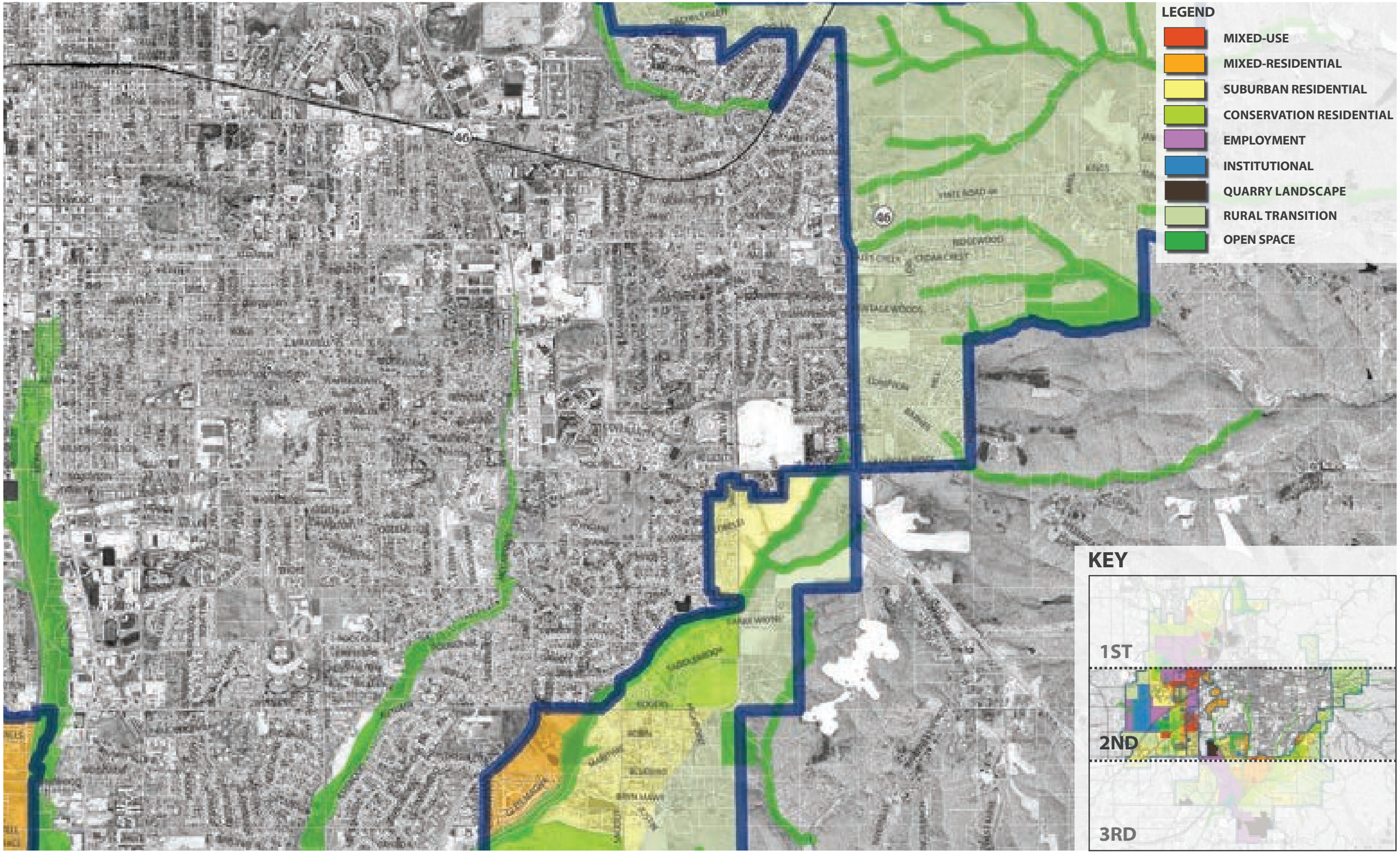
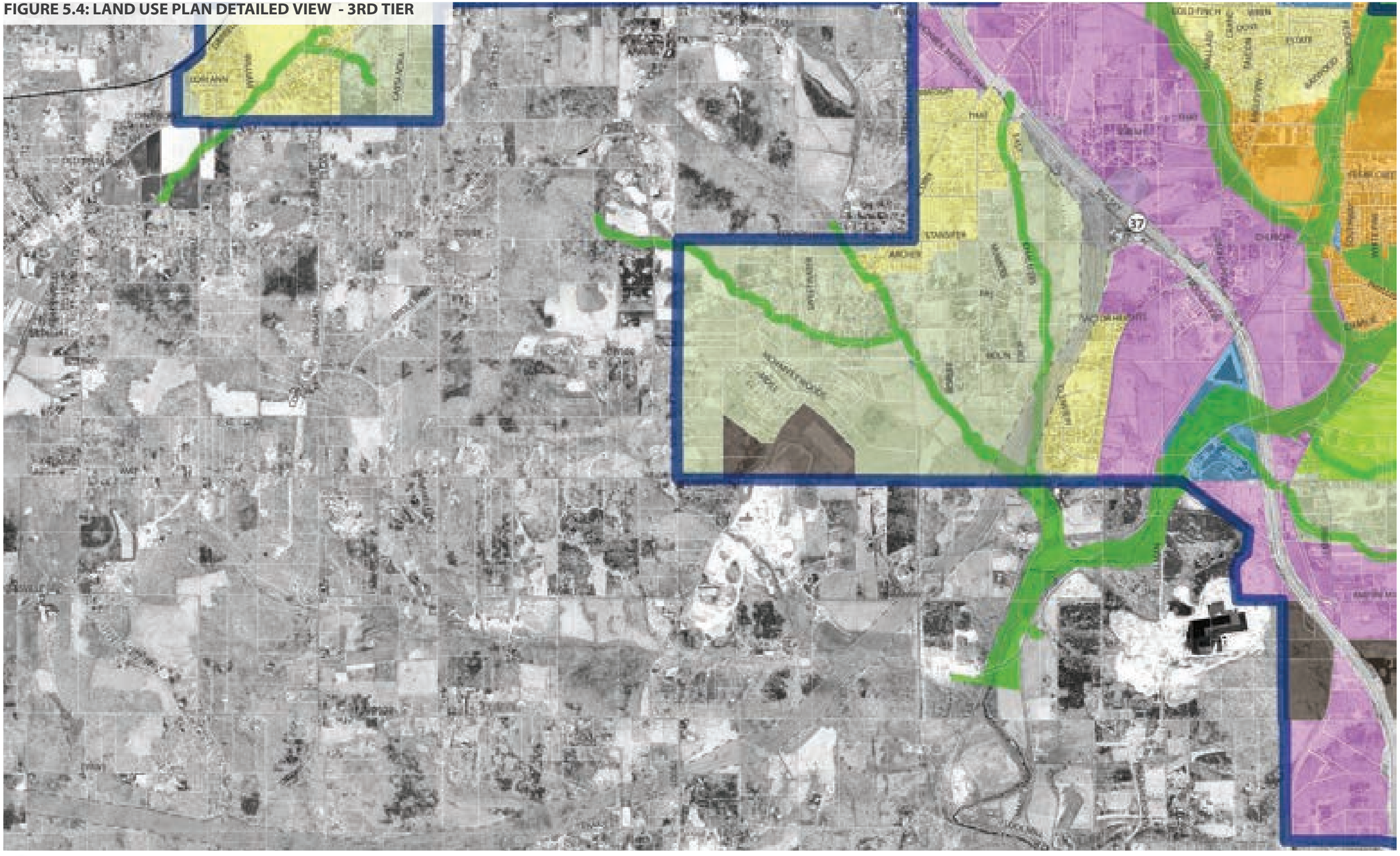
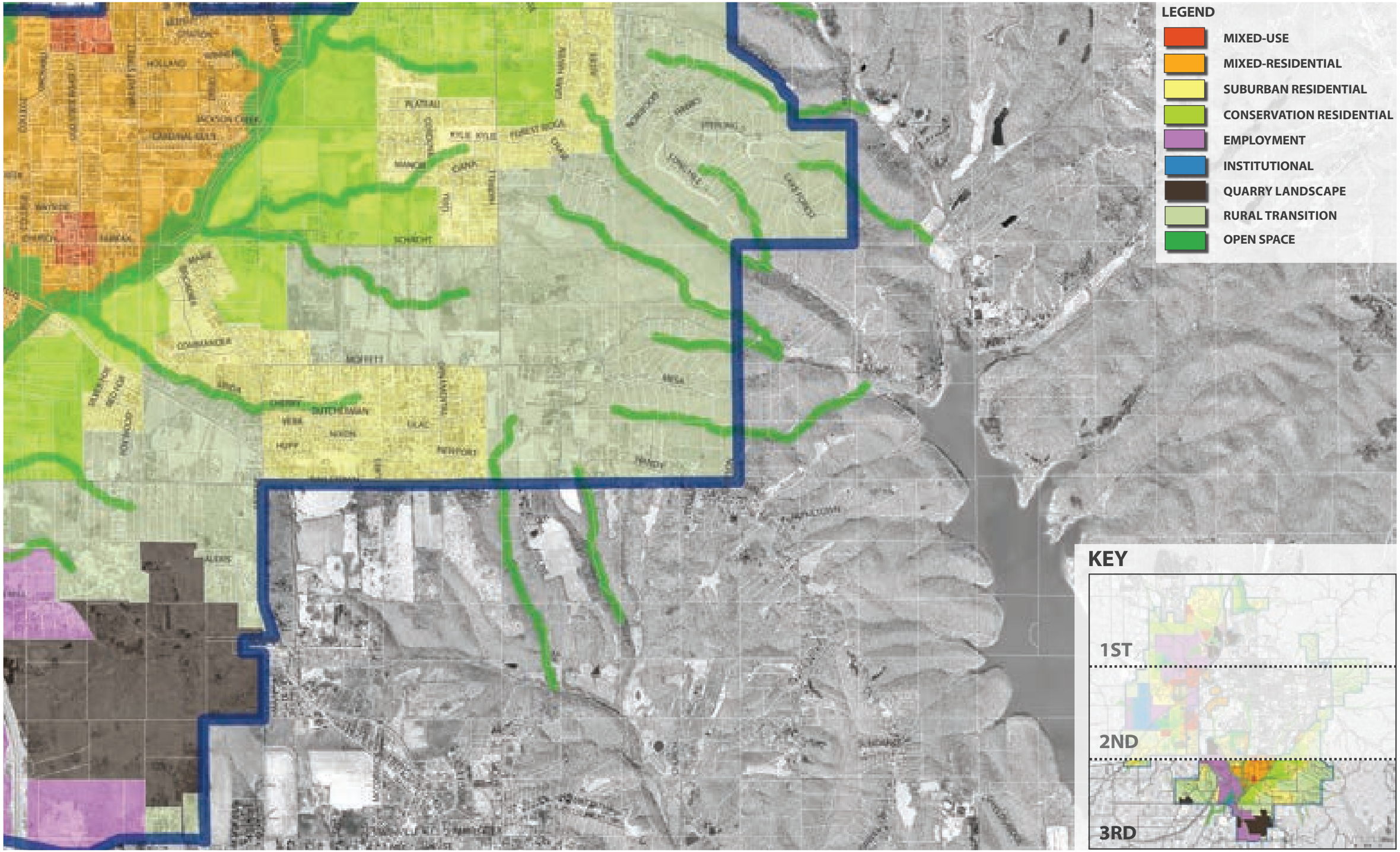

LEGEND
MIXED-USE
MIXED-RESIDENTIAL
SUBURBAN RESIDENTIAL
CONSERVATION RESIDENTIAL
EMPLOYMENT
INSTITUTIONAL
QUARRY LANDSCAPE
RURAL TRANSITION
OPEN SPACE
KEY
1ST
2ND
3RD

FIGURE 5.4: LAND USE PLAN DETAILED VIEW - 3RD TIER




LEGEND
MIXED-USE
MIXED-RESIDENTIAL
SUBURBAN RESIDENTIAL
CONSERVATION RESIDENTIAL
EMPLOYMENT
INSTITUTIONAL
QUARRY LANDSCAPE
RURAL TRANSITION
OPEN SPACE
KEY
1ST
2ND
3RD

5.1 LAND USE TYPES

5.1.0 MIXED-USE

MIXED-USE DISTRICTS ARE THE DENSEST, MOST PEDESTRIAN-ORIENTED DEVELOPMENT TYPES IN THE URBANIZING AREA.

This land use type will vary in terms of form, scale, character, and the specific mix of uses, depending on location, access considerations and existing development context.

Uses may be integrated vertically within buildings, such as residential or office over ground-floor retail, or horizontally among single-use buildings that are closely coordinated with one another. Mixed-use areas may take the form of linear corridors along major roadways, large districts that serve as regional destinations for commerce, dining and entertainment, or small nodes at crossroads that serve nearby residential neighborhoods or employment areas. Mixed-use areas offer the greatest flexibility in terms of land use. Individual parcels of land within a larger mixed-use area may be developed with a single use, so long as the site is designed in a way to integrate with surrounding sites to create a whole that is greater than the sum of parts.

Most areas designated as Mixed-Use on the Land Use Map are in locations with existing suburban-style development. These locations offer opportunities for reinvestment, infill, redevelopment, and transformation into more walkable centers of activity within the Urbanizing Area. Examples include the Third Street Corridor, the Tapp Road/SR-45/Curry Pike Area, and key intersections along the South Walnut Street Corridor.

A. TRANSPORTATION

STREETS

Developments should be designed to create a system of interconnected streets and blocks. Ideally, new streets should be platted as public rights-of-way through the subdivision process; however, private streets may also be acceptable, provided that they are designed and maintained to public street standards and are made publicly accessible through dedicated easements.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Mixed-use streets should incorporate the full suite of complete street and "green" street design techniques. Streets should safely accommodate pedestrian and bicycle travel, as appropriate to the larger context of the transportation system and the surrounding scale and character of development. Wider sidewalks or an enhanced buffer along the street will provide a safer environment for pedestrians while allowing greater access to businesses in mixed-use areas. Streets should not be designed with a "one-size fits all" approach. Local streets may accommodate cyclists through an overall design that discourages high travel speeds by motorists, such as the use of narrower travel lanes (10 to 11 feet), on-street parking, and smaller curb radii at intersections (15 to 25 feet). These streets may simply require pavement markings or signage indicating that cyclists may use the travel lane. On the other hand, multi-lane roads should provide enhanced bicycle infrastructure, such as on-street bicycle lanes, cycletrack facilities, or off-street shared use paths, with special attention to transitions between different facility types. As the most likely to support transit service in the future, mixed-use streets should be designed to accommodate potential transit expansion.

B. UTILITIES

SEWER AND WATER

Most areas designated for mixed-use development in the Land Use Plan are already served by sewer and water infrastructure. All new developments should conduct water and sewer capacity analyses and contribute to system upgrades if necessary. Major sewer line extensions or upgrades, should be coordinated with other roadway or streetscape improvements where possible to minimize traffic disruption and improve cost efficiency of capital improvements. A major advantage to mixed-use development is that it reduces the peak usage in the area due to the diversity of building uses.

POWER

Overhead utility lines should be buried in mixed-use areas to eliminate visual clutter of public streetscapes and to minimize system disturbance from major storm events.

COMMUNICATIONS

Communications needs will vary within mixed-use developments, but upgrades to infrastructure should be a key consideration for future development sites. The County should create a standard for development of communications corridors to supplement and complement University research and development and the existing information technology sector.

C. OPEN SPACE

PARK TYPES

Small-scale parks and open spaces should be integrated into new developments and streetscapes. Mixed-use districts may have a variety of park types, from small plazas and pocket parks along public sidewalks, to moderately-sized greens, squares, and neighborhood parks. Greenway connections should be provided wherever possible.

URBAN AGRICULTURE

Encourage the creation of community gardens and small scale urban agricultural systems, integrated with parks and open spaces. These may serve and be operated by residents, employees and businesses within a mixed-use neighborhood. Examples include restaurants with on-site gardens, or apartments and office buildings with common garden space. Attention should be paid to location and maintenance to ensure garden spaces remain well-kempt and attractive throughout the year.

D. PUBLIC REALM ENHANCEMENTS

LIGHTING

Lighting needs will vary by street type and width but safety, visibility and security are important. Two-lane streets should provide lamp posts at a pedestrian scale (16 to 18 feet in height). Wider streets will require taller fixtures (up to 30 feet).

STREET/SITE FURNISHINGS

Successful mixed-use streets require a vibrant, pedestrian-oriented public realm with an emphasis on amenities and aesthetics. Streets should have planters, benches, information kiosks, and public bicycle parking racks. These elements may occur within the public right-of-way, or on private development sites, if located at the front of the lot between the building and right-of-way, oriented toward the sidewalk, and available for public use.

E. DEVELOPMENT GUIDELINES

OPEN SPACE

The amount and type of open space appropriate for mixed-use areas will vary by the location and scale of individual developments. Large consolidated developments should include prominent open spaces with public street frontage. For residential uses, open space should generally be provided with a target of 200 square feet per dwelling unit. Commercial uses over 25,000 square feet of gross floor area should provide small pocket parks or plazas.

PARKING RATIOS

Parking requirements will vary depending on the scale and mixture of uses within individual mixed-use areas. Shared parking arrangements should be encouraged to minimize the size of surface parking lots. On-street parking should be permitted to contribute to required parking maximums as a means to reduce surface parking and enliven mixed-use streets with foot traffic.

SITE DESIGN

Front setbacks should range from zero to 15 feet, with streetscape plazas and landscape treatments between the sidewalk and building face. Buildings should frame the street, with a high amount of building frontage. Parking should be located to the rear or side of buildings, but not between the building and street. Side-oriented parking should be screened with landscaping and/or a low street wall. Vehicular curb cuts should be used sparingly, and avoided on major thoroughfares. Access should instead be provided from the side or rear of the site. Mixed-use districts should be designed with compatible mixtures of buildings, but with architectural variety as well.

BUILDING FORM

The scale, form and character of buildings will vary depending on the specific location and surrounding context of existing development and infrastructure. Mixed-use areas are appropriate locations for more urban-style buildings with flat roof designs, but pitched roofs may also be used. Buildings may range from one to four stories in height, depending on location. Ground floors of mixed-use buildings should have taller floor to ceiling heights (14 to 18 feet) to accommodate retail and dining uses, with high amounts of window transparency (60 to 70 % of the front facade). Building facades should be designed with a clear base, middle, and top. Buildings and tenant spaces should have prominent main entrances on the front facade, accessible from the public sidewalk.

MATERIALS

Mixed-use buildings should have a durable and lasting character, indicative of their ability to be repurposed for various uses over time. This is best achieved through the use of brick and dimensional or cultured stone. Concrete masonry units may be used, but should have texture and color variation if used as a primary building material. Blank walls should be avoided, particularly for facades facing public streets.

PRIVATE SIGNS

Signs should be sized and designed to effectively communicate to both pedestrian and vehicular traffic without becoming a visual distraction. Wall-mounted and monument signs are appropriate; pole signs and roof-top billboards should be prohibited.

FIGURE 5.5: MIXED-USE ONE ACRE SCENARIOS

MIXED-USE

+ THREE STORY
+ CORRIDOR USE
+ +/-25,000 SF TOTAL
+ +/-8,000 SF RETAIL/ RESTAURANT
+ +/-20 RESIDENTIAL UNITS
+ +/-70 PARKING SPACES

MIXED-USE

+ ONE AND TWO STORY
+ FIRST FLOOR RETAIL
+ SMALL OFFICES
+ CORRIDOR & NODE USE
+ +/-15,000 SF TOTAL
+ +/-70 PARKING SPACES

5.1.1 MIXED RESIDENTIAL

MIXED RESIDENTIAL NEIGHBORHOODS ACCOMMODATE A WIDE ARRAY OF BOTH SINGLE-FAMILY AND ATTACHED HOUSING TYPES, INTEGRATED INTO A COHESIVE NEIGHBORHOOD. THEY MAY ALSO INCLUDE NEIGHBORHOOD COMMERCIAL USES AS A LOCAL AMENITY.

These neighborhoods are intended to serve growing market demand for new housing choices among the full spectrum of demographic groups. Residential buildings should be compatible in height and overall scale, but with varied architectural character. These neighborhoods are often located immediately adjacent to Mixed-Use Districts, providing a residential base to support nearby commercial activity within a walkable or transit-accessible distance.

A. TRANSPORTATION

STREETS

Streets in Mixed Residential Neighborhoods should be designed at a pedestrian scale. Like Mixed-Use Districts, the street system should be interconnected to form a block pattern, although it is not necessary to be an exact grid. An emphasis on multiple interconnected streets which also includes alley access for services and parking, will minimize the need for collector streets, which are common in more conventional Suburban Residential neighborhoods. Cul-de-sacs and dead-ends are not appropriate for this development type

Unlike typical Suburban Residential subdivisions, Mixed Residential development is intended to be designed as walkable neighborhoods. Most residents will likely own cars, but neighborhood design should de-emphasis the automobile.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Streets should have sidewalks on both sides, with tree lawns of sufficient width to support large shade trees. Arterial streets leading to or through these neighborhoods may be lined with multi-use paths. Neighborhood streets should be designed in a manner that allows for safe and comfortable bicycle travel without the need for separate on-street bicycle facilities such as bike lanes. As with Mixed-Use Districts, primary streets in Mixed Residential neighborhoods should be designed to accommodate transit.

B. UTILITIES

SEWER AND WATER

The majority of Mixed Residential areas designated in the Land Use Plan are located within existing sewer service areas. Preliminary analysis indicates that most of these areas have sufficient capacity for additional development. Detailed capacity analyses will be necessary with individual development proposals to ensure existing infrastructure can accommodate new residential units and that agreements for extension for residential growth are in place.

POWER

Overhead utility lines should be buried to eliminate visual clutter of public streetscapes and to minimize system disturbance from major storm events.

COMMUNICATIONS

Communications needs will vary within Mixed Residential neighborhoods, but upgrades to infrastructure should be considered for future development sites. Creating a standard for development of communications corridors should be considered to maintain uniform and adequate capacity.

C. OPEN SPACE

PARK TYPES

Pocket parks, greens, squares, commons, neighborhood parks and greenways are all appropriate for Mixed Residential neighborhoods. Parks should be provided within a walkable distance (one-eighth to one-quarter mile) of all residential units, and should serve as an organizing element around which the neighborhood is designed.

URBAN AGRICULTURE

Community gardens should be encouraged within Mixed Residential Neighborhoods. These may be designed as significant focal points and gathering spaces within larger neighborhood parks, or as dedicated plots of land solely used for community food production.

D. PUBLIC REALM ENHANCEMENTS

LIGHTING

Lighting needs will vary by street type and width but safety, visibility and security are important. Lighting for neighborhood streets should be of a pedestrian scale (16 to 18 feet in height).

STREET/SITE FURNISHINGS

Public benches and seating areas are most appropriately located within neighborhood parks and open spaces, but may be also be located along sidewalks. Bicycle parking racks may be provided within the tree lawn/ landscape zone at periodic intervals.

E. DEVELOPMENT GUIDELINES

OPEN SPACE

Approximately 200 square feet of publicly accessible open space per dwelling unit. Emphasis should be placed on creating well-designed and appropriately proportioned open spaces that encourage regular use and activity by area residents.

PARKING RATIOS

Single-family lots will typically provide 1 to 2 spaces in a garage and/or driveway. Parking for multi-family buildings should be provided generally at 1 to 1.75 spaces per unit, depending on unit type/number of beds. On-street parking should be permitted to contribute to required parking minimums as a means to reduce surface parking and calm traffic on residential streets.

SITE DESIGN

Front setbacks should range from 10 to 20 feet, with porches, lawns or landscape gardens between the sidewalk and building face. Buildings should frame the street, with modest side setbacks (5 to 8 feet), creating a relatively continuous building edge. Garages and parking areas should be located to the rear of buildings, accessed from a rear lane or alley. If garages are front-loaded, they should be set back from the building face. Neighborhoods

should be designed with compatible mixtures of buildings and unit types, rather than individual subareas catering to individual market segments.

BUILDING FORM

Neighborhoods should be designed with architectural diversity in terms of building scale, form, and style. Particular architectural themes or vernaculars may be appropriate, but themes should not be overly emphasized to the point of creating monotonous or contrived streetscapes. Well-designed neighborhoods should feel as though they have evolved organically over time.

MATERIALS

High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged. Vinyl and Exterior Insulated Finishing Systems (EIFS) may be appropriate as secondary materials, particularly to maintain affordability, but special attention should be paid to material specifications and installation methods to ensure durability and aesthetic quality.

PRIVATE SIGNS

Mixed Residential neighborhoods should not feel like a typical tract subdivision. It may be appropriate for neighborhoods to include gateway features and signs, but these should be used sparingly and in strategic locations, rather than for individually platted subareas.

MIXED RESIDENTIAL

+ SINGLE-FAMILY & MULTI-FAMILY
+ SMALL/MEDIUM SIZED LOTS
+ 10-14 UNITS / ACRE

FIGURE 5.6: MIXED RESIDENTIAL ONE ACRE SCENARIO

Image: http://livekitsilano.com/wp-content/uploads/2014/03/side_by_side_Half_duplex_kitsilano_new.jpg

Image: http://ashworthpartners.com/wp-content/uploads/2012/06/small-aparmtnets.jpg

5.1.2 SUBURBAN RESIDENTIAL

SUBURBAN RESIDENTIAL INCLUDES EXISTING LOW-DENSITY SINGLE-FAMILY SUBDIVISIONS AND ISOLATED MULTI-FAMILY APARTMENT COMPLEXES. DIFFERENT HOUSING TYPES ARE TYPICALLY SEGREGATED, WITH MULTIPLE BUILDINGS HAVING A SIMILAR OR IDENTICAL APPEARANCE. THIS DEVELOPMENT TYPE IS NOT RECOMMENDED FOR EXTENSIVE APPLICATION BEYOND EXISTING OR CURRENTLY PLANNED DEVELOPMENTS.

In some locations, it may be appropriate to extend this development pattern if it is directly adjacent to existing Suburban Residential subdivisions as an appropriate way to coordinate with those neighborhoods. However, the Conservation Community land use category offers a more appropriate alternative to the conventional suburban subdivision that balances the desire for non-urban living while also preserving rural character. The following guidelines should be considered if new suburban-style developments are approved; they also provide considerations for potential retrofitting of public infrastructure within existing neighborhoods.

A. TRANSPORTATION

STREETS

Suburban residential subdivisions are auto-oriented by design. To the extent possible, this approach to residential development should be de-emphasized within the Urbanizing Area to prevent continued expansion of isolated "leap-frog" subdivisions and sprawl development patterns that require continued reliance on the automobile. New Suburban Residential streets should be designed to encourage interconnectivity to and through the neighborhood and to surrounding subdivisions. Cul-de-sacs should be discouraged unless necessary due to topographic or environmental constraints. Streets are typically designed with curb and gutter, but may also be designed to accommodate surface runoff with open street-side swales or ditches.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Sidewalks and/or shared use paths should be provided on all streets, with connections to larger pedestrian and bicycle systems. Sidewalk retrofits in existing subdivisions should be considered after thorough consultation with and support from existing residents.

Given their remote location and low-density development pattern, opportunities to serve Suburban Residential neighborhoods with public transportation are limited. Expansion opportunities for Rural Transit routes should be explored, with pick-up locations considered near entries to subdivisions.

B. UTILITIES

SEWER

New development should be served by the public sewer system. Localized package systems for individual residential subdivisions should be discouraged. Retrofit and tie-ins should be encouraged for older neighborhoods on septic.

POWER

Overhead utility lines should be buried within subdivisions. Where possible, existing overhead lines along arterial frontages should also be buried.

COMMUNICATIONS

Communications needs will vary within the suburban residential developments, but upgrades to infrastructure should be a key consideration for future development sites. Creating a standard for development of communications corridors should be considered to maintain uniform and adequate communications capacity.

C. OPEN SPACE

PARK TYPES

Many of the older suburban subdivisions in the Urbanizing Area were developed without dedicated open space. New developments, such as Stone Chase, include platted open space reserves; these generally function to preserve natural features such as streams and tree stands, or to provide space for stormwater retention ponds. However, subdivisions are not currently required to provide usable park space, with the exception of voluntary cluster subdivisions. All new residential subdivisions should be designed to include neighborhood parks and/or greenways as a community amenity.

URBAN AGRICULTURE

Private residential gardens and local community gardens should be encouraged within commonly maintained open space areas or via conversion of undeveloped lots in established neighborhoods.

D. PUBLIC REALM ENHANCEMENTS

LIGHTING

Lighting needs will vary by street type and width but safety, visibility and security are important. Local streets may be lighted, but lighting may be not be necessary in all low-density subdivisions.

STREET/SITE FURNISHINGS

Suburban residential neighborhoods typically have few street furnishings beyond street lamps.

E. DEVELOPMENT GUIDELINES

OPEN SPACE

A minimum of 5% of total site area for new developments should be set aside for publicly accessible and usable open space areas. Open spaces may be designed as formal park settings or informal, naturalized reserve areas. Natural areas should be accessible with trails or paths where appropriate. If not accessible, additional open space area should be provided. Likewise, open space areas may include stormwater management features, but should not be dominated by large retention ponds with no additional recreational space.

PARKING RATIOS

Parking for single-family homes is typically accommodated on individual lots. On-street parking should also be permitted.

SITE DESIGN

Reverse frontage lots should be avoided. Homes should not back onto arterial or collector streets.

BUILDING FORM

Modern suburban single-family construction has trended in two directions: either overly simplified (e.g. blank, windowless side facades) or overly complex (e.g. complicated building massing and roof forms). Homes should have recognizable forms and detailing appropriate to the architectural style, with an emphasis on "four-sided architecture". Garages doors should not dominate the front facade; ideally garages should be set back from the front facade and/or side-loaded.

MATERIALS

High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged. Vinyl and Exterior Insulated Finishing Systems (EIFS) may be appropriate as secondary materials, particularly to maintain affordability, but special attention should be paid to material specifications and installation methods to ensure durability and aesthetic quality.

PRIVATE SIGNS

Subdivision entry signs should be integrated into high-quality landscape designs.

SUBURBAN SINGLE-FAMILY

+ 4 UNITS / ACRE
+ MEDIUM TO LARGE LOTS

FIGURE 5.7: SUBURBAN SINGLE-FAMILY ONE ACRE SCENARIO

Image: http://static3.heartlandcustomhomes.com.s3.amazonaws.com/custom_home_images/home_image_library/communities/myoma_woods/DSC_4636_Web.jpg

Image: http://www.crystalspringsbuilders.com/library/images/Gallery/Residences/Evergreen_-_Single_Family_Home-big.jpg

5.1.3 CONSERVATION RESIDENTIAL

CONSERVATION COMMUNITIES ARE MASTER PLANNED DEVELOPMENTS DESIGNED TO PRESERVE SIGNIFICANT AMOUNTS OF OPEN SPACE AS A COMMUNITY AMENITY.

In the Urbanizing Area, these communities are likely to be entirely residential, but may incorporate mixed-use and commercial development at major intersections, where supported by the market. These neighborhoods may include a mixture of housing types, but typically with an emphasis on small lots, clustered together in the most suitable areas for development while preserving environmentally sensitive and scenic lands.

While the County currently has zoning provisions for "cluster subdivision development", the current ordinance should be improved or replaced to better achieve the goals of this land use type (refer to Chapter 7 for an analysis of this ordinance). Potential expansion of Conservation Residential land use types into portions of the Land Use Map currently identified as Rural Transition may also be appropriate, and is preferable to expansion of the conventional Suburban Residential land use pattern.

A. TRANSPORTATION

STREETS

Streets within Conservation Communities will share similarities in design with suburban residential streets. Local streets should be designed to encourage interconnectivity to and through the neighborhood and to surrounding subdivisions. Cul-de-sacs should be discouraged unless necessary due to topographic or environmental constraints. Streets may be designed with curb and gutter, but opportunities for well-designed open drainage systems should also be considered, whether through the use of direct surface run-off to landscaped swales and rain gardens or notched curbs that direct flow to roadside stormwater management areas. Collector streets through and along-side open space areas provide access to residential clusters.

Due to their more remote locations, automobile travel will remain important for residents of Conservation Communities. However, streets should be designed from the outset to calm traffic and discourage speeding.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Shared-use/bicycle paths should be provided throughout conservation communities. Residential development areas should have sidewalks and/or shared-use/bicycle paths on both sides of the street. Collector streets connecting rural roadways to development clusters should have shared-use/bicycle paths along at least one side, using meandering alignments that provide space for landscape features such as mounding, fencing, limestone walls and naturalized plantings. Expansion opportunities for Rural Transit routes should be explored to provide Conservation Communities with pick-up locations near neighborhood entryways.

B. UTILITIES

SEWER

Many of the areas designated as Conservation Community in the Land Use Plan are located outside of existing sewer service areas. Extension of public sewer systems, if approved, will be the responsibility of the developer. Sewer extensions should occur only after thorough capacity analysis and consideration of long term maintenance capabilities of the service provider. Capacity limitations may limit overall development densities.

Future development should consider the use use of "green" stormwater mitigation techniques such as underground detention, bioswales, and dry detention structures.

POWER

Overhead utility lines should be buried within Conservation Communities, with the exception of high tension transmission corridors, which may be integrated into open space networks.

COMMUNICATIONS

Communications needs will vary within the conservation development areas, but upgrades to infrastructure should be a key consideration for future development sites.

C. OPEN SPACE

PARK TYPES

Open spaces within Conservation Communities should emphasize interconnected greenway systems and preservation of environmentally sensitive lands. Shared-use/bicycle paths should be provided to create continuous recreational and alternative transportation connections as part of the larger Monroe County and Greater Bloomington system.

AGRICULTURE

Conservation communities offer a significant opportunity to incorporate small-scale, community-supported agriculture into new residential developments. Developers should be encouraged to explore other successful models of integrated farm-based developments such as Prairie Crossing, IL, Bundoran Farm, VA, and Serenbe, GA.

D. PUBLIC REALM ENHANCEMENTS

LIGHTING

Lighting needs will vary by street type and width but safety, visibility and security are important. Street and site lighting should be provided using cut-off, downcast fixtures to minimize light pollution and preserve rural night skies.

E. DEVELOPMENT GUIDELINES

OPEN SPACE

A minimum of 50% of the overall site area should be preserved as open space. Higher proportions of open space preservation are encouraged, particularly for larger sites. Development densities should be calculated based on gross site acreage, with no limit on net densities in designated development areas.

PARKING RATIOS

Parking will typically be handled on a lot by lot basis. Condominium developments may incorporate shared parking and visitor parking areas.

SITE DESIGN

Sites should incorporate large scenic landscape setbacks from existing rural roadways. Residential buildings should be clustered together and oriented in a manner that encourages community interaction among residents. Multiple connections to publicly accessible open spaces should be provided throughout the development.

BUILDING FORM

Residential buildings may take a variety of forms. Architectural styles reflecting the traditional midwest vernacular of rural southern Indiana are encouraged; however, contemporary architectural styles may also be appropriate.

MATERIALS

High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged. Vinyl and Exterior Insulated Finishing Systems (EIFS) may be appropriate as secondary materials, particularly to maintain affordability, but special attention should be paid to material specifications and installation methods to ensure durability and aesthetic quality.

PRIVATE SIGNS

Neighborhood entry signs should be of a high quality, and integrated into landscape features coordinated with the overall landscape design of the conservation community.

CONSERVATION SINGLE-FAMILY

+ 2 UNITS / ACRE
+ SMALL TO MEDIUM SIZED LOTS, CLUSTERED TOGETHER

FIGURE 5.8: CONSERVATION RESIDENTIAL ONE ACRE SCENARIO

CONSERVATION COMMUNITY - SERENBE
OUTSIDE OF ATLANTA, GA
70% PROTECTED LANDSCAPE
40,000 ACRES

Image: http://archrecord.construction.com/news/2011/06/110608-Serenbe-Community/Serenbe-Community-1.jpg

CONSERVATION COMMUNITY - HIDDEN SPRINGS
DRY CREEK VALLEY, ID
45% PROTECTED LANDSCAPE
1,844 ACRES

Image: http://media.point2.com/p2a/photoalbum/0e91/812a/b01d/5e5aeb08a6c635998710/w475h356.jpg

EMPLOYMENT-ORIENTED USES INCLUDE LIGHT INDUSTRIAL, MANUFACTURING AND ASSEMBLY, RESEARCH AND DEVELOPMENT FACILITIES, FLEX/OFFICE SPACE, CONSTRUCTION TRADES, WAREHOUSING AND OTHER TYPES OF COMMERCIAL USES THAT MAY NOT BE EASILY INTEGRATED INTO A MIXED-USE ENVIRONMENT.

These uses may require large, isolated sites for large-format facilities, or multiple facilities may be organized into coordinated campus-style or industrial park settings. This land use category is intended to accommodate the expansion and changing operations of a wide variety of companies and to foster a well-rounded and diverse economy as part of the Greater Bloomington area.

Special attention should be paid to vehicular access management, buffering and landscape aesthetics, building and parking orientation, and basic architectural design standards. Business support services are encouraged to be integrated into larger employment areas.

A. TRANSPORTATION

STREETS

Employment areas require special considerations in roadway design. These areas are typically accessed through arterial connections from the freeway and require accommodations for heavy truck traffic. Arterial connections may include mixed-use corridors, and special attention must be paid to balance the needs of all travel modes while also facilitating industrial deliveries and commuter traffic flow. Arterial streets, such as Third Street, should not exceed five lanes in width (four travel lanes with center turn lane). Local and collector streets will typically be two or three-lanes (two travel lanes with center turn lane). Street connections are encouraged to help distribute traffic, but should be balanced with access management plans to maximize safety. Center medians for select arterial roadways should be considered to improve access management and corridor aesthetics.

FREIGHT

Appropriate routes for truck traffic to and from I-69 should be designated with thoroughfares designed accordingly. Major highway access points to employment areas west of I-69 will include SR-46, Third Street/SR-48, 2nd Street/SR-45. and Tapp Road. Fullerton Pike will provide access to potential employment areas to the east of I-69. A new roadway connection between That Road and South Walnut Street (Old SR-37) should be considered to open land between the highway and Clear Creek for employment uses.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Commuting by automobile will likely remain the primary form of transportation to work in the larger employment centers within the Urbanizing Area. However, opportunities to expand transportation options should be provided wherever possible. Streets within employment areas should include sidewalks and/or shared-use sidepaths and encourage connections to Karst Farm Greenway and Clear Creek Trail. Opportunities to expand City of Bloomington and Rural Transit service to employment areas should also be explored.

B. UTILITIES

SEWER AND WATER

Employment-generating uses provide a fiscal benefit to the community that may warrant additional investments in and possible geographic expansion of sewer systems. Some areas designated for employment uses in the Land Use Plan are located outside of current sewer service areas, most notably the area between Clear Creak and SR 37. Additional studies should be undertaken to determine the potential for sewer expansion and necessary capital improvements to serve these areas. Additional studies and surveys may be required to determine the geographic restrictions within developable areas.

POWER

Where possible, overhead utility lines should be buried to minimize disruption during major weather events. Care should be taken to locate underground utilities in a manner that does not interfere with site development or business expansion. Opportunities to create redundant power systems with new electrical substations should be explored.

COMMUNICATIONS

State of the art communications systems should be prioritized in employment areas. Street infrastructure improvements should reserve space for burial of fiber-optic systems and/or other forms of high-speed internet and communications networks.

C. OPEN SPACE

PARK TYPES

Employment areas should provide open spaces primarily through the preservation of sensitive lands and creation of landscape buffers. Where opportunities exist, shared use path connections to the broader greenway network should be incorporated, providing a recreational amenity and alternative transportation option for employees, as well as linkages to the broader Bloomington/Monroe County system.

URBAN AGRICULTURE

Community gardens and urban agricultural systems should be encouraged in an near employment areas as a recreational and wellness opportunity for employees. However, soil suitability in existing industrial areas should be verified.

D. PUBLIC REALM ENHANCEMENTS

WAYFINDING

Regularly-located route signage for truck traffic to and from I-69 should be provided. Business and industrial parks may incorporate multi-business panel signs at gateway locations to improve wayfinding, and should use high-quality materials, be aesthetically coordinated with surrounding architecture, and include attractive landscape features.

LIGHTING

Roadways should be lighted for safety and will typically require taller poles (±30 feet).

STREET/SITE FURNISHINGS

Street furnishings will be limited in employment districts, but may include bus stops/shelters and benches.

E. DEVELOPMENT GUIDELINES

OPEN SPACE

Open space in employment areas should be provided on-site (with the exception of significant environmental preservation areas) and determined through maximum lot coverage requirements, with 15 to 20% of a site reserved for landscaping, buffering, stormwater management and outdoor amenities for employees.

PARKING RATIOS

Parking needs will vary by business. In campus and business park settings, shared parking arrangements should be encouraged, although most businesses will require some amount of dedicated parking. Large industrial facilities, warehouses, and flex/R&D space will often have relatively low parking needs (e.g. 1 space per 2,000 square feet). Parking requirements should be based on the needs of individual businesses as opposed to mandatory minimum requirements.

SITE DESIGN

Buildings should be oriented toward the front of the lot to create a street presence, but will typically be set back from the front property line by 30 to 50 feet. Parking in front of the building should be avoided, and limited to small visitor-oriented parking lots with close access to the main entrance. Employee parking should be located to the rear or side of the building. Sufficient maneuvering aisles and loading spaces will be necessary for freight delivery. Loading docks and bays should be oriented away from public streets or screened with landscaping or architecturally integrated walls extending from the building.

BUILDING FORM

Industrial, flex and warehouse buildings should balance economic construction with basic aesthetics. Office components and main visitor entrances should be located on the front facade, be designed as distinct elements from the rest of the building, and incorporate high amounts of window transparency. Facilities may require light-controlled environments, but where possible, high windows above eye leve should be incorporated, particularly along street-facing facades. Buildings will have simple forms and flat roofs. Parapets should be used to screen rooftop mechanical units.

MATERIALS

Acceptable primary building materials include brick, stone (natural or cultured), pre-cast concrete panels, concrete masonry units, architectural metal panels, fiber-cement siding and EIFS (Exterior Insulated Finishing Systems). Smooth-faced and textured-faced metal panels are preferred, but corrugated or ribbed panels are also acceptable. Split-faced block may be acceptable if combined with other primary materials. Careful attention should be paid to how materials are installed, joined, and detailed, particularly at edges, corners and material transitions. Shadow lines, expression lines and variations in color and texture are encouraged to break up monolithic facades. Trees, shrubs and other vertical landscape elements should be incorporated along large, blank facades.

PRIVATE SIGNS

Sign designs should be coordinated with the character of the building, and may be building-mounted or ground-mounted monument signs. Pole signs should be prohibited. Monument signs should be located in landscape beds and may include exterior ground lighting. Digital and changeable copy signs are not appropriate. Sites will typically require directional signage for visitors, employees and freight delivery.

FIGURE 5.9: EMPLOYMENT ONE ACRE SCENARIOS

OFFICE

+ THREE STORY
+ SMALL OFFICES
+ CORRIDOR USE
+ +/-25,000 SF TOTAL
+ +/-70 PARKING SPACES

INDUSTRIAL/FLEX

+ ONE STORY
+ HIGH BAY CONSTRUCTION
+ FRONT OFFICE COMPONENT
+ +/-12,000 SF TOTAL
+ PARKING AND LOADING VARIES

5.1.5 CIVIC/INSTITUTIONAL

CIVIC AND INSTITUTIONAL USES INCLUDE EDUCATIONAL AND RELIGIOUS FACILITIES AND OTHER TYPES OF PUBLIC AND PRIVATE FACILITIES INTENDED FOR PUBLIC ASSEMBLY AND GATHERING.

The Urbanizing Area includes a number of schools within the Monroe County Community School District, and a large number of churches and other places of worship. The most notable educational facility is the Ivy Tech Community College Bloomington Campus, located in the Third Street Corridor. The Civic/Institutional land use type also includes public utilities and publicly-operated transportation facilities such as the Monroe County Airport and Dillman Wastewater Treatment Plant.

As with Parks/Open Space, the Land Use Plan is not intended to illustrate all individual institutional facilities. Various types of civic uses may be incorporated into any of the other land use types, if designed and operated to fit within the surrounding development context.

A. TRANSPORTATION

STREETS

Civic uses generally do not require the construction of new streets, but should be appropriately located to have a strong architectural presence along public streets to reinforce their connection to the public realm.

Civic facilities often serve as destinations for meetings and events that require automobile travel. However, streets providing access to institutions should balance auto access with other modes. Where possible, streets should incorporate on-street parking in front of and near the facility.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Neighborhood-oriented institutions, particularly schools, should be accessible by foot and bicycle. Major, community-serving facilities, such as Ivy Tech, should ideally be served by public transit service. This may require creative partnerships, policy adjustments and funding mechanisms between the City, County, and Ivy Tech in order to extend Bloomington Transit beyond its current service boundary.

B. UTILITIES

SEWER

Public facilities and publicly-accessible gathering places should be connected to the public sewer system.

STORMWATER

Because institutional facilities often include on-site open space, stormwater retention ponds may be incorporated. These should be designed as aesthetic amenities incorporated into a coordinated landscape design.

COMMUNICATIONS

State of the art communications systems should be prioritized within the Civic and Institutional Development employment areas. Street infrastructure improvements should reserve space for burial of fiber-optic systems and/or other forms of high-speed internet and communications networks.

C. OPEN SPACE

PARK TYPES

Civic facilities should be co-located with community parks and gathering spaces as a placemaking strategy and as a means to share operating costs.

URBAN AGRICULTURE

Civic uses, such as schools and churches, are often appropriate locations for integrated community gardens, provided as a community service and immersive educational facility.

D. PUBLIC REALM ENHANCEMENTS

STREET AND TRAFFIC SIGNS

Wayfinding to civic facilities should be incorporated into the right-of-way.

STREET/SITE FURNISHINGS

Furnishings should be durable yet attractive and designed to complement the surrounding landscape and character of the area and are ideal opportunities for public art.

E. DEVELOPMENT GUIDELINES

OPEN SPACE

Open space needs should be determined on a case by case basis. Civic uses often incorporate open spaces into their site designs, and a separate public open space dedication generally is not necessary. Maximum lot coverage requirements may provide sufficient open space, provided that the open space is consolidated and usable, rather than left over as residual land during the site design process.

PARKING RATIOS

Due to the wide variety of Civic and Institutional uses, parking requirements should be determined on a case by case basis. Shared parking with other nearby uses should be encouraged to minimize large expanses of pavement. This is particularly important for religious institutions, which often require large amounts of parking, but which is only used once or twice a week.

SITE DESIGN

Buildings should be oriented toward a public street, with main entrances facing the street; however, typically with a modest landscape setback between the street and building face. Civic buildings often require vehicular drop-off zones. These should be oriented to the side or rear of the building when possible, but may be designed at the building's front if designed with high-quality paving materials. Vehicular parking spaces should be located to the side or rear.

BUILDING FORM

The scale, form, and character of civic and institutional buildings should respond to the surrounding development context. However, civic buildings should be recognizable as serving a special function in the community. This may be achieved through monumental architectural elements, such as towers, cupolas, or grand entrances.

MATERIALS

Civic buildings should have a lasting character, using natural materials such as brick and stone wherever possible.

PRIVATE SIGNS

Civic uses often hold events that require advertisement to the general public. Message board signs should have a permanent character, framed and affixed to the building or ground. Digital signs may be acceptable in mixed-use or commercial areas, but should be limited in quantity, size and brightness.

Image: http://www.mscrf.org/_media/client/SSCB-header.jpg

CIVIC BUILDING/COMPLEX

RELIGIOUS BUILDING

Image: http://acdn.architizer.com/thumbnails-PRODUCTION/2b/28/2b28c39a3ba8dea5ceed05025130a9a8.jpg

LIBRARY

Image: http://c1038.r38.cf3.rackcdn.com/group1/building5103/media/BirkenheadLibrary_7355(2).jpg

5.1.6 QUARRY LANDSCAPES

QUARRY LANDSCAPES ARE FOUND THROUGHOUT THE URBANIZING AREA, PRIMARILY IN THE SOUTH AND WEST PORTIONS OF THE AREA. THESE INCLUDE BOTH ACTIVELY MINED AND ABANDONED QUARRIES, A NUMBER OF WHICH ARE EITHER LISTED OR ELIGIBLE FOR INCLUSION ON THE NATIONAL REGISTER OF HISTORIC PLACES LANDSCAPE DISTRICT REGISTRY.

This land use type may also include lands owned by quarry operators and reserved as buffers to surrounding uses or potential quarry expansion areas. A number of quarries are also located immediately adjacent to the Urbanizing Area boundary. Quarry lands should be preserved to the extent possible for continued mining operations as part of the local economy. Where active mining is no longer viable, quarry landscapes should be preserved and integrated into a comprehensive open space system. However, other types of development may occur within and adjacent to abandoned quarries if sensitively sited to preserve visual and physical access, and designed to be compatible with other surrounding land uses.

A. TRANSPORTATION

STREETS

Access into and surrounding quarries should be designed to sensitively integrate into the landscape and enhance, rather than detract from scenic views.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Physical and visual access for pedestrians and bicyclists should be explored for quarries that may be integrated into the broader open space system. Opportunities for boardwalks and overlooks should be explored.

B. UTILITIES

SEWER

Quarries may function as a barrier to routing gravity sewer lines. Utility easements should be sensitively located to minimize disruption to scenic landscapes.

POWER

Overhead utility lines near quarries should be buried where feasible to minimize visual clutter to the scenic landscape.

C. OPEN SPACE

PARK TYPES

Quarry landscapes offer a unique opportunity for Monroe County and the City of Bloomington to celebrate the region's heritage of limestone production by preserving abandoned and unused quarries and integrating them into a broader system of parks and greenways. The North Park development provides an effective example for preserving quarry lands as dedicated open space within a larger private development plan.

D. PUBLIC REALM ENHANCEMENTS

LIGHTING

Lighting should be limited to non-intrusive, pedestrian-oriented fixtures (i.e. bollards and integrated railing lights) in high foot-traffic quarry park settings.

STREET/SITE FURNISHINGS

Benches, boardwalks, overlooks and railings should be constructed with rustic materials such as wood, weathered steel, and limestone.

E. DEVELOPMENT GUIDELINES

OPEN SPACE

The amount of dedicated open space converted from quarry lands will depend on a variety of factors, including whether or not the quarry is part of a larger private development plan, or if it has been acquired in its entirety for preservation. If part of a larger development, preserved areas should remain contiguous, with connection points to existing or planned greenways. Abandoned quarry lakes should be a focus for preservation, with adequate measures to ensure safety for the general public.

PARKING RATIOS

Active quarries typically provide sufficient parking for workers. Converted quarry parks may require formal visitor parking, which should be determined as needed in individual situations.

SITE DESIGN

Where new development is proposed in or near abandoned quarry sites, structures should be sited to maximize views while also preserving scenic vistas.

BUILDING FORM

Adjacent development forms will vary depending on use. Buildings integrated with quarry landscapes are encouraged to incorporate high amounts of window transparency both to maximize views for occupants and to minimize the visual impact of building masses on the landscape. Contemporary building designs with flat or shed-style roofs are encouraged to minimize the visual impact of roof profiles.

MATERIALS

Appropriate building materials include limestone, wood, glass, architectural metal, and weathered steel.

SIGNS

Signs will typically be monument-style ground signs, integrated with the overall landscape design. Use of limestone and native planting schemes is strongly encouraged.

Image: http://www.gcs-group.com.au/assets/news/_resampled/croppedimage720260-MeadowSpringsMeadowSpringsCinemaV51.jpg

MEADOW SPRINGS OPEN AIR CINEMA
AUSTRALIA

GRANGE INSURANCE AUDUBON CENTER
COLUMBUS, OH

Image: MKSK

QUARRY PARK AND NATURE PRESERVE
WAITE PARK, MN

Image: http://assets3.thrillist.com/v1/image/771078/size/tmg-facebook_share

Image: https://lh4.googleusercontent.com/-EYJq0IBSBQ/VAt1nVJvmeI/AAAAAAAA6Z4/YAwB4Cy2L1c/s90-c-k-no/Quarry%2BPark%2Band%2BNature%2BPreserve

5.1.7 RURAL TRANSITION

PORTIONS OF THE URBANIZING AREA, PRIMARILY TO THE EAST AND SOUTH, ARE NOT SUITABLE FOR INTENSIVE DEVELOPMENT DUE TO ACCESS, INFRASTRUCTURE AND ENVIRONMENTAL CONSTRAINTS.

These areas offer an opportunity to transition the scale and intensity of development along the urban to rural transect. Residential uses are low in density, primarily single-family, and typically are located along existing rural roadways rather than in subdivisions. Larger scale agricultural uses may occur within this area.

Within the Urbanizing Area, Rural Transition lands may serve as a "holding" land use category that may be converted to other uses depending on future market demands and infrastructure expansion opportunities. The most likely uses for conversion include Conservation Residential, Parks and Open Spaces, Employment uses, and Quarry expansions that are best suited for low-density, relatively isolated development contexts. The potential for conversion to other uses should be considered as part of future updates to the Urbanizing Area Plan.

A. TRANSPORTATION

STREETS

Development in Rural Transition areas is intended to occur along existing rural roadways. These are typically designed with two travel lanes and a berm or shoulder with open drainage. New roadway construction will be minimal and will likely respond to broader safety or connectivity needs within the larger transportation system, rather than demand generated by new development within the Rural Transition area.

Automobile travel is necessary in rural areas. Care should be taken to avoid roadway improvements that prioritize speed and capacity at the expense of rural roadway character.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Due to the low-density character and distance from destinations, travel by foot will be less common in Rural Transition areas. However, bicycle travel should be encouraged. Opportunities to extend shared use/bicycle paths as part of a county-wide greenway system should be explored. Roadside paths may be appropriate in some cases, but care should be taken to preserve the scenic character of rural roadways. This can be accomplished through meandering alignments that provide space for landscape features such as mounding, fencing, limestone walls and naturalized plantings. Expansion opportunities for Rural Transit routes should be explored to enhance accessibility of more remote areas.

B. UTILITIES

SEWER

Sewer service in rural transition areas will be limited. Residential development is expected to continue using on-site sewage disposal (septic systems), provided there is sufficient space, topography and soil conditions to meet minimum State and County installation and maintenance requirements.

POWER

Overhead utility lines should be buried wherever feasible in the Rural Transition area.

COMMUNICATIONS

Communications needs will vary within the rural transition neighborhoods, but upgrades to infrastructure need to be a key consideration for future development sites. Communications features will likely differ from all other areas of development since transportation and infrastructure improvement will be limited. Wireless towers should be located sensitively to minimize disruption to scenic viewsheds.

C. OPEN SPACE

PARK TYPES

Open spaces within Rural Transition areas should emphasize interconnected greenway systems and preservation of environmentally sensitive lands, whether public or private. Where feasible, shared use/bicycle paths should be provided to create continuous recreational and alternative transportation connections as part of the larger Monroe County system. Opportunities for new County parks should be explored, as well as opportunities for land preservation by private non-profit organizations such as the Sycamore Land Trust.

AGRICULTURE

The Rural Transition area provides an opportunity to support food production within the Urbanizing Area. Particular emphasis should be placed on encouraging small-scale, locally-operated farming operations such as hobby farms, Community-Supported Agriculture (CSA), vineyards and orchards. These are vital elements of the local economy, and proximity to the City of Bloomington offers an opportunity to integrate these uses into the local Farm-to-Table and Farm-to-Institution supply chains.

D. PUBLIC REALM ENHANCEMENTS

LIGHTING

Roadway lighting should be avoided on rural roadways to preserve rural character and minimize light pollution, except where necessary for safety.

STREET/SITE FURNISHINGS

Street and site furnishings will be limited to public parks and greenways.

E. DEVELOPMENT GUIDELINES

OPEN SPACE

Development in the Rural Transition area will typically not provide public open space but will be required to protect environmentally sensitive features as development occurs.

PARKING RATIOS

Parking needs are typically minimal for rural businesses, and requirements should be flexible based on the specific use.

SITE DESIGN

Subdivision of land along rural roadways should avoid creating “residential strips” that block scenic vistas and change the character of the roadway from rural to suburban. Building setbacks will vary based on topography, but will typically exceed 50 feet and may be much larger.

BUILDING FORM

Simple building massings typical of rural places are encouraged.

MATERIALS

High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged. Rural development will typically require a lower degree of aesthetic scrutiny than is typical of higher density development areas; however, basic aesthetic standards should be met.

PRIVATE SIGNS

Residential development will typically not include signs, unless the residence is also operated as a business. Business signs will typically be ground-mounted monument-style or post-style signs and should be limited to no more than six feet in height. Signs should be secured to the ground and should not include changeable copy. Signs may be painted on barns in the manner of historic rural barn signs.

Image: http://www.lancasterfarming.com/assets/830984O/0714N-TourdeFarm_1.jpg

Image: http://www.citeecologiquenh.org/

Image: http://upload.wikimedia.org/wikipedia/commons/7/75/Building_and_pond_with_line_of_stormy_clouds_above.jpg

Image: https://c4.staticflickr.com/4/3637/3699005002_a1a5e4d4de_b.jpg

5.1.8 PARKS AND OPEN SPACE

PROTECTED OPEN SPACE INCLUDES PUBLIC PARKS AND PRIVATELY-OWNED LANDS DEDICATED FOR ACTIVE OR PASSIVE RECREATION OR ENVIRONMENTAL PRESERVATION.

Examples include Karst Farm Park, Will Detmer Park, and portions of both residential and non-residential development areas reserved as open space. Protected open spaces include floodplains and riparian corridors where development is either prohibited or strongly discouraged. The Future Land Use Plan is not intended to illustrate all lands intended for preservation; future open space areas will be determined through the County's parkland acquisition process and the development plan review process.

A. TRANSPORTATION

STREETS

Most parks and open spaces should have some amount of public street frontage. This is less critical for greenways, but occasional street frontage is still appropriate. Street frontage serves as the "front door" of the open space, provides visual access into the space, and relates the park to the larger public realm of the community.

Automobile access to community parks is important, and these larger parks will typically include dedicated parking areas. Neighborhood Parks should provide on-street parking adjacent to the open space, but off-street surface lots should be avoided if possible. Greenway systems should include small trail-head parking areas at strategic locations.

BIKE, PEDESTRIAN, AND TRANSIT MODES

Pedestrian and bicycle access to parks and open spaces is critical. All major parks should be linked together into a comprehensive bikeway system, including greenway trails and roadway facilities where appropriate. Neighborhood parks should be accessible by sidewalk, and located within a 5-minute walk for nearby residents. Transit access to major park destinations should be provided wherever possible.

B. UTILITIES

SEWER

Sewer access is desirable to serve restrooms and other park facilities, but is not always necessary.

POWER

Overhead utility lines should be buried to minimize visual disruption of scenic views.

C. OPEN SPACE TYPES

PARK TYPES

A variety of park types should be integrated throughout the Urbanizing Area, depending on the surrounding development context:

+ Greenways
+ Community Parks
+ Neighborhood Parks
+ Plazas, Squares, and Greens
+ Pocket Parks and Streetscape Seating Areas

Refer to the other land use types described in this section for appropriate open space types.

AGRICULTURE

Many open space types can incorporate community-oriented agriculture. Refer to the other land use types described in this section for more information about integrated agriculture.

D. PUBLIC REALM ENHANCEMENTS

STREET AND TRAFFIC SIGNS

Public parks should be identified as part of a comprehensive wayfinding system, oriented to motorists, bicyclists and pedestrians.

LIGHTING

Lighting should be of a pedestrian-scale, including lamp posts, bollard lighting, and ground lighting depending on park type and intended periods of use.

STREET/SITE FURNISHINGS

Parks should incorporate numerous seating options, with co-located waste receptacles. Furnishings should be durable yet attractive and designed to complement the surrounding landscape and character of the open space and are ideal opportunities for public art. Furnishings should be coordinated within a park, but may be unique among different parks.

E. DEVELOPMENT GUIDELINES

PARKING RATIOS

Parking requirements will vary depending on the scale, function and location of the park.

SITE DESIGN

Parks in higher density and more urban development areas will typically have a more formalized design. Larger community-scale parks and greenways should be more naturalized and designed to be integrated with the surrounding landscape.

BUILDING FORM

Park facilities are encouraged to incorporate high amounts of window transparency both to maximize views for occupants and the minimize the visual impact of building masses on the landscape. Contemporary building designs with flat or shed-style roofs are encouraged to minimize the visual impact of roof profiles.

MATERIALS

Appropriate building and site materials include limestone, wood, glass, architectural metal, and weathered steel.

SIGNS

Signs should be coordinated throughout the public park system to assist with wayfinding and enhance community identity.


Image: MKSK

SCIOTO METRO PARK
COLUMBUS, OH


Image: MKSK


Image: MKSK

6 KEY INVESTMENT AREA PLANS

6.0 OVERVIEW

THE KEY INVESTMENT AREA PLANS ARE INTENDED TO DEMONSTRATE THE FUNCTIONAL APPLICATION OF THE DEVELOPMENT SUITABILITY MAP, LAND USE PLAN, AND LAND USE POLICIES.

6.0.0 KEY INVESTMENT AREAS INTRODUCTION

The Key Investment Area Plans are representational in nature and do not represent specific intentions of any private developer or Monroe County.

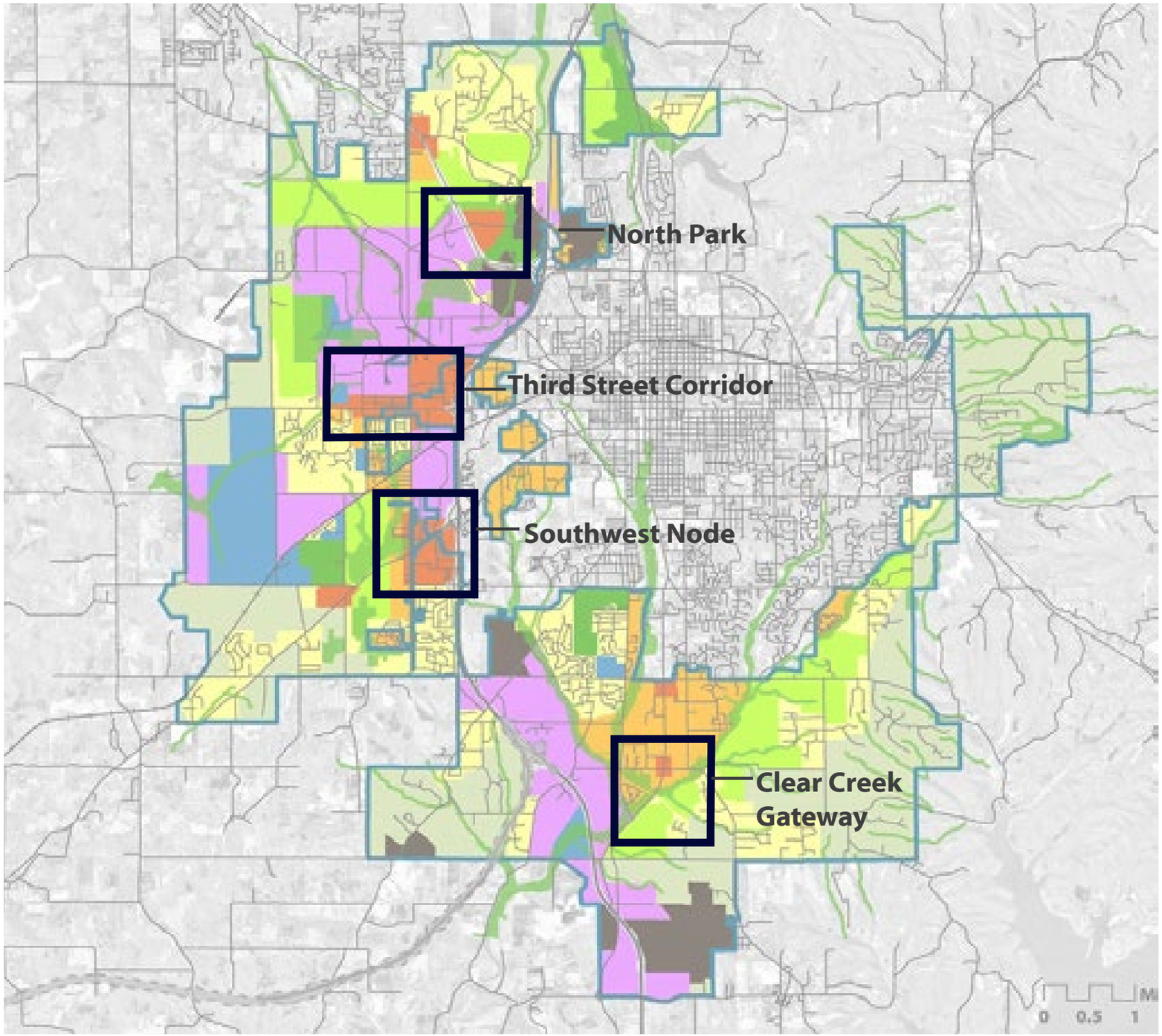
A. KEY INVESTMENT AREA SELECTION PROCESS

The Planning Team utilized the Development Suitability Map (refer to Chapter 3) to select the most desirable development sites in the Urbanizing Area. These were based on various factors including access to transportation, proximity to utilities, topographic conditions, and minimal karst topography.

Following the determination of potential sites to study in further detail, the Planning Team worked with County Staff and the Steering Committee to select the final Key Investment Area Plan boundaries.

These were purposefully selected to represent a variety of different conditions within the Urbanizing Area, including sites which span the range from undeveloped to heavily developed and "suburban" to "rural". In addition, an effort was made to distribute the Key Investment Areas geographically throughout the Urbanizing Area.

FIGURE 6.0: KEY INVESTMENT AREAS



B. OBJECTIVES

The Planning Team generated several key objectives to guide the creation and refinement of the Key Investment Area Plans. First, generate a clear, ambitious, but realistic vision for development or redevelopment of the area. Second, provide specific steps for implementation. And finally, provide guidance for design, financing, and construction.

C. SITE ANALYSIS

The first step in developing a site plan for the Key Investment Area is a site analysis. The site analysis process takes into account slopes, soils, views, vegetation, transportation access, and other physical components. These factors are summarized and the most appropriate areas for certain types of development are highlighted diagrammatically over the base site plan.

D. MARKET ANALYSIS

A market analysis was performed for each Key Investment Area Plan which looked at surplus and leakage of various market segments. Surplus is a condition in which the market area has too much of a specific market segment to be supported by the local population. Goods and services with a surplus should generally not be expanded because the market is already fulfilled.

Leakage is the opposite condition to surplus in which the current goods and services provided by the market do not meet the demand. Therefore, consumers travel elsewhere to fill these needs and that market is 'leaked'. The leakage market segments have potential for each Key Investment Area to explore as a potential development type.

E. BUILDING BLOCKS

Each plan is composed of development types discussed in the land use plan including Mixed-Use, Mixed-Residential, Employment, Open Space and Institutional, amongst others. These have been integrated into each Key Investment Area plan in a manner which is consistent with the Goals and Objectives outlined in the beginning of the Plan.

F. IMPLEMENTATION

The Planning Team has a broad strategy for implementation of each Key Investment Area Plan with some key individual steps. These are meant to provide a framework for moving forward with the Plan beyond completion of the Urbanizing Area Plan.

6.1 NORTH PARK AREA

NORTH PARK IS AN OPPORTUNITY TO CREATE A DISTINCTIVE PLACE WITH MINIMAL NEW INVESTMENT IN INFRASTRUCTURE AND LIMITED DISRUPTION TO THE NATURAL ENVIRONMENT.

6.1.0 THE SITE

A. BACKGROUND

The existing site at the intersection of SR-46 and Curry Pike is part of "North Park", a Planned Unit Development (PUD) concept that was approved in the early 2000's. The North Park plan includes over 640 acres of land which extends beyond the map shown at right. The PUD includes several types of land uses including residential, office, medical, recreational fields, protected green space, and new public infrastructure. Although there has been some development in the North Park area, the majority of the approved elements within the PUD have yet to be developed despite a significant strategic investment in public infrastructure.

For the purposes of this plan, the focus of the North Park Key Investment Area Plan will be the "Town Center" of the approved PUD. The original PUD language discussed this area as a Mixed-Use center of activity with retail, residential and office surrounding a central open space.

B. SITE ANALYSIS

PHYSICAL SITE FEATURES

The existing site is comprised of two flat plateaus and a small ridge which runs from north to south along an existing roadway. There is also a significant stream network which frames the primary development area on the north, south and east sides which have fairly significant undevelopable floodways and floodplains.

FIGURE 6.1: NORTH PARK AREA EXISTING AERIAL

EXISTING TRANSPORTATION INFRASTRUCTURE

The site is located very close to the future I-69 and SR-46 interchange and is the first surface intersection beyond. This is a significant asset for the site as it presents convenient and immediate access to a significant part of Bloomington and Monroe County.

The intersection is signalized and has significant traffic capacity. The existing streets that have been constructed have not seen any significant use since construction and are essentially brand new. Several curb cuts along these streets have been constructed to allow for future perpendicular roadways.

This development area is currently the most improved from a transportation and utility standpoint.

UTILITIES

Utility connections to the site have already been constructed as part of the roadway construction projects. These are sized for considerable development, including large sewer trunk lines placed within the existing roadway.

All areas of the site are served by a private treatment facility that was constructed as part of the development. The small sewage plant has significant excess capacity and is available for use immediately by new development.

Aside from development and installation of site specific utilities this area is adequately serviced for development to begin immediately.


Image: MKSK


Image: MKSK


Image: MKSK

C. SUMMARY OF GENERAL OBSERVATIONS

SHOVEL READY DEVELOPMENT SITE

The site appears to the passing motorist to be a vacant or stalled development site and is ready for immediate development. The strong visibility and access will only be strengthened by the completion of I-69 and this should increase its attractiveness as a development site.

SIGNIFICANT AMOUNT OF DEVELOPABLE GROUND

Given the rolling topography of the Urbanizing Area, it is relatively unusual for so much flat area to be contiguously located. This contributes to the attractiveness of the development site for potential builders because the flatter topography is generally less expensive to build upon. Furthermore, flat topography will ease design and construction issues as they emerge.

PROTECT THE NATURAL AREAS

The natural areas contribute greatly to the sense of place of the site and will be very desirable to future residents. These are currently protected under the in-place PUD agreement and should remain so if the PUD is changed in the future. Additionally, special care should be given to assure these areas are not adversely affected during construction, such as tree canopy protection zones and additional erosion control measures.


Image: MKSK

6.1.1 MARKET ANALYSIS

RETAIL STRATEGY

Currently, there is minimal opportunity for retail in the North Park focus area, with only electronics and appliances, shoe stores, and department stores losing sales outside of the area. As buildout of the node progresses, there may be increasing opportunities for retail.

MIX OF USES

The IU Health Bloomington Hospital owns land in the North Park focus area, but has made the decision to build a new hospital facility in closer proximity to the IU campus. However, the presence of the Hearthstone Health senior living facility suggests a continued opportunity for medical offices and medical support services. Otherwise, as a largely undeveloped site with access to I-69, office, manufacturing, and warehousing may be well suited to the focus area.

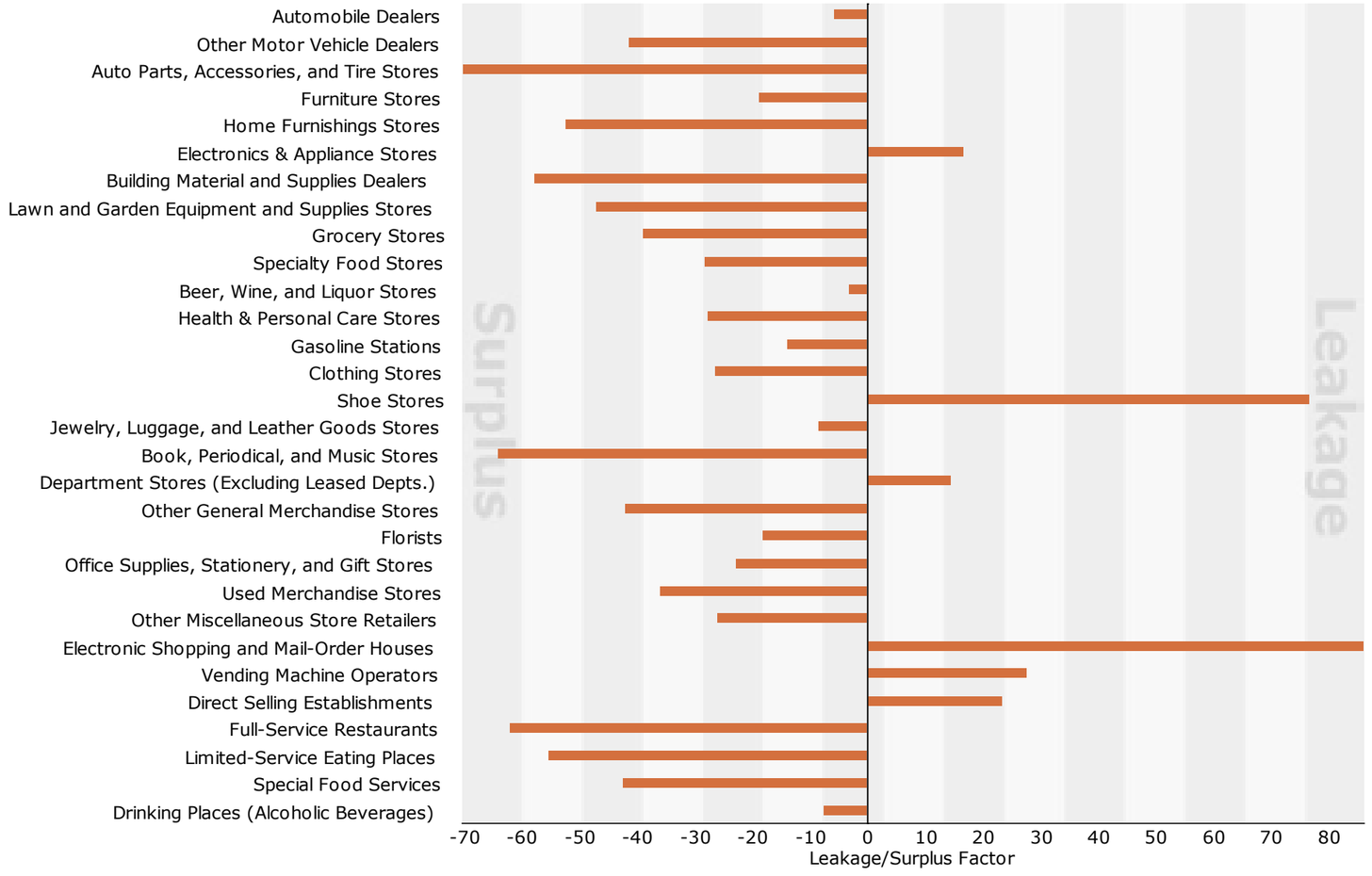


FIGURE 6.2: NORTH PARK AREA SURPLUS AND LEAKAGE

GREENFIELD TOWN CENTER CASE STUDY: NORTON COMMONS; LOUISVILLE, KENTUCKY

Image: http://nortoncommons.com/wp-content/uploads/2013/09/Pic2-10-21-11-015-1440x1080.jpg

Image: http://www.talkabouttowns.com/wp-content/uploads/2013/05/Norton-Commons-_UCP6.jpg

Image: http://www.talkabouttowns.com/wp-content/uploads/2013/05/Norton-Commons-_ucp7.jpg

Image:http://nortoncommons.com/wp-content/uploads/2013/09/masterplan.gif

Norton Commons varies its use of development types. The plan includes mixed-use and apartment residential, duplex and small apartment units, and single-family residences. These varying densities transition from higher density mixed-use along major corridors to single-family residential along secondary streets. Institutional uses are scattered throughout the development, including several schools, a church, a YMCA, and a community pool.

The public open spaces in Norton Commons help to orient visitors and create a strong sense of place. To strengthen these spaces, buildings are oriented towards the street and frame the open spaces. In addition, these public spaces are dispersed throughout the community, providing places for recreation and social interaction throughout.

North Park is prime for this type of Town Center. It must be clearly stated that this project is not a regional retail center at its core. It is a residential community with retail and other uses that service the surrounding residential community.

Location:	Louisville, Kentucky
Year Built:	2004 - Present
Size:	1000+ Residential Units
Land Use:	Residential with some Retail/Civic at key nodes
Project Keys:	+ Retail is strategically located at key corners + Integrated green space throughout the development + Includes a phased approach with a mix of retail and various types of residential during each phase + Some auto-oriented retail along major roadway corridors + Integrated civic facilities within the development

6.1.2 PROPOSED PLAN

A. PROPOSED LAND USE ZONES

ORGANIZATIONAL CONCEPTS

The parcels to the west of SR-46 are currently developed with healthcare uses or are proposed to contain future healthcare development. Currently there are several medical office buildings and a senior/assisted living facility. There have been discussions of a major new healthcare campus being developed on this site, but at the time of this plan's development there are no definite proposals for this use. Given, though, that healthcare facilities of some kind are a likely future land use, these areas are shown as healthcare.

Much like the original PUD concept, the majority of land uses to the east of SR-46 should be oriented around a signature green space. The green space should be roughly square and 'framed' on 4 sides by public streets. The two existing streets could be utilized as two sides of this frame and would provide a simple way to take advantage of this existing infrastructure.

MIXED-USE

The public green space should be surrounded by vertically mixed-use structures which have publicly accessible front facades. These vertically mixed-use buildings should have retail, restaurant, or service-oriented office uses on the ground floor and office or residential uses on the upper floors The mixed-use center is also an ideal locaiton for a hospitality use because of its proximity to SR-46 and its relationship to other amenities nearby.

OFFICE

The SR 46 corridor presents tremendous opportunities to potential office users who desire the visibility offered by a highly-trafficked corridor. The land immediately along these corridors should be utilized for office buildings or mixed-use buildings with an office use.

One key driver of an office use is the opportunity to create a walkable work environment. By providing retail, restaurant and residential uses nearby, the office user has opportunities to visit a coffee shop on a break, complete errands at lunch, or even live in the adjacent neighborhood and walk to work. This is a highly desirable workplace culture and is an improvement over the single-use, monolithic office park development style that has been popular in the last 20-40 years. Many companies are looking for this lifestyle-based workplace and it can be an effective recruiting tool for talented employees.

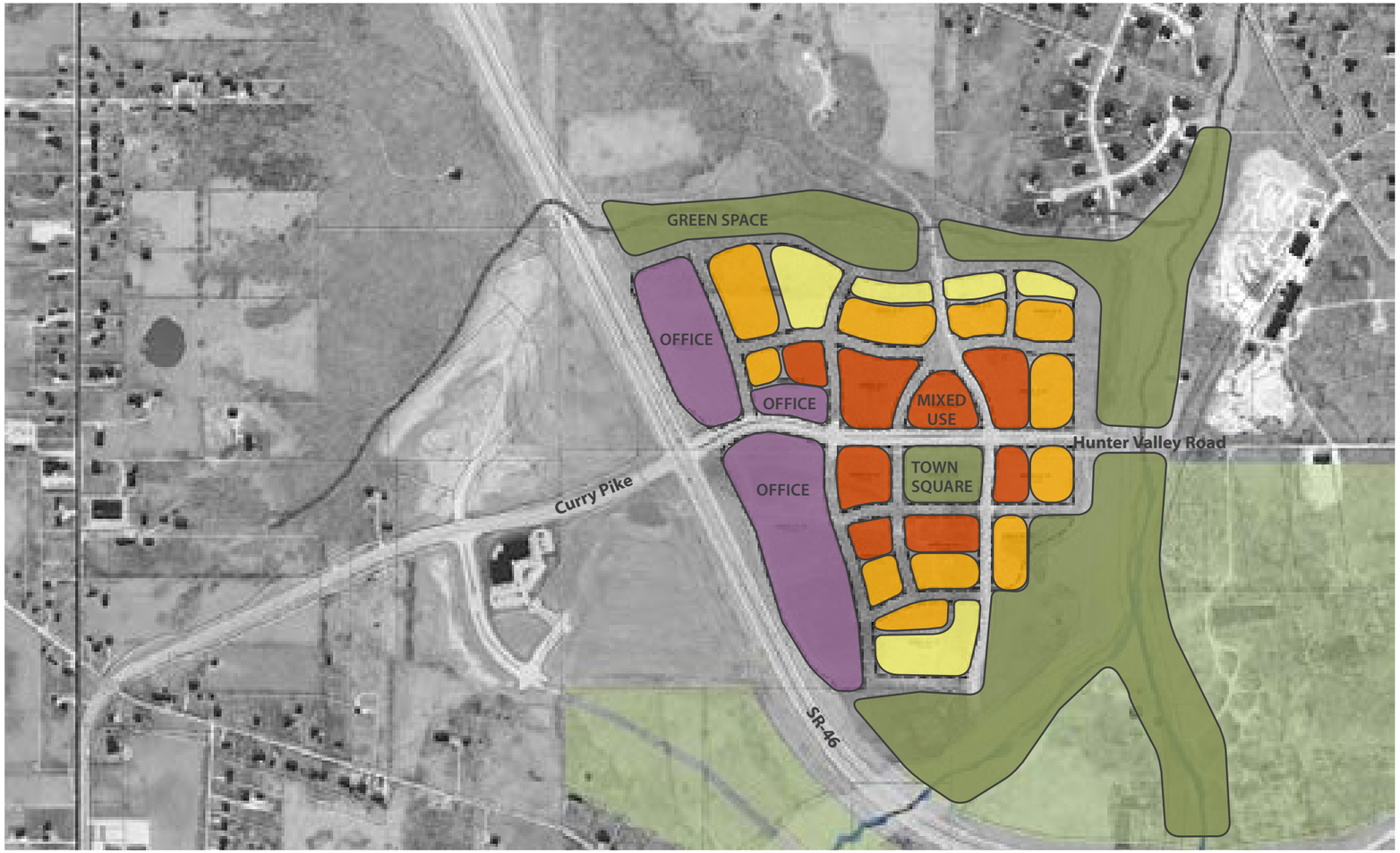


FIGURE 6.3: NORTH PARK AREA CONCEPT

This office-heavy mixed-use approach can be a highly effective development driver of the site.

RESIDENTIAL

The wooded north, east, and south edges of the primary development site created by the wooded corridors are tremendous assets for residential development, including great views, potential for trails, and the construction of environmentally sensitive recreational facilities. Residential development should have multiple floors, parking located behind buildings or on public streets, and should be comfortable and inviting. Residential buildings should also be architecturally similar to the adjacent mixed-use buildings in order to minimize any abrupt transitions and create a consistent feel for the development.

GREEN SPACE & RECREATION

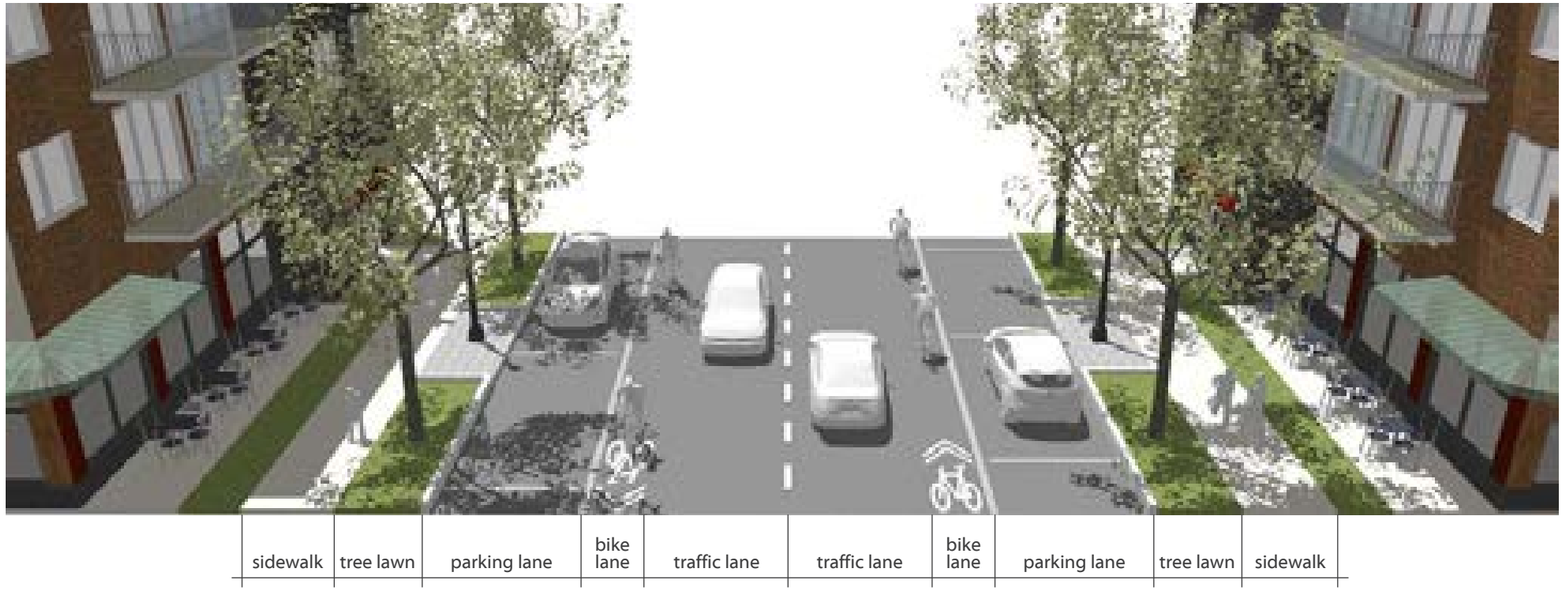
The creek corridors are key assets because they help to create an immediate and desirable sense of place. Steps should be taken to protect these areas during construction and permanently preserve these areas in perpetuity.

B. KEY DESIGN CONSIDERATIONS

BUILDING FORM

In order to properly frame public spaces and streets, buildings should be between 2 and 4 stories in height. This is a building height that is not overwhelming or intimidating and will create comfortable public spaces.

FIGURE 6.4: 2 LANE MIXED-USE STREET SECTION



Taller vertical elements such as church steeples or clock towers could be included in the design of prominent buildings to punctuate key urban spaces and nodes. Conversely, lower scale buildings should be constructed to house utilitarian or low priority uses in order to de-emphasize their visibility.

ARCHITECTURE

The architectural style of new buildings should most importantly be consistent, but not monotonous. Whether a traditional or contemporary style is used, the facade, scale, and massing of buildings should vary from one building to another.

Architectural style plays a tremendous role in creating a sense of place. It is important that the architectural style works to create a new sense of place, not mimic that of another place.

The Urbanizing Area's rich deposit of high quality Limestone is a tremendous component of the sense of place. New buildings should heavily rely on Limestone as a primary building material. Brick, glass, and metal can be utilized to accent this limestone.

Different types of buildings should have different design features. Retail buildings or mixed-use buildings with retail on the ground floor should have large windows at the ground level and bright, welcoming doors. The floor-to-floor height of retail spaces should be at least 14 feet. Awnings, banners and custom private signage should be incorporated into the facades.

Office buildings should have large windows and welcoming, prominent entrances. At least one entrance should access the primary street on which the building is located. Building floor-to-floor heights should be at least 12-14 feet for office uses.

Residential buildings will vary by the type of residential unit. In general, all residential buildings should have prominent windows and front entrances. Parking facilities like parking lots or garages should be located behind the building. Also, front porches, seating terraces, or Juliet balconies should be included on the principal facades to allow for street social interaction.

PUBLIC SPACE

Curry Pike/Hunter Valley Road will be the primary gateway into the community. This important entry boulevard should be framed by buildings and include prominent lighting, landscaping, and specialty pavements.

The town square will be the most important space of the community. Landscaping, fountains, public art, site furnishings, and other amenities should be included in the space. In addition, the square should have permanent structures to host public performances, a farmer's market, and other events.

The remaining public streets, sidewalks and pathways are the primary way most people will experience North Park. It is important to create attractive streets and walkable pathways with lighting, trees, and site furnishings.

CREATE AN ICONIC AND ACTIVE TOWN SQUARE

Rockville Town Square; Rockville, Maryland
Image: http://www.rcmll.org/sites/files/Rockville_2.jpg

Town Squares serve as the central building block of walkable urban neighborhood units. The basic configuration of a town square is a central green space which is surrounded by rights-of-way and buildings opposite the green space. Numerous elements are located within the square including places to sit and rest, trees, lighting and other amenities, and public art, memorials or markers denoting the history or culture of the community. In addition, most town squares are roughly the same size as the surrounding city blocks, or roughly between one and four acres.

The North Park area could be built with a few key projects and the town square as a catalyzing element.

New London Town Square; New London, Connecticut
Image: http://1.bp.blogspot.com/_CdAbjxuGW40/TUgD-V4fKSI/AAAAAAAAEPk/g4oAZaDR_Z0/s1600/M3.JPG

FIGURE 6.5: NORTH PARK AREA DEVELOPMENT PLAN

Note 1:
The residential units shown on this plan are roughly equivalent to the currently in-place North Park PUD Ordinance.

Note 2:
The Key Investment Area Plans are intended to be site-scale graphic representations of the concepts and policy recommendations outlined in this document.

The Plans are schematic in nature; the actual mix of land uses, locations, configurations, and types of buildings, parking areas, streets, parks and other elements will be determined by a potential private developer or public entity which chooses to develop or otherwise modify privately or publicly owned land. Any such planning or construction project is subject to the public review process for individual private development proposals or public capital improvement projects. Current property owners retain all rights.

TABLE 6.0: NORTH PARK AREA DEVELOPMENT DATA

EMPLOYMENT				
USE	BUILT SQUARE FEET		POTENTIAL JOBS	
	LOW	HIGH	LOW	HIGH
OFFICE	500,000	600,000	1,600	1,700
RETAIL	100,000	200,000	200	300
TOTAL	**600,000**	**800,000**	**1,800**	**2,000**

RESIDENTIAL				
TYPE	NUMBER OF UNITS		NO. OF RESIDENTS	
	LOW	HIGH	LOW	HIGH
APARTMENTS	1,000	1,100	2,100	2,300
TOWNHOMES	70	80	140	160
SINGLE FAMILY	40	50	80	100
TOTAL	**1,110**	**1,230**	**2,320**	**2,560**

PARKING				
ESTIMATED QUANTITY (SPACES)	TOTAL DEMAND	SHARED DEMAND	PARKING PROVIDED	**PARKING BALANCE**
LOW	4,400	3,500	3,800	**300**
HIGH	4,500	3,600	3,900	**400**

ESTIMATED DENSITY			
DENSITY TYPE	ACRES	RESIDENTIAL DENSITY (UNITS/ACRE)	EMPLOYMENT DENSITY (JOBS/ACRE)
GROSS	110	10.1	16.4
NET	72	17.0	24.9

TABLE 6.1: NORTH PARK AREA IMPLEMENTATION STEPS

STRATEGY		ACTION	TYPE	LEAD
1	CREATE A DETAILED MARKET & SITE PLAN STUDY	+ Examine potential capture rates based on I-69 project + Determine potential need for retail, office, and other uses + Create preliminary pro forma and updated development strategy. + Coordinate with Monroe County for preliminary conceptual review of the plan + Develop strategies for splitting the large development parcel into smaller development parcels + Market and retain potential developers for other market types	Private Development	Property Owner & Developer
2	UPDATE THE NORTH PARK PLANNED UNIT DEVELOPMENT DOCUMENT	+ Based on market study and site plan update, initiate PUD Update process with Monroe County + Work with Monroe County Plan Commission and Monroe County Planning Staff to refine the updated development plan + Consider potential public/private partnership funding strategy	Private Development	Property Owner & Developer
3	ENHANCE CENTRAL BOULEVARD, TOWN SQUARE, AND OPEN SPACE	+ Refine design for the Town Square, Entry Boulevard, first phase streets, and various surrounding open spaces + Construct the Town Square space and Entry Boulevard including necessary streets, sidewalks, plaza areas, trees, plantings structures, furnishings, lights and signs + Construct any improvements to the peripheral green space areas. This includes sports fields, trails, pedestrian bridges, shelters, furnishings, lights and additional planting	Public/Private Partnership	Property Owner & Developer, Monroe County

6.2 THIRD STREET CORRIDOR

WITH BOLD POLICY AND URBAN DESIGN, THE THIRD STREET CORRIDOR CAN BECOME A SIGNATURE STREET IN THE BLOOMINGTON REGION.

6.2.0 THE SITE

A. BACKGROUND

The Third Street corridor is a highly developed and heavily trafficked area which serves as a major job center and retail destination for the Bloomington region. The portions which have been developed in the City of Bloomington are predominantly retail and commercial, while the developed areas along the corridor in Monroe County include a mix of residential, institutional, office and manufacturing.

B. SITE ANALYSIS

PHYSICAL SITE FEATURES

The Third Street Corridor contains some of the most flat terrain within the Urbanizing Area. This has allowed development to occur in a cost effective way and will continue to support new development and redevelopment in this area. Most of the existing natural vegetation and geographic features have been removed.

TRANSPORTATION INFRASTRUCTURE

The corridor has direct access to the future I-69 corridor through an existing interchange which is not planned to be significantly modified as part of the I-69 project. The interchange currently provides enough capacity to support additional development in the corridor without future widening. Third Street itself consists of two traffic lanes in each direction with a center turn lane, providing significant traffic capacity. This should allow for additional development along the corridor without a need for modification.

A Bloomington Transit route exists on Third Street which heads west from the I-69 interchange and then runs along Hickory Drive, Belle Avenue and Park

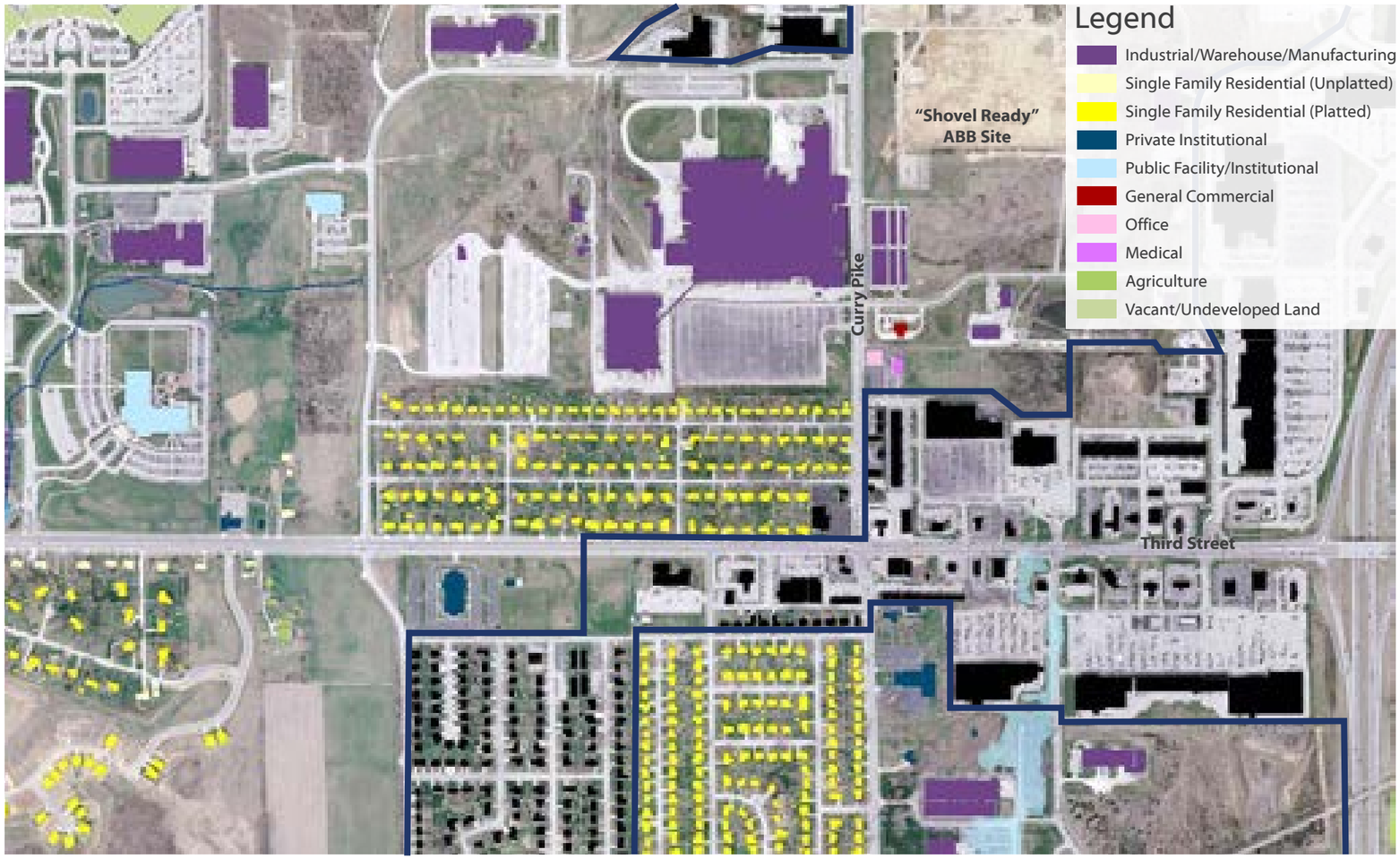


FIGURE 6.6: THIRD STREET CORRIDOR EXISTING AERIAL

Square Drive. This provides some transit access to the Urbanizing Area, but does not directly serve Ivy Tech, Cook, GE and other major centers of activity. Although there are significant policy barriers to expanding the service area of Bloomington Transit in the Urbanizing Area, transit will be vital to providing access to future development in the corridor.

The Third Street right-of-way contains existing curbs, sidewalks and tree lawns which support some pedestrian connectivity. However, the sidewalks are often very narrow and the tree lawns do not contain street trees, human scale lighting, and other pedestrian amenities. In addition, there are few and limited pedestrian crossings along Third Street. This creates the dangerous condition of pedestrians crossing Third Street between intersections. Additional signalized intersections at key desired crossing points, higher visibility of crossings for motorists, and other strategies should be considered to improve pedestrian access. Some bike facilities are currently provided with the corridor. There is potential to add on-street or off-street bike facilities in the Third Street right-of-way. The Karst Farm Greenway will be completed in 2015 along Profile Parkway.

UTILITIES

Existing utilities are located throughout the corridor including major sanitary sewer, water, electric, gas and communication lines. Aside from providing lateral connections to future developments, there are no major utility upgrades required in this area in order to support significant redevelopment.


Image: MKSK


Image: MKSK


Image: MKSK

C. SUMMARY OF GENERAL OBSERVATIONS

HIGH DEMAND FOR NEW DEVELOPMENT

Given the projected increase of traffic with the I-69 project, the access to infrastructure and existing amenities, this corridor should be primed for future development. Several undeveloped sites on Third Street or in the vicinity of the corridor will likely experience development.

HIGH POTENTIAL FOR REDEVELOPMENT

A number of existing development types in the corridor will likely experience some pressure to redevelop in the 35 year planning horizon. For example, given the high visibility and traffic, the land values of the single-family residential along Third Street will eventually outweigh the value of the structures themselves. These homes will likely be sold to commercial developers who will eventually assemble enough properties to create large development parcels and subsequent office, residential or retail development.

THIRD STREET CORRIDOR

Third Street itself is currently a high traffic vehicular corridor. To transition the corridor into a more mixed-use environment, several strategic changes will be required including the addition of bicycle facilities, street trees, pedestrian scale lighting, enhanced pavements and site furnishings. Also, burial of overhead utilities should considered. Limiting access points to the SR 48 corridor while improving signalized intersections will improve the flow of traffic. Key intersections for future study or consideration for improvement would be Profile Parkway/Park Square Drive, Kirby Road, and Hickory Drive.


Image: MKSK

6.2.1 MARKET ANALYSIS

RETAIL STRATEGY

Opportunities for retail in the Third Street Corridor are currently limited, with the most leakage in electronics, shoe stores, and department stores. As build- out of the focus area progresses, there may be increasing opportunities for retail.

MIX OF USES

With a planned I-69 interchange and existing base of industrial uses, manufacturing and warehousing place types may be well suited at this node. There are also smaller footprint sites that may be suited to the fabricate and service place types.

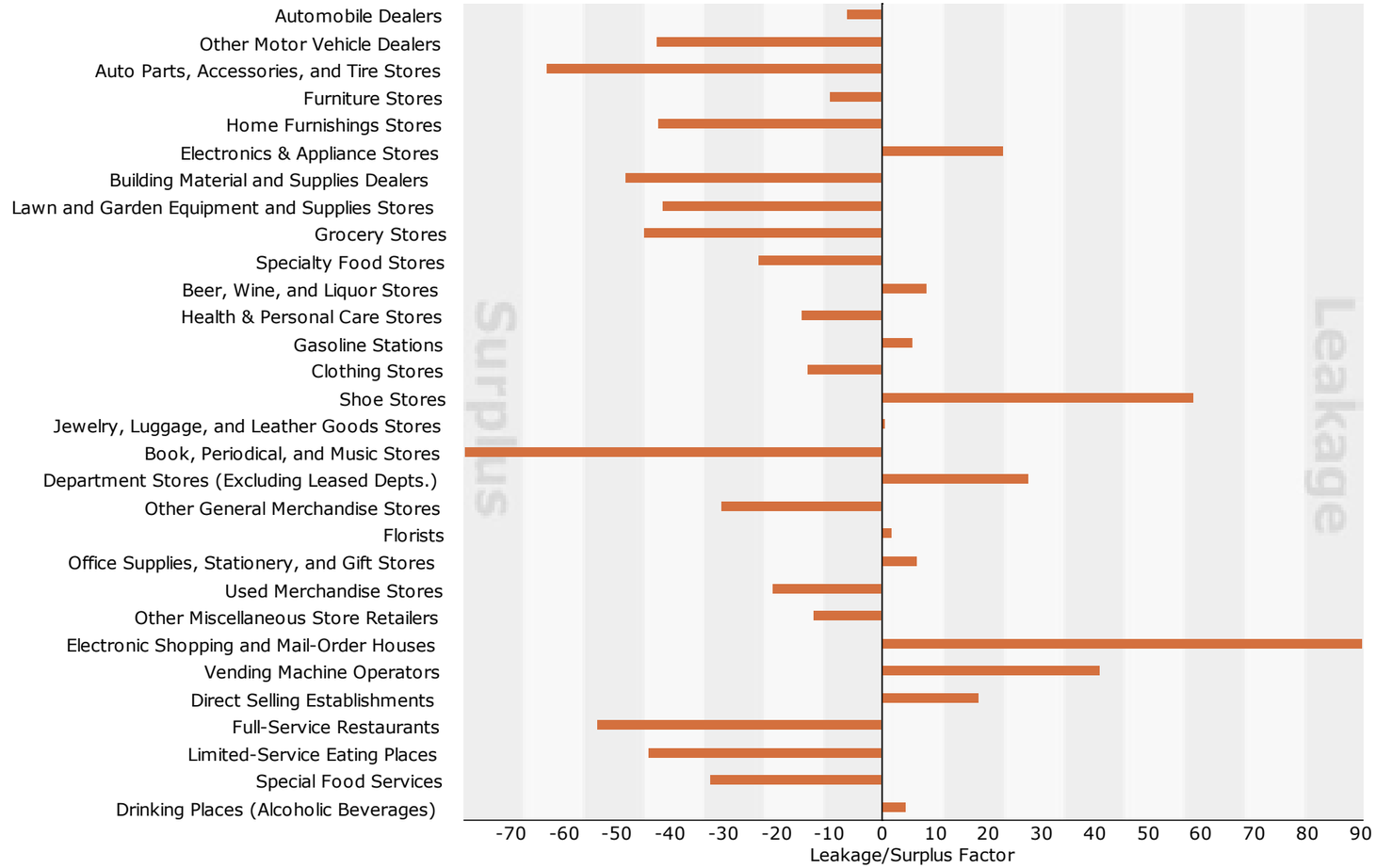


FIGURE 6.7: THIRD STREET CORRIDOR SURPLUS AND LEAKAGE

MAJOR ROADWAY RETROFIT CASE STUDY: NEXUS AT ORENCO STATION; HILLSBORO, OREGON


Image: www.bing.com

With new development in the suburbs of Portland, Oregon, planners and developers desired to create a strong sense of place with attractive and profitable projects. This strong aesthetic appeal was a key strategy in positioning the new developments within the greater Portland residential market.

The Nexus at Orenco Station project in Hillsboro, Oregon places many of the primary structures directly on Cornell Road, the primary corridor for Hillsboro. This corridor is four lanes of traffic with a central turn lane/ median and no on-street parking. There are also right turn lanes and bike lanes in specific areas of the corridor. The Nexus project utilizes a strategy of retail-oriented perpendicular cross streets at regular intervals as a means of slowing traffic and providing attractive streets for retail.

Third Street in the Urbanizing Area is very similar in both physical conditions and traffic volume to Cornell Road. This is a prime example of how a major arterial can be enhanced by properly sited and well designed architecture.


Image: http://bettercities.net/sites/default/files/imagecache/full-content-width/orenco%20plan_copy.jpg


Image: http://www.simpsonpropertygroup.com/Uploads2/CommunityAmenityImages2/img_45_2.jpg


Image: http://www.placemakers.com/wp-content/uploads/2012/10/Orenco.jpg

Location:	Hillsboro, Oregon
Year Built:	2000 - 2010
Size:	422 Residential Units
Land Use:	Residential with some Retail at key nodes
Traffic Count:	25,000 - 30,000 ADT on Cornell Road
Project Keys:	+ Place buildings near the street but not on it + Retail is strategically located at key corners + Building scale is comfortable and appropriate for the context + Transit access is integrated into the development + Perpendicular cross streets located at 300' - 500' intervals

6.2.2 PROPOSED PLAN

A. PROPOSED LAND USE ZONES

ORGANIZATIONAL CONCEPTS

The Third Street Corridor between I-69 and the western edge of the study area 'feels' more like a part of the Urbanizing Area despite significant portions being within the City of Bloomington. The overall goal is to create a consistent and attractive experience for all users of the corridor regardless of this change in municipal boundaries. This creates the need for several physical development strategies in this area. First, the majority of any new or first priority development in the Third Street Corridor should occur within one block of Third Street and be oriented to the street. Second, the City of Bloomington and Monroe County should work together to create a set of guidelines to direct new development toward a consistent vision. Third, new development should be accompanied by improvements to Third Street itself, which could be funded privately or publicly. Last, the major corridors of Curry Pike and Profile Parkway should be tied into this corridor as much as possible. The former ABB site, for example, is a significant development opportunity near Third Street and any new development on the site should 'feel' directly connected to the corridor to the extent possible.

MIXED-USE

The Third Street corridor should be framed by horizontally and vertically mixed-use structures which have publicly accessible front facades. Any vertically mixed-use buildings should have retail, restaurant, or service-oriented office uses on the ground floor and office or residential uses on the upper floors.

OFFICE

The Third Street corridor presents tremendous opportunities to potential office users who desire to be along a highly-trafficked corridor. The land immediately along these corridors should be utilized for office buildings or mixed-use buildings with an office use.

One key driver of an office use is the opportunity to create a walkable work environment. The existing retail, restaurant and residential uses nearby, provide the office user with opportunities to visit a coffee shop on a break, complete errands at lunch, or even live in the adjacent neighborhood and walk to work.

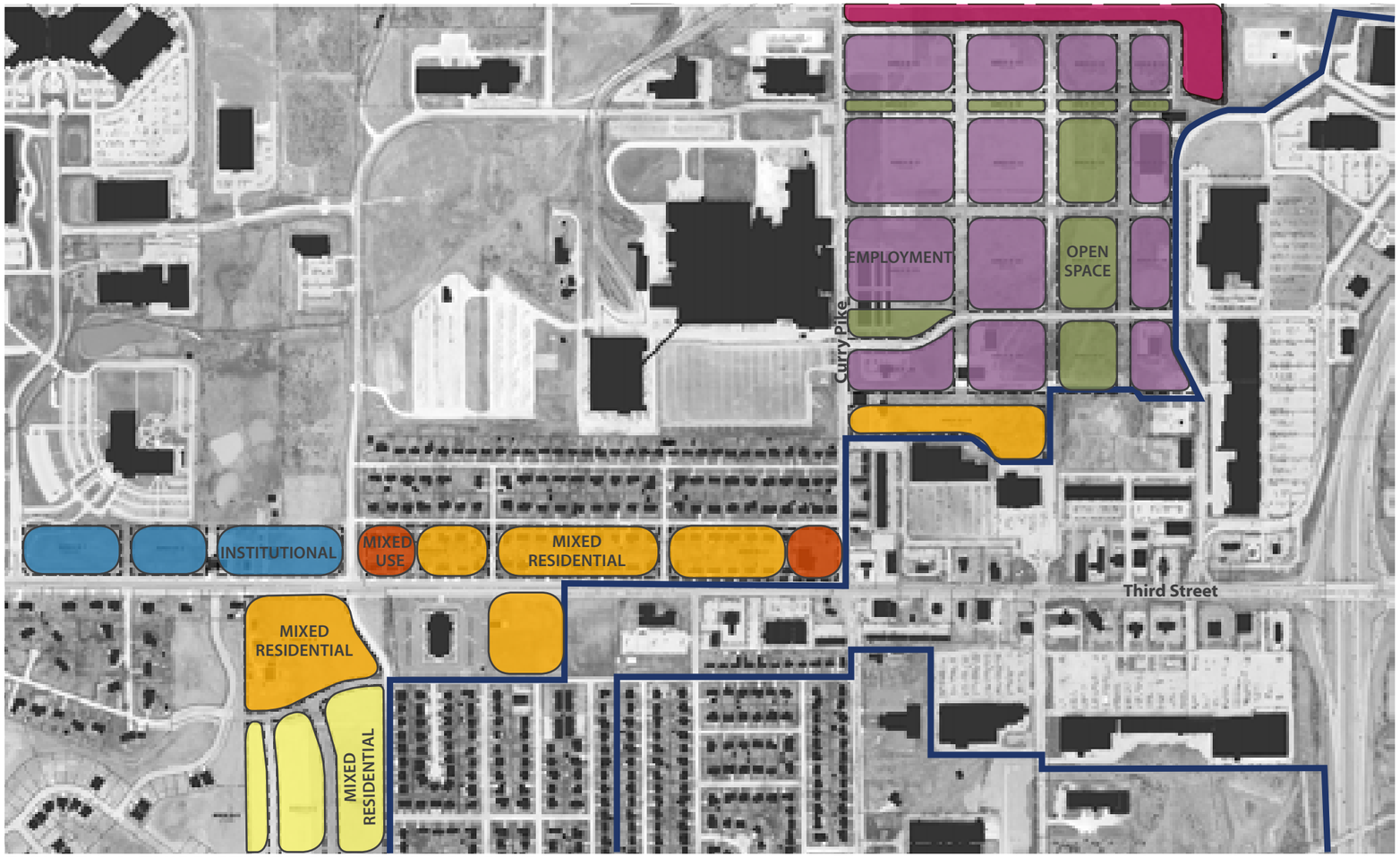


FIGURE 6.8: THIRD STREET CORRIDOR CONCEPT

RESIDENTIAL

Much of the corridor is composed of various types of residential development. Residential development should have multiple floors, parking located behind buildings or on public streets, and should be comfortable and inviting. Residential buildings should also be architecturally compatible, but improve upon the style of other structures in the corridor.

INDUSTRIAL

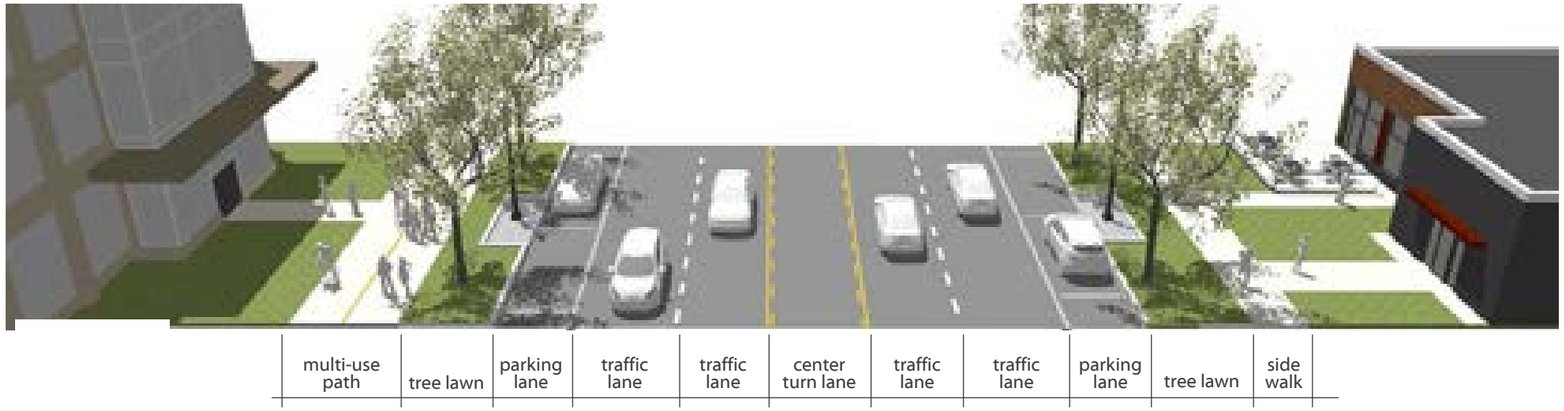
Industrial and related land uses are currently present in the Third Street Corridor. These are predominantly north of Third Street along Curry Pike. With the potential demand for additional industrial space in the Urbanizing Area, there may be an opportunity to construct this land use where appropriate.

The former ABB industrial site on Curry Pike, for example, is a site that could be developed with an industrial use. This site is a remediated brownfield and does not currently support redevelopment with residential uses. Therefore, the site could be developed with employment focused mixed-use and/or integrated industrial. If the site is developed with industrial land uses, new development should be carefully integrated into the character of the corridor given its high visibility and adjacency to other residential and commercial land uses.

GREEN SPACE & RECREATION

There are no significant natural features within the corridor that should be preserved in future development. However, there are significant drainage

FIGURE 6.9: 5 LANE OFFICE/MIXED-USE STREET SECTION



areas in the ABB site that should be converted into usable green space. Smaller green spaces should be integrated into new residential or mixed-use developments.

B. KEY DESIGN CONSIDERATIONS

BUILDING FORM

In order to properly frame major street corridors, buildings should be between 2 and 4 stories in height. This range is a building height that is not overwhelming or intimidating and will create comfortable spaces. Taller vertical elements such as church steeples or clock towers could be included in the design of prominent buildings to punctuate key intersections or small public spaces. Conversely, lower scale buildings should be constructed to house utilitarian uses in order to de-emphasize their role in the project.

ARCHITECTURE

The existing architectural quality of the Third Street corridor is inconsistent. Many of the civic buildings have high quality materials and significant articulation. Retail buildings are generally monolithic and have a mix of high quality and utilitarian materials. Development or redevelopment in the corridor should strive to increase the architectural quality and be consistent, but not monotonous. Whether a traditional or contemporary style is selected, the facade, scale, and massing of buildings should vary from one building to another.

The Urbanizing Area's rich deposit of high quality Limestone is a tremendous component of the sense of place. New buildings should heavily rely on Limestone as a primary building material. Brick, glass, and metal can be utilized to accent this limestone.

Different types of buildings should have different design features. Retail buildings or mixed-use buildings with retail on the ground floor should have large windows at the ground level and bright, welcoming doors. The floor-to-floor height of retail spaces should be at least 14 feet. Awnings, banners and unique private signage should be incorporated into the facades.

Office buildings should have large windows and welcoming, prominent entrances. At least one entrance should access the primary street on which the building is located. Building floor-to-floor heights should be at least 12-14 feet for office uses.

Residential buildings will vary by type. In general, all residential buildings should have prominent windows and front entrances. Parking facilities like parking lots or garages should be located behind the building. Also, a front porch, seating terrace, or Juliet balcony should be oriented to the frontage street to provide for social interaction.

PUBLIC SPACE

The Third Street corridor is the primary way visitors and residents experience the Key Investment Area. This corridor should be framed by buildings and include prominent lighting, landscaping, and specialty pavements.

The secondary streets are the primary way most people will experience the Third Street Corridor on a daily basis. It is important to create attractive and pleasant streets with lighting, street trees, specialty pavements and site furnishings.

CREATE A MIXED-USE EMPLOYMENT CENTER


Grandview Yard ; Grandview Heights, Ohio
Image: MKSK

With major employers competing to attract talent from across the country, the work environment is key factor in the decision-making process for potential employees. Major corporate trendsetters such as Google, Apple, and Amazon have focused on providing not just a place to work, but a place to be. These office environments offer numerous employee amenities such as places to eat, recreate, and exercise.

One way to accomplish this kind of multi-dimensional environment is to introduce other types of uses into a predominantly office-oriented development. For example, nearby private gyms, restaurants, limited shopping, and residential units can help to a create multi-dimensional work environment. This would limit the cost burden on the employer for these amenities while creating profitable uses for private developers.

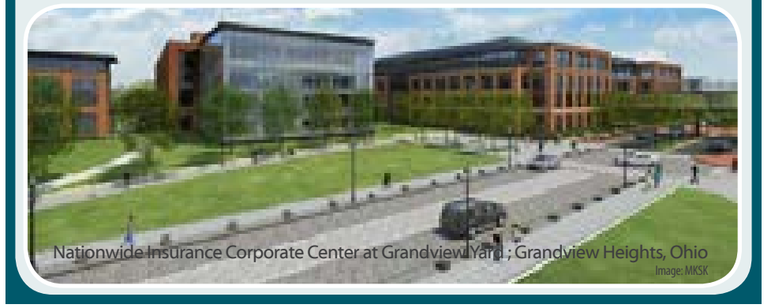

Nationwide Insurance Corporate Center at Grandview Yard ; Grandview Heights, Ohio
Image: MKSK

FIGURE 6.10: THIRD STREET CORRIDOR DEVELOPMENT PLAN

Note:
The Key Investment Area Plans are intended to be site-scale graphic representations of the concepts and policy recommendations outlined in this document.

The Plans are schematic in nature; the actual mix of land uses, locations, configurations, and types of buildings, parking areas, streets, parks and other elements will be determined by a potential private developer or public entity which chooses to develop or otherwise modify privately or publicly owned land. Any such planning or construction project is subject to the public review process for individual private development proposals or public capital improvement projects. Current property owners retain all rights.

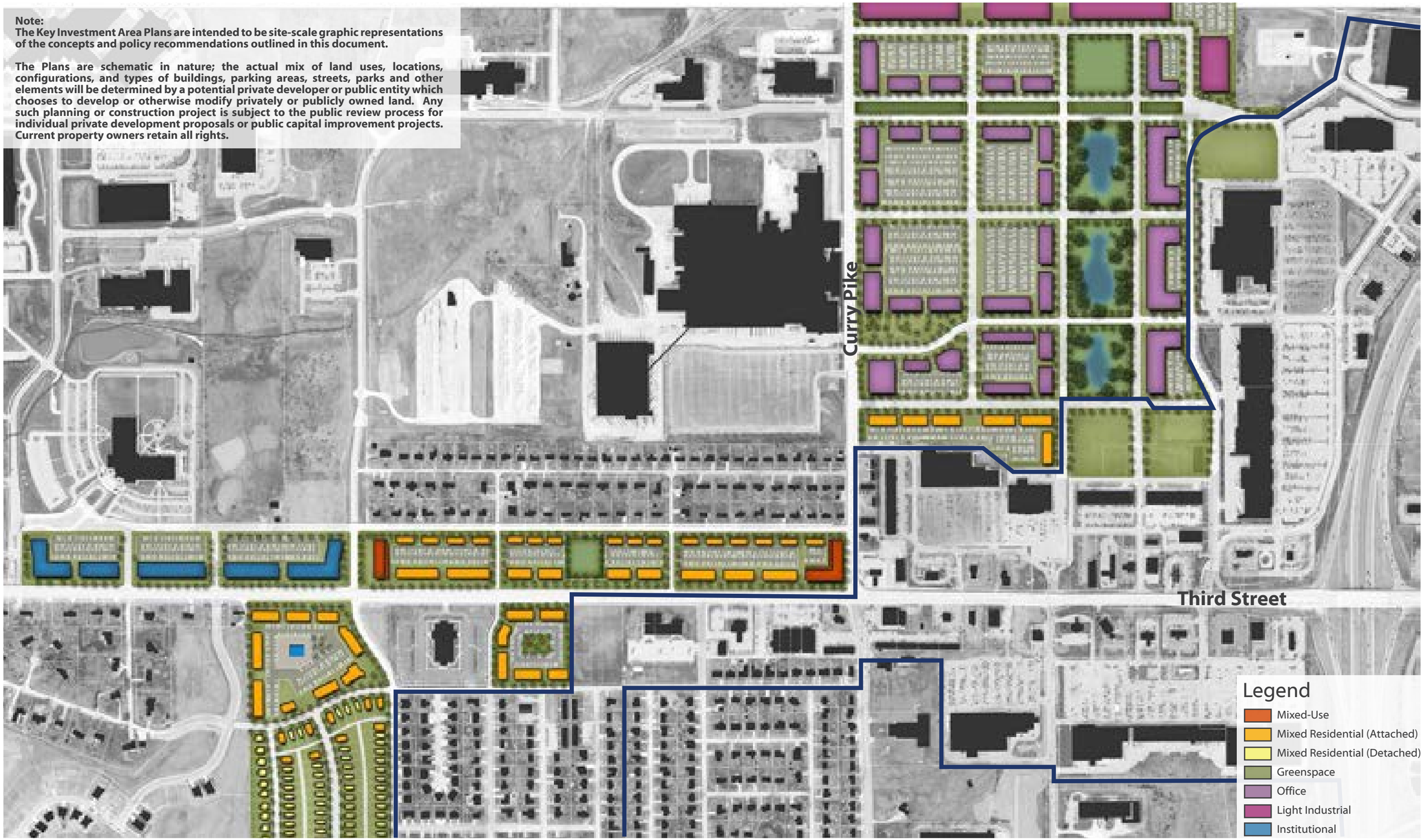


TABLE 6.2: THIRD STREET CORRIDOR DEVELOPMENT DATA

EMPLOYMENT				
USE	BUILT SQUARE FEET		POTENTIAL JOBS	
	LOW	HIGH	LOW	HIGH
INSTITUTIONAL	200,000	300,000	200	300
LIGHT INDUSTRIAL	400,000	500,000	200	300
OFFICE	800,000	900,000	2,000	3,000
RETAIL	90,000	100,000	100	200
TOTAL	**1,490,000**	**1,800,000**	**2,500**	**3,800**

RESIDENTIAL				
TYPE	NUMBER OF UNITS		NO. OF RESIDENTS	
	LOW	HIGH	LOW	HIGH
APARTMENTS	900	1,000	1,800	2,100
TOWNHOMES	70	80	140	160
DUPLEXES	30	40	60	90
SINGLE FAMILY HOMES	70	80	140	170
TOTAL	**1,070**	**1,200**	**2,140**	**2,520**

PARKING				
ESTIMATED QUANTITY (SPACES)	TOTAL DEMAND	SHARED DEMAND	PARKING PROVIDED	**PARKING BALANCE**
LOW	5,000	4,000	5,900	**1,900**
HIGH	5,100	4,100	6,000	**1,900**

ESTIMATED DENSITY			
DENSITY TYPE	ACRES	RESIDENTIAL DENSITY (UNITS/ACRE)	EMPLOYMENT DENSITY (JOBS/ACRE)
GROSS	203	5.0	12.3
NET	150	7.6	16.7

TABLE 6.3: THIRD STREET CORRIDOR IMPLEMENTATION STEPS

STRATEGY		ACTION	TYPE	LEAD
1	CREATE A REFINED THIRD STREET CORRIDOR VISION PLAN	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill of the Third Street Corridor	Public Policy Guidelines	Monroe County & City of Bloomington
2	COMPLETE THIRD STREET URBAN DESIGN GUIDELINES	+ Develop vision plan into urban design guidelines + Include architectural strategy, building placement, etc.	Public Policy Guidelines	Monroe County & City of Bloomington
3	PERFORM THIRD STREET ZONING UPDATE	+ Refine urban design guidelines to create form-based code + Adopt form based code as zoning code	Zoning Code Update	Monroe County & City of Bloomington
4	BURY UTILITIES ON THIRD STREET	+ Design, engineer and construct utility burial along Third Street	Public Infrastructure	Monroe County & City of Bloomington
5	IMPROVE THIRD STREET WITH STREETSCAPE ENHANCEMENTS	+ Design and Engineer streetscape plans which incorporate street trees, enhanced lighting, improvement pavements, and site furnishings + Select contractor and construct improvements	Public Infrastructure	Monroe County & City of Bloomington
6	STUDY THE MARKET POSITION OF THE ABB SITE	+ Develop strategy for reuse of the ABB site + Explore reuse as office development, industrial development, or a combination of both	Private Development	Private Developer/ BEDC
7	DEVELOP ABB SITE	+ Work with existing “shovel ready” status to aid in expedience of development + Work through zoning and development process for the ABB site + Develop strategy for funding including public/private partnership + Construct utilities, structures, infrastructure, etc.	Private Development	Private Developer/ BEDC
8	DEVELOP STRATEGY FOR IVY TECH THIRD STREET CORRIDOR IMPROVEMENTS	+ Work with Ivy Tech to develop strategy for future campus facilities that improve the Third Street corridor as well as the campus presence and aesthetics	Institutional Development	Monroe County/Ivy Tech

6.3 SOUTHWEST NODE

REPRESENTING THE AREA OF GREATEST CHANGE ALONG I-69, THIS AREA WILL EVOLVE SIGNIFICANTLY THROUGHOUT THE PLANNING HORIZON.

6.3.0 THE SITE

A. SITE HISTORY

This area is a mix of various land uses and development types with the majority of development occurring in the last 50 years. The SR-45 corridor is developed with large big-box retail stores and some light industrial. The first Wal-Mart store was located in this corridor adjacent to the I-69 corridor. Wal-Mart has since moved just west and built a larger 'Supercenter' on the corner of Curry Pike and SR-45. The former Wal-Mart is now a 'Rural King Supply'. An existing Sam's Club store is still located adjacent to this store. The three stores generally dominate the look and feel of the primary street in the Study Area.

Tapp Road is a corridor that generally developed in the 1900's with small scale single family residential. Traffic on this roadway has generally not been a significant issue for the existing homes along the corridor. With the upgrading of this roadway to include an I-69 interchange, this will likely bring much more traffic, changing its rural feel.

B. SITE ANALYSIS

PHYSICAL SITE FEATURES

This area has gently rolling topography but is still easily developable east of Leonard Springs. The land west of Tapp Road has significant Karst topography and floodplain. Several large stands of trees exist between Tapp Road and the rear portion of the big-box development. These should be preserved where possible.

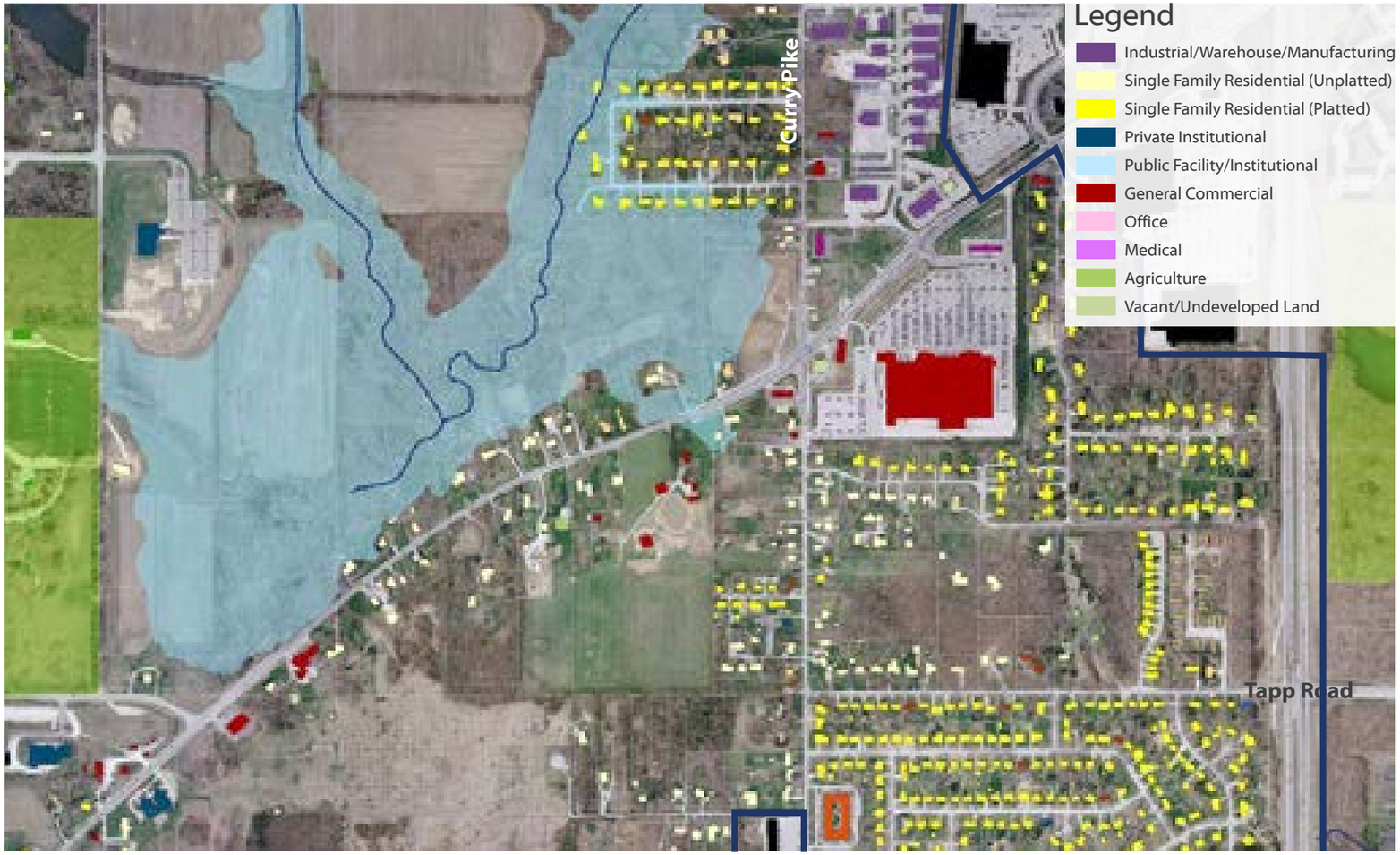


FIGURE 6.11: SOUTHWEST NODE EXISTING AERIAL

EXISTING TRANSPORTATION INFRASTRUCTURE

This area has the best proximity and access to I-69 in the Urbanizing area. The I-69 project will create two interchanges at Tapp Road and SR-45. Two interchanges in such close proximity will generate significant development pressure in the area.

Tapp Road current dead ends at Leonard Springs Road. The adopted Thoroughfare Plan shows a connection from Tapp Road to West Airport Road. With the Tapp Road interchange, this connection will provide direct access to the airport.

BUILDINGS

Most of the existing homes are over 20 years old in the key investment area, but generally are not over 50 years old. There are only two existing structures protected under the County's historic preservation code. None of these are listed on the National Register of Historic Places.

Although they are fairly new buildings, many of the existing big-box retail stores are already experiencing turnover. This trend is likely to continue into the future and it is critical to consider redevelopment strategies for these structures.


Image: MKSK


Image: MKSK


Image: MKSK

UTILITIES

Utility connections to the site have already been constructed as part of the roadway construction projects. These are sized for considerable development, including large sewer trunk lines placed within the existing roadway.

C. SUMMARY OF GENERAL OBSERVATIONS

GEOGRAPHIC CONSTRAINTS

The karst topography and floodplain on the northwest corner of SR-45 and Curry Pike will limit or prohibit development of this area. Tapp Road should be connected through to Airport Road in order to create economic development opportunities for the Airport.

POTENTIAL FOR REDEVELOPMENT

The existing housing in the area will likely experience development pressure because of the new I-69 interchanges. Given the high visibility and traffic, the land values of the single-family residential along Tapp Road will eventually outweigh the value of the structures themselves. These homes will likely be sold to commercial developers who will eventually assemble enough properties to create large development parcels. Development types may include office, residential or retail, which is consistent with other uses in the area.

The existing big-box stores will likely experience turnover and should be redeveloped within the planning horizon. This will require a strong redevelopment strategy to be in place.

THE TRANSITION TO RURAL

Given the transition of the area from more developed along I-69 to rural west of Tapp Road, development patterns should accentuate this transition.

6.3.1 MARKET ANALYSIS

RETAIL STRATEGY

There are limited opportunities for retail at the Curry Pike/SR 45 focus area currently, with a small amount of leakage in electronics, shoe stores, and department stores.

MIX OF USES

The northern portion of this focus area has a base of industrial uses, and the planned I-69 interchange may encourage these uses moving forward. Office and mixed-use development may be better suited to the southern portion of the focus area .

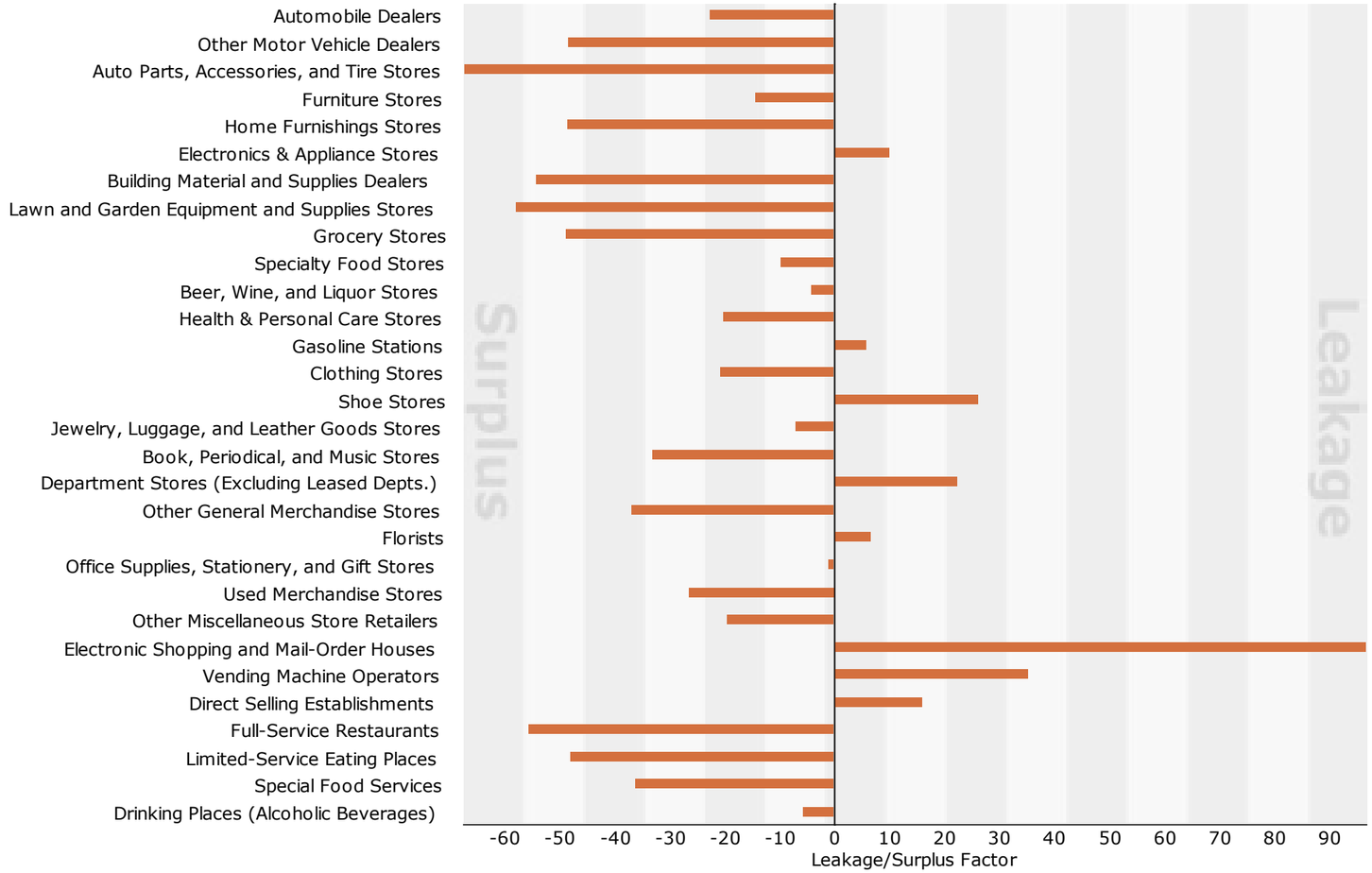


FIGURE 6.12: SOUTHWEST NODE SURPLUS AND LEAKAGE

BIG-BOX RETAIL STORE REDEVELOPMENT CASE STUDY: McALLEN PUBLIC LIBRARY; McALLEN, TEXAS

Image: http://ad009cdnb.archdaily.net/wp-content/uploads/2013/03/51363275b3fc4b32a40000e6_mcallen-main-library-meyer-scherer-rockcastle_ls20120311_mcallenlibrary_009.jpg

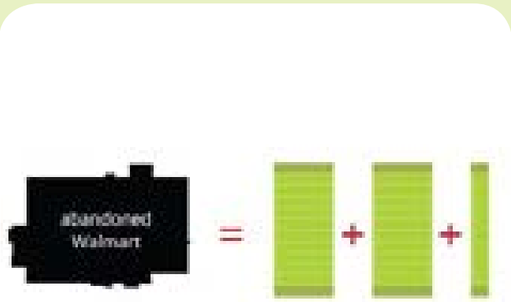


Image: http://ad009cdnb.archdaily.net/wp-content/uploads/2013/03/51363220b3fc4baf970000d5_mcallen-main-library-meyer-scherer-rockcastle_scale-125x125.png

Image: http://www.rgvnewswire.com/wp-content/uploads/2014/11/McAllen-Library.jpg

Image: http://ad009cdnb.archdaily.net/wp-content/uploads/2013/03/51363212b3fc4b8ef90000d3_mcallen-main-library-meyer-scherer-rockcastle_plan.png

Community leaders in McAllen, Texas faced the issue of an abandoned Walmart and took a proactive approach. They purchased the 125,000 square foot structure and converted it into a public library, returning it to community use. The project generated significant community support and the library itself saw a 23-fold increase in new user registrations compared to the same time the year before.

This conversion of a Walmart into a public library is one example of a big-box reuse. Other examples from across the country include conversion into schools or educational facilities, sports or recreation centers, outpatient care or health centers, and places of worship.

Vacant or underutilized big-box stores are very common in auto-oriented developments across the country. Nearly every community has at least one of these structures and because of their size, they are difficult to reuse and costly to redevelop. With the existence of several big stores in the Urbanizing Area, it is likely that one or more of these retail stores will become vacant or abandoned in the next 35 years. A strategy should be in place to address this issue in a timely manner. These structures are often less than 30 years old, making them prime candidates for redevelopment. Although they generally require mechanical system updates and maintenance or replacement of roofs, external facades and internal finishes, it is generally less expensive to adapt one of these structures compared to constructing a new building of similar size.

Location:	McAllen, Texas
Year Built:	2011
Size:	125,000 Square Feet
Land Use:	Civic
Project Keys:	+ Reuse of existing big-box structure for community use + Is a highly creative and attractive project which appeals to a wide range of user groups + Centrally located within the community and encourages use of alternative transportation + Includes sustainable design elements including ultra high-efficiency lighting and use of recycled materials.

6.3.2 PROPOSED PLAN

A. PROPOSED LAND USE ZONES

ORGANIZATIONAL CONCEPTS

The plan organization focuses on the primary corridors of SR-45, Leonard Springs Road/Curry Pike and Tapp Road as the key elements for both commercial development and transportation mobility. Secondary streets access these corridors and create a network between them. Current streets assist in this and new streets should be added to aid in this goal.

Green space setbacks should be added along primary corridors where residential directly abuts them. Also, a key goal is to create green spaces in the neighborhoods in the form of wide boulevards and neighborhood parks.

MIXED-USE

The major corners should be accentuated by vertically mixed-use structures which have publicly accessible front facades. These vertically mixed-use buildings should have retail, restaurant, or service-oriented office uses on the ground floor and office or residential uses on the upper floors.

OFFICE

The I-69 corridor presents tremendous opportunities to potential office users who desire the visibility that comes with the adjacency to a major interstate. These office buildings should be oriented to have the long axis parallel to the freeway, offering the most visibility from the freeway. With a higher quality architectural facade, motorists passing along the freeway will have a positive impression of the occupying business. Also, a series of high quality buildings along the freeway will create a positive impression of Bloomington and Monroe County as a whole for motorists passing through.

Smaller office uses should be located at prominent corners such as the intersections of Tapp Road/Leonard Springs Road and SR-45/Leonard Springs Road. These could provide the opportunity to create a walkable work environment. Other retail, restaurant and residential uses should be located nearby, enhancing this experience.

RESIDENTIAL

Residential development should be set back from major roadway corridors and on secondary streets within the area. Residential development should have multiple floors, parking located behind buildings or on public streets, and should be comfortable and inviting. Residential buildings should also be architecturally similar to the adjacent mixed-use buildings in order to minimize any abrupt transitions and create a consistent feel for the development.

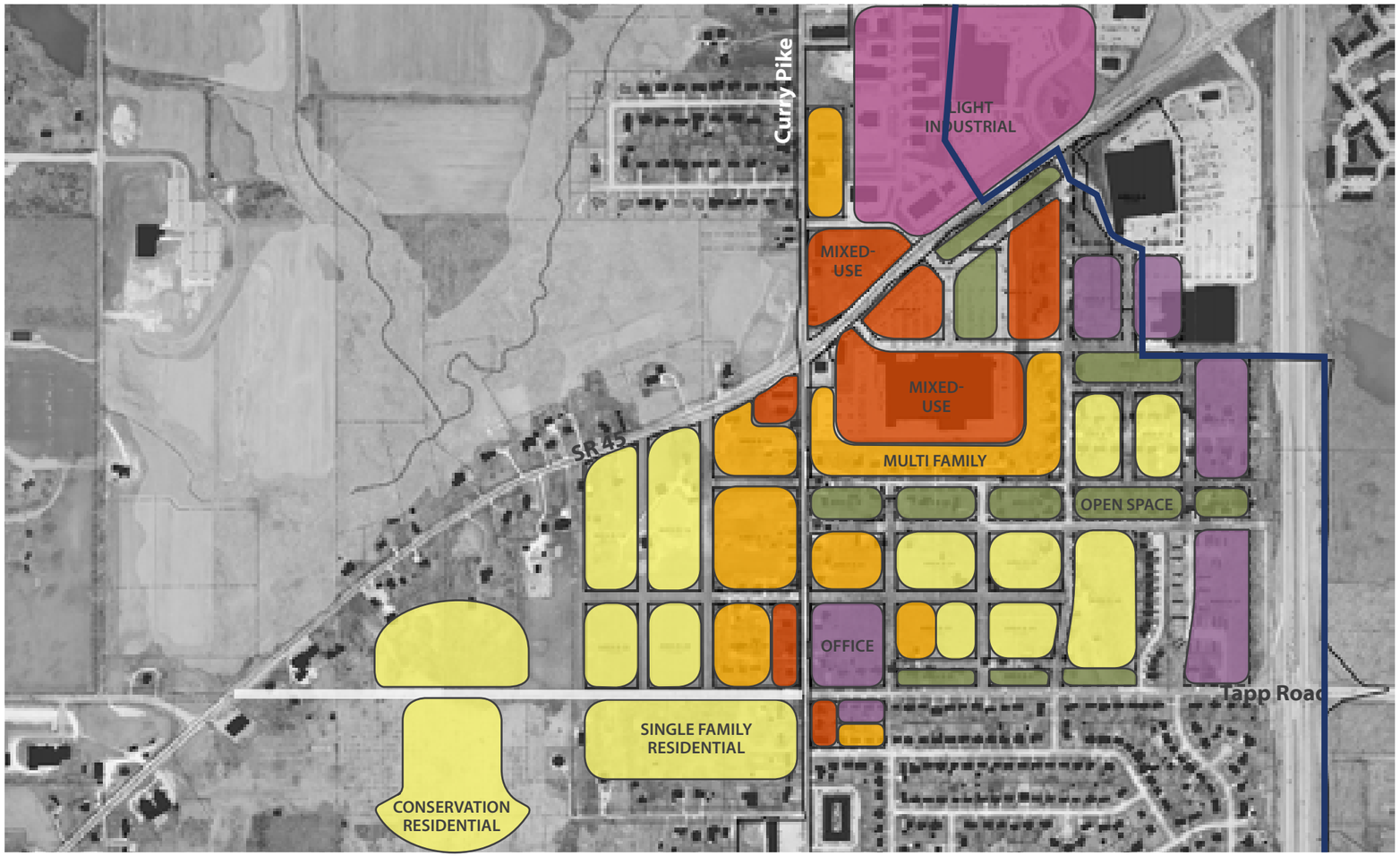


FIGURE 6.13: SOUTHWEST NODE CONCEPT

GREEN SPACE & RECREATION

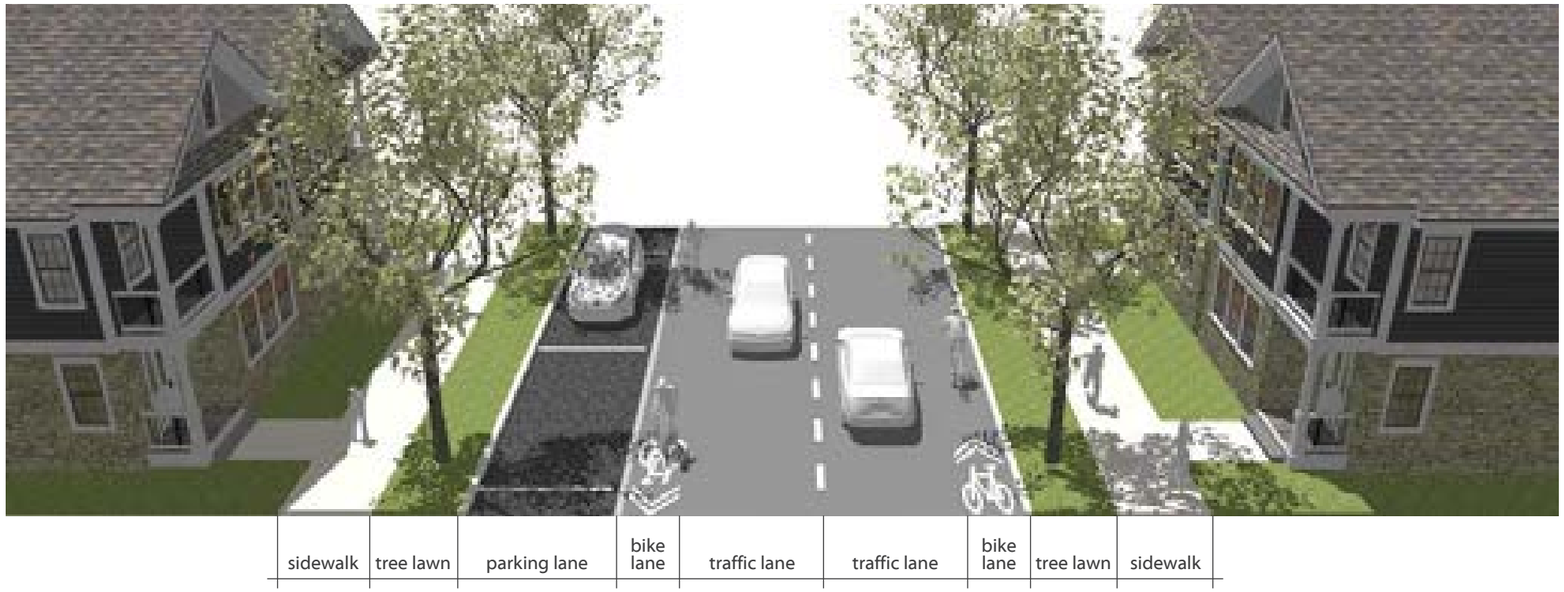
The existing wooded corridors and woodlots are key assets and because they help to create an immediate and desirable sense of place. Steps should be taken to protect these areas during construction and permanently preserve these areas in perpetuity.

B. KEY DESIGN CONSIDERATIONS

BUILDING FORM

In order to properly frame public spaces and streets, buildings should be between 2 and 4 stories in height. This is a building height that is not overwhelming or intimidating and will create comfortable spaces. Taller vertical elements such as church steeples or clock towers could be included in the design of prominent buildings to punctuate key urban spaces and nodes. Conversely, lower scale buildings should be constructed to house utilitarian or low priority in order to de-emphasize their role in the project.

FIGURE 6.14: 2 LANE RESIDENTIAL STREET SECTION



ARCHITECTURE

Architectural style plays a tremendous role in creating a sense of place. It is important that the architectural style works to create a new sense of place, not mimic that of another place. The current architectural style is a mix from small residential to utilitarian retail and industrial structures.

The architectural style of new buildings should most importantly be consistent, but not monotonous. Whether a traditional or contemporary style is selected, the facade, scale, and massing of buildings should vary from one building to another.

The Urbanizing Area's rich deposit of high quality Limestone is a tremendous component of the sense of place. New buildings should heavily rely on limestone as a primary building material. Brick, glass, and metal can be utilized to accent this limestone.

Different types of buildings should have different design features. Retail buildings or mixed-use buildings with retail on the ground floor should have large windows at the ground level and bright, welcoming doors. The floor-to-floor height of retail spaces should be at least 14 feet. Awnings, banners and unique private signage should be incorporated into the facades.

Office buildings should have large windows and welcoming, prominent entrances. At least one entrance should access the primary street on which the building is located. Building floor-to-floor heights should be at least 12-14 feet for office uses.

Residential buildings will vary by the type of residential. In general, all residential buildings should have prominent windows and front entrances as well as front porches, seating terraces, or Juliet balconies. Parking facilities like parking lots or garages should be located behind the building.

PUBLIC SPACE

SR-45 and Tapp Road will be the primary gateways into the development. These important streets should be framed by buildings and include prominent lighting, signage, and landscaping.

Publicly accessible green space setbacks should be included along these major corridors where residential is directly abutting.

Small neighborhood parks or pocket parks should be interspersed throughout residential or mixed-use development areas.

CREATE PLACES WITH REDEVELOPED BIG-BOX STORES

Englewood Town Center; Denver Colorado
Image: http://www.coloradotownhomesforsale.com/media/cth/images/englewood2.jpg

Existing big-box stores contain large areas of parking, service, stormwater detention and other support uses. They are often 5-10 acres of land or more, similar in size to small neighborhoods, community parks, and even small downtowns. WIth more efficient site planning and consolidated parking techniques, these areas can accommodate significant amounts of new development.

The Englewood Town Center in Denver utilized this strategy to retrofit an existing strip center retail development into a walkable mixed-use community.

K-Mart converted into Lebanon-Laclede County Library; Lebanon, Missouri
Image: http://www.juliachristensen.com/wp-content/uploads/2013/08/5c.jpg

FIGURE 6.15: SOUTHWEST NODE DEVELOPMENT PLAN

Note:
The Key Investment Area Plans are intended to be site-scale graphic representations of the concepts and policy recommendations outlined in this document.

The Plans are schematic in nature; the actual mix of land uses, locations, configurations, and types of buildings, parking areas, streets, parks and other elements will be determined by a potential private developer or public entity which chooses to develop or otherwise modify privately or publicly owned land. Any such planning or construction project is subject to the public review process for individual private development proposals or public capital improvement projects. Current property owners retain all rights.

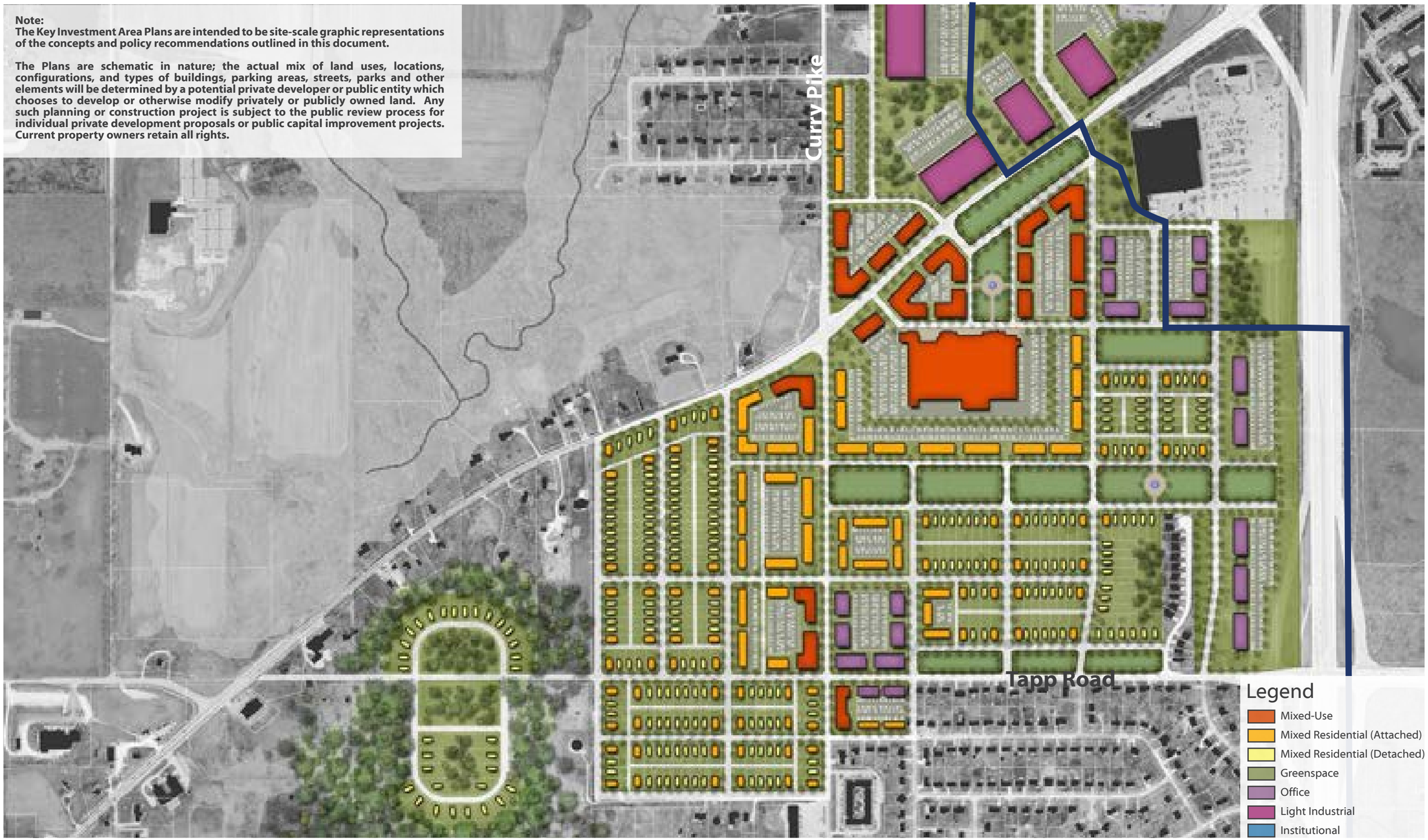


TABLE 6.4: SOUTHWEST NODE DEVELOPMENT DATA

EMPLOYMENT				
USE	BUILT SQUARE FEET		POTENTIAL JOBS	
	LOW	HIGH	LOW	HIGH
LIGHT INDUSTRIAL	300,000	400,000	100	200
OFFICE	400,000	500,000	1,300	1,400
RETAIL	300,000	400,000	500	600
TOTAL	**1,000,000**	**1,300,000**	**1,900**	**2,200**

RESIDENTIAL				
TYPE	NUMBER OF UNITS		NO. OF RESIDENTS	
	LOW	HIGH	LOW	HIGH
APARTMENTS	1,100	1,200	2,300	2,600
TOWNHOMES	180	190	300	400
DUPLEXES	140	150	290	320
SINGLE FAMILY HOMES	250	260	500	600
TOTAL	**1,670**	**1,800**	**3,990**	**4,820**

PARKING				
ESTIMATED QUANTITY (SPACES)	TOTAL DEMAND	SHARED DEMAND	PARKING PROVIDED	**PARKING BALANCE**
LOW	6,200	4,600	5,300	**600**
HIGH	6,300	4,700	5,400	**700**

ESTIMATED DENSITY			
DENSITY TYPE	ACRES	RESIDENTIAL DENSITY (UNITS/ACRE)	EMPLOYMENT DENSITY (JOBS/ACRE)
GROSS	306	5.5	6.2
NET	216	8.3	8.8

TABLE 6.5: SOUTHWEST NODE IMPLEMENTATION STEPS

STRATEGY		ACTION	TYPE	LEAD
1	COMPLETE A SOUTHWEST NODE CORRIDOR URBAN DESIGN / COMPLETE STREETS STUDY	+ Develop a cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements of the Southwest Node	Public Policy Guidelines	Monroe County & City of Bloomington
2	COMPLETE A SOUTHWEST NODE DETAILED MARKET STUDY	+ Develop a detailed market study for the southwest node to determine true market demand for various land uses based on the construction of two I-69 interchanges	Public/Private Partnership	Monroe County & Private Land Owners
3	COMPLETE A SOUTHWEST NODE ZONING STRATEGY	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements of the Southwest Node	Public Policy Guidelines	Monroe County
4	SOUTHWEST NODE DESIGN & CONSTRUCTION	+ Generate funding for various infrastructure and open space improvements + Complete design & construct various infrastructure and open space improvements	Public Infrastructure	Monroe County
5	DEVELOP STRATEGY FOR TAPP ROAD CORRIDOR & CONNECTIONS	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements	Public Infrastructure	Monroe County
6	DESIGN AND CONSTRUCT TAPP ROAD CORRIDOR IMPROVEMENTS	+ Generate funding, complete design and construct Tapp Road improvements	Public Infrastructure	Monroe County
7	BIG-BOX STORE INFILL DEVELOPMENT STRATEGY	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements of the of potential redevelopment of big-box stores in the key investment area	Public/Private Partnership	Monroe County /Private Developers

6.4 CLEAR CREEK GATEWAY

THE SOUTH WALNUT STREET AND CHURCH LANE INTERSECTION NEAR THE CONFLUENCE OF CLEAR CREEK AND JACKSON CREEK CAN BE STRENGTHENED AS A CHARMING AND VIBRANT GATEWAY TO BLOOMINGTON.

6.4.0 THE SITE

A. SITE HISTORY

This area has traditionally been a rural crossroads or hamlet. The intersection of Church Lane and South Walnut Street announces the transition between the rural parts of Monroe County and the beginning of the more developed areas South of the Bloomington core.

Both the mainline and a rail spur of the Monon Railroad pass through the western portion of the Key Investment Area. These are deactivated Rights-of-way and do not have any rail infrastructure remaining.

The Bloomington Speedway is also located on the edge of the Key Investment Area. The speedway was built in 1923 and currently is a 1/4-mile banked clay oval track. There are currently many races held throughout the summer season, generally on a weekly basis.

Much of the housing stock near the intersection of Church Lane and South Walnut Street was built in the mid-1900's. There are several new housing developments in the study area, including a large suburban-style housing development between Jackson Creek and Clear Creek and some larger lot residential development west of Fairfax Road. Also, the Clear Creek historic district contains the largest concentration of County-designated historic structures in the Urbanizing Area.

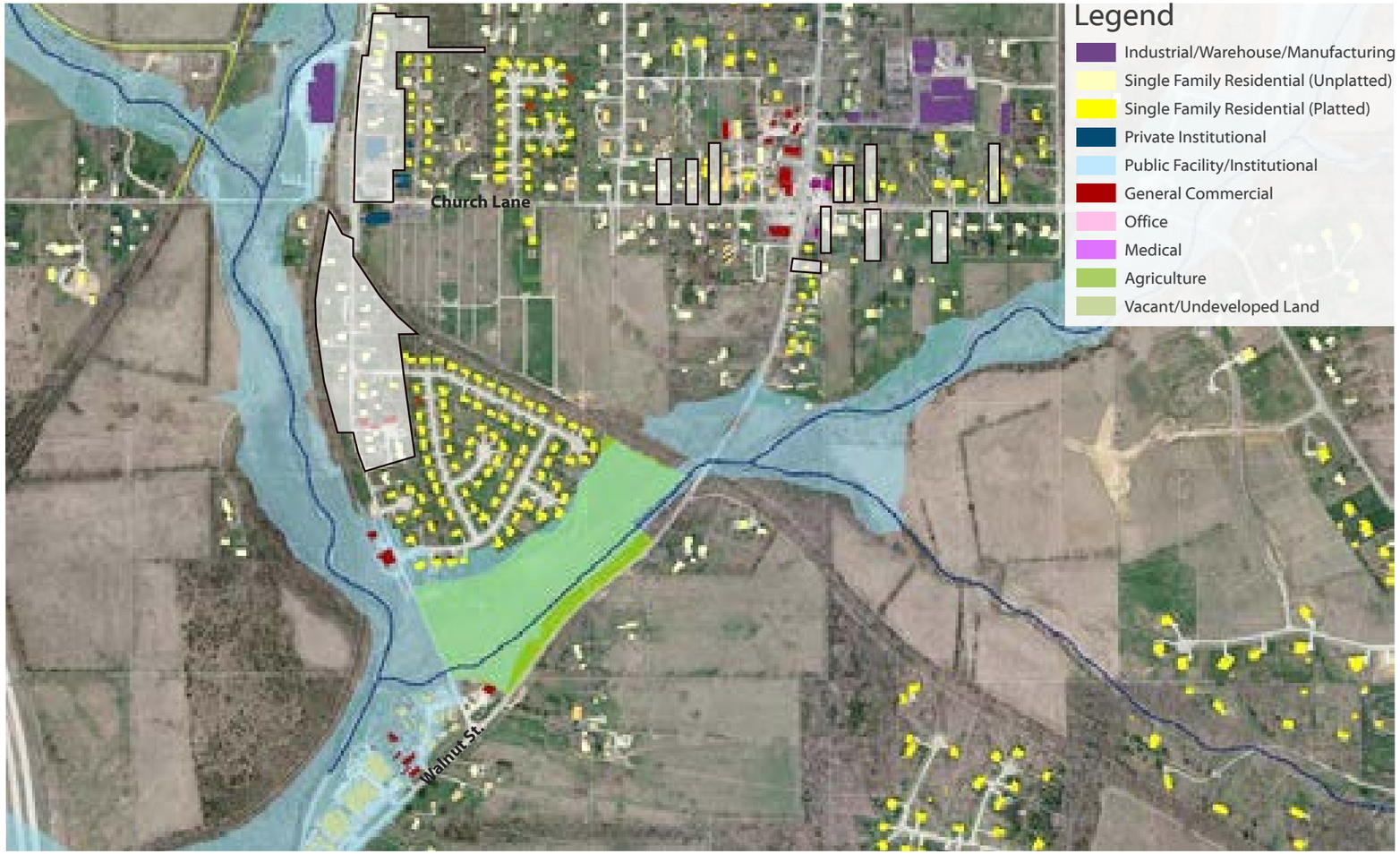


FIGURE 6.16: CLEAR CREEK GATEWAY EXISTING AERIAL

B. SITE ANALYSIS

PHYSICAL SITE FEATURES

The dominant geographical feature within the Key Investment Area is the convergence of Jackson Creek and Clear Creek. These creeks have significant floodplains which extend well beyond the stream channel and near the Bloomington Speedway, the Clear Creek Cemetery, and various housing developments.

Additionally, the topography is relatively flat in this area compared to other portions of the study area. This has driven the evolution of relatively straightforward development patterns. The area currently has a number of existing agricultural parcels which are still in production.

HISTORIC STRUCTURES

Several existing historic structures are located within the South Walnut Gateway, particularly along Church Lane. These should be preserved and enhanced in any new development schemes.

EXISTING TRANSPORTATION INFRASTRUCTURE

The South Walnut Street corridor currently is two lanes of traffic with a center turn lane at key intersections. This roadway is rural in character and has open drainage swales, unpaved shoulders, and limited lighting. South Walnut street should be improved in order to support additional development and to generate additional aesthetic quality. However, care should be taken to maintain the rural feel of the corridor.


Image: MKSK

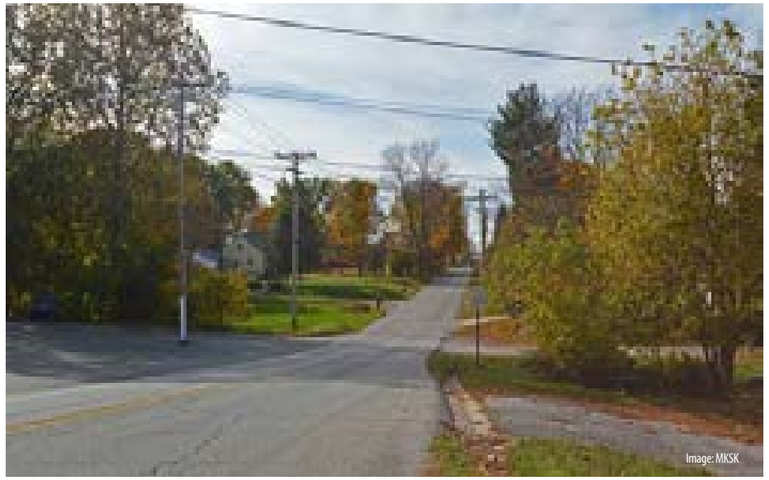


Image: MKSK

Church Lane, the intersecting crossroad, is even more rural in composition. The roadway is two narrow lanes and has soft shoulders and open drainage swales. The roadway changes its name east of Walnut Street, becoming South Fairfax Road. Fairfax Road then connects south to the Smithville-Sanders community. This roadway is generally consistent in character to Church Lane, but does contain some limited portions which have curbs and gutters.

Other roadways and streets in the area are generally rural or suburban in character with some sidewalks, lighting and other infrastructure.

In general, the existing roadways and streets accommodate the existing traffic loads. Very limited modifications could be constructed to enhance the flow of traffic on existing roadways including center turn lanes in key locations, and consolidation of curb cuts and driveways.

UTILITIES

Portions of this key Investment area are within the CBU utility area. Enough sewer and water capacity is present in these areas to support additional development.

Areas south of Church Lane/Fairfax Road are not served by CBU sewer service. These areas will require either extension of CBU utilities or private sewer service to be developed.

C. SUMMARY OF GENERAL OBSERVATIONS

+ The site is generally flat and has potential to support additional development.
+ Clear Creek and Jackson Creek are tremendous assets and provide much of the character of the area.
+ The existing roadways provide enough traffic capacity for future development, but could be enhanced to support pedestrian and aesthetic priorities.

6.4.1 MARKET ANALYSIS

RETAIL STRATEGY

Due to the absence of retail, there is a large amount of leakage in the Clear Creek Gateway focus area across the board. However, not all of these uses are compatible with this primarily residential focus area. Typical main street uses and convenience retail are best suited at this node.

MIX OF USES

This is a primarily residential focus area, so office and retail uses will be more suitable than industrial development.

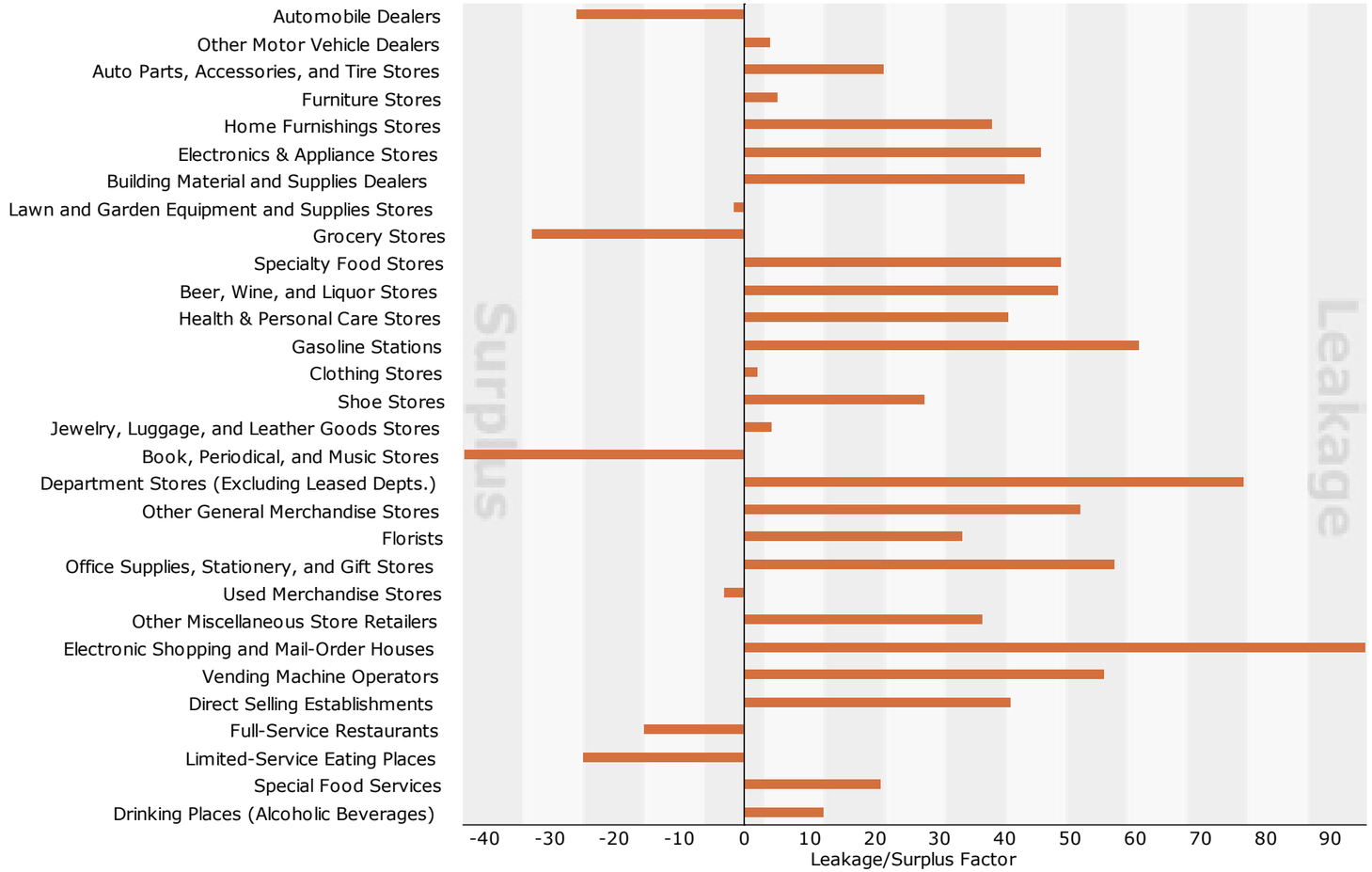


FIGURE 6.17: CLEAR CREEK GATEWAY SURPLUS AND LEAKAGE

SMALL SCALE INFILL DEVELOPMENT CASE STUDY: 50 SOUTH LIBERTY STREET; POWELL, OHIO

50 South Liberty in Powell, Ohio was developed in 2007 with the intent of balancing these goals to create a well received and successful project. Powell is a developing community in the Central Ohio region which desires to retain its rural crossroads charm and walkable convenience while attracting new residents and business to the community. This creates strain for developers who seek to provide leasable space without generating serious objections from residents.

The developer of this project utilized a simple configuration of two separate but connected buildings that are only two stories in height. These structures are generally the same height and material of the adjacent buildings and seem to enhance the character of all buildings in the corridor. The massing and public facade of the building was carefully articulated to disguise the full 40,000 SF of leasable space, making it one of the largest structures in the community. Short term convenience parking is provided by parallel spaces on the frontage street and accompany a pleasant pedestrian environment. A larger parking lot is provided behind the building, screening it from view.

Location:	Powell, Ohio
Year Built:	2007
Lot Size:	3.82 Acres
Building Size:	40,000 Square Feet
Land Use:	Mixed - Retail & Office
Project Keys:	+ Constructed to fit into the rural town character of an historic area + Has a pedestrian oriented front facade with parking located behind + Offices and retail spaces are predominantly leased by small businesses. + Surrounding community is within walking distance of the facility + Includes sidewalk dining, on-street parking, creative signage, and compatible materials

6.4.2 PROPOSED PLAN

A. PROPOSED LAND USE ZONES

ORGANIZATIONAL CONCEPTS

The existing site already contains a small mixed-use cluster at the intersection of Church Lane and Walnut Street. This cluster should be maintained and supplemented with new development that fits the character of the area.

The existing streets roughly resemble a grid. With some strategic connections of streets as future development may occur, this area will continue to grow into a pedestrian friendly and comfortable quasi-rural hamlet.

There are two major stream corridors, Jackson Creek and Clear Creek. These stream corridors have been utilized as an organizational system which creates a flow of open space to the south. Within the open spaces are woodlots, significant sloping areas, and recreational trails.

Also, two abandoned rail corridors existing in the investment area could be utilized as shared use trail locations. These corridors would eventually connect to the Clear Creek Trail and the B-line trail in Downtown Bloomington.

MIXED-USE

A retail use cluster currently exists at the intersection of South Walnut and Church Lane. Many of these buildings are vacant and are likely to be redeveloped in the future. As redevelopment of this intersection moves forward, these sites would be prime sites for eventual mixed-use redevelopment. Newly constructed mixed-use buildings in this area should be one, two, or three stories. Mix of uses should include office, retail, and residential.

OFFICE

Small office uses should be built on or near the intersection of Church Lane and Walnut Street. The office uses could be located on the first, second and third floors of a mixed-use building or could be a single-use building. Potential office uses do not need to be large in required square footage and could include insurance agents, financial advisors, realtors, counselors, designers, and other small service-oriented office users.

RETAIL

Retail could be located on the ground floor of mixed-use buildings or as single use, single story buildings. Examples of retail types include restaurants and small retail to support surrounding neighborhoods for residents.

FIGURE 6.18: CLEAR CREEK GATEWAY CONCEPT

RESIDENTIAL

New residential uses recommended in this area are composed of three different types; mixed-use, mixed-residential and conservation residential. Residential in mixed-use buildings should be located on the the upper floor(s).

Residential buildings in mixed residential areas should include single-family, two-family and multi-family structures. These structures should be on a gridded block system with fronts of buildings facing the street and garages being accessed by an alley.

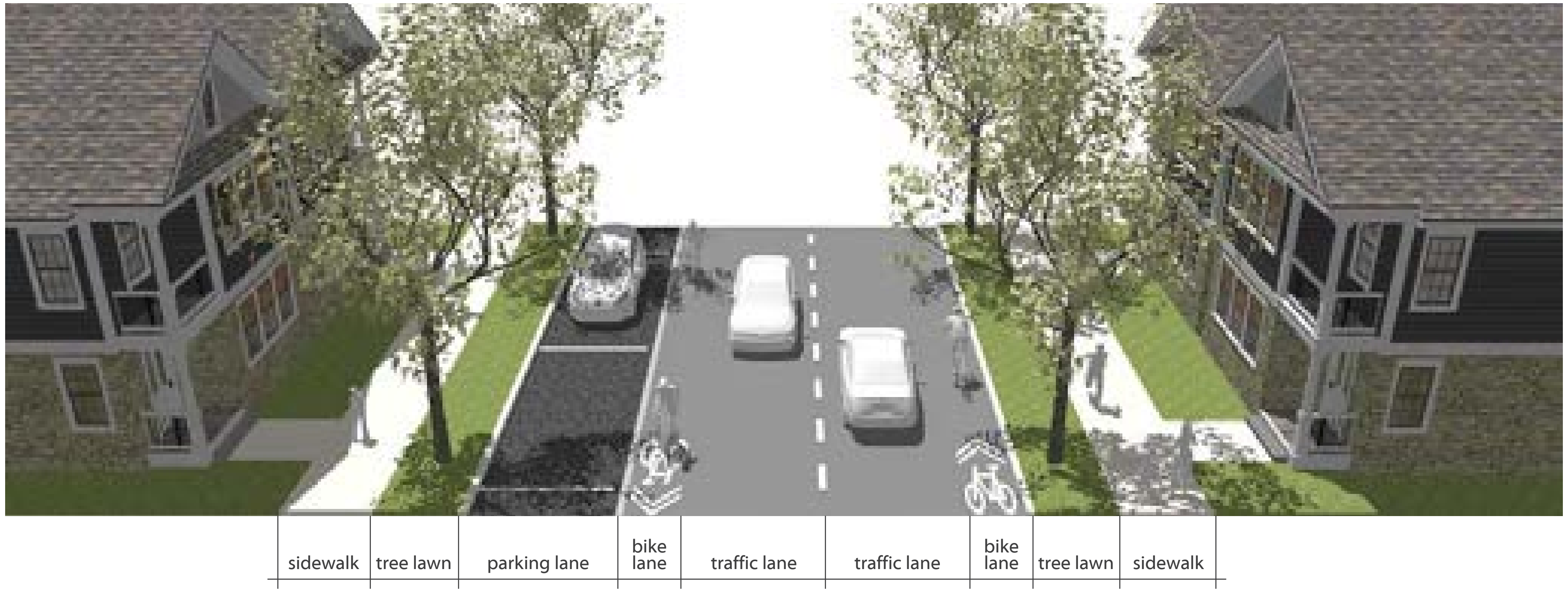
GREEN SPACE & RECREATION

A key goal is to preserve the Clear Creek and Jackson Creek stream corridors. Additional park space within any new neighborhood centers should be included as well.

PARKING

On-street parking should be provided on all surface streets. Private parking should be located behind or to the sides of structures.

FIGURE 6.19: 2 LANE RESIDENTIAL STREET SECTION



B. KEY DESIGN CONSIDERATIONS

BUILDING FORM

In order to properly frame public spaces and streets, buildings should be between 1 and 3 stories in height. This is a building height that is not overwhelming or intimidating, is appropriate for the surrounding development context, and will create comfortable spaces. Taller vertical elements such as church steeples or clock towers could be included in the design of prominent buildings to punctuate key nodes.

ARCHITECTURE

This portion of the study area includes many historic buildings that should be protected as they create a strong sense of place. The architectural style of new buildings should most importantly be compatible with the historic structures. New buildings should not be designed to look identical to these buildings, but should delicately contrast with these buildings to accentuate them. Regardless of architecture style, the facade, scale, and massing of buildings should vary from one building to another.

The Urbanizing Area's rich deposit of high quality limestone is a tremendous component of the sense of place. New buildings should heavily rely on Limestone as a primary building material. Brick, glass, and metal can be utilized to accent this limestone.

Different types of buildings should have different design features. Retail buildings or mixed-use buildings with retail on the ground floor should have large windows at the ground level and bright, welcoming doors. The floor-to-floor height of retail spaces should be at least 14 feet. Awnings, banners and unique private signage should be incorporated into the facades.

Office buildings should have large windows and welcoming, prominent entrances. At least one entrance should access the primary street on which the building is located. Building floor-to-floor heights should be at least 12-14 feet for office uses.

Residential buildings will vary by the type of unit. In general, all residential buildings should have prominent windows and front entrances. Parking facilities like parking lots or garages should be located behind the building. Also, a front porch, seating terrace, or Juliet balcony can help add character to the street and enliven the public realm.

PUBLIC SPACE

The primary streets should be accentuated with high quality architecture and the streets should be improved with sidewalks, bike paths, street trees, lighting, and site furnishings.

CREATE EXCITING STREET LIGHTING AND GRAPHICS

Regent Street; London, England, UK
Image:http://3.bp.blogspot.com/_70nNJiXcdHw/TPfqDCBZSeI/AAAAAAAAB0E/EWLYOSUj39I/s1600/Christmas_Lights.jpg

This corridor is one of the prime gateways into the Bloomington Area from the south. Given its narrow street width and quaint charm, this area has potential to be very inviting. Great signage and lighting are highly effective and relatively low cost to create strong aesthetic impact and sense of place.

Regent street in London and El Cajon Boulevard in San Diego are two great examples which utilize these elements to great effect. These have very strong identities and help to generate development interest and viability of retail, office and residential uses.

El Cajon Boulevard; San Diego, California
Image: http://t0.gstatic.com/images?q=tbn:ANd9GcQ_NBOtViEzzp4tYj6hEZ3RN6O8X12iRJKSEWfxz9ScQIkocus&t=1

FIGURE 6.20: CLEAR CREEK GATEWAY DEVELOPMENT PLAN

Note:
The Key Investment Area Plans are intended to be site-scale graphic representations of the concepts and policy recommendations outlined in this document.

The Plans are schematic in nature; the actual mix of land uses, locations, configurations, and types of buildings, parking areas, streets, parks and other elements will be determined by a potential private developer or public entity which chooses to develop or otherwise modify privately or publicly owned land. Any such planning or construction project is subject to the public review process for individual private development proposals or public capital improvement projects. Current property owners retain all rights.

TABLE 6.6: CLEAR CREEK GATEWAY DEVELOPMENT DATA

EMPLOYMENT				
USE	BUILT SQUARE FEET		POTENTIAL JOBS	
	LOW	HIGH	LOW	HIGH
OFFICE	110,000	120,000	300	400
RETAIL	70,000	80,000	100	200
TOTAL	**180,000**	**200,000**	**400**	**600**

RESIDENTIAL				
TYPE	NUMBER OF UNITS		NO. OF RESIDENTS	
	LOW	HIGH	LOW	HIGH
APARTMENTS	100	200	200	400
TOWNHOMES	30	40	60	80
DUPLEXES	200	300	420	630
SINGLE FAMILY HOMES	300	400	600	800
TOTAL	**630**	**940**	**1,280**	**1,910**

PARKING				
ESTIMATED QUANTITY (SPACES)	TOTAL DEMAND	SHARED DEMAND	PARKING PROVIDED	**PARKING BALANCE**
LOW	2,200	1,600	2,200	**300**
HIGH	2,300	1,700	2,300	**400**

ESTIMATED DENSITY			
DENSITY TYPE	ACRES	RESIDENTIAL DENSITY (UNITS/ACRE)	EMPLOYMENT DENSITY (JOBS/ACRE)
GROSS	236	2.7	1.7
NET	186	5.1	2.2

TABLE 6.7: CLEAR CREEK GATEWAY IMPLEMENTATION STEPS

STRATEGY		ACTION	TYPE	LEAD
1	COMPLETE A CLEAR CREEK GATEWAY URBAN DESIGN / COMPLETE STREETS STUDY	+ Generate a cohesive strategy for the streets within the Clear Creek Gateway	Public Policy Guidelines	Monroe County & City of Bloomington
2	CREATE & ADOPT CLEAR CREEK GATEWAY URBAN DESIGN GUIDELINES	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements of the Clear Creek Gateway	Public Policy Guidelines	Monroe County & City of Bloomington
3	CLEAR CREEK GATEWAY OPEN SPACE DESIGN & CONSTRUCTION	+ Generate funding, complete design and construct improvements	Private Development	Property Owner/ Developer

6.5 LAND USE ESTIMATES

A. METHODOLOGY

The Planning Team divided each Key Investment Area into development 'blocks' which were generally formed by street rights-of-way or property lines. Once the blocks were established, streets, alleys, building footprints, open spaces and parking areas were added to each block in a realistic manner which is consistent with the principles described in the Land Use Plan.

After the blocks were conceptually designed, office and retail square feet, residential units, parking spaces, and other components were quantified for each block. These individual blocks were totalled to create a total potential development yield for each land use of the Key Investment Area.

The total yield of each individual land use was a relatively exact figure. Given that this is not a true development plan and is based on a number of assumptions, it is necessary to consider these totals as rough estimates and not exact figures. Therefore, the exact totals were converted to a range.

B. CONSERVATIVE VS. AGGRESSIVE

Based on the rough estimates created in the development yield estimate, the Planning Team created a range of numbers from 'conservative' to 'aggressive'. Conservative figures are a downward estimate of the development yield, often by a significant amount. This conservative figure allows for development factors such as undevelopable land, a downward change in appropriate density, and modest changes in land use composition.

Aggressive figures represent an upward estimate of the development yield, generally by a modest amount. Aggressive yields could occur through a higher potential development density than that assumed by the planning team, greater demand for a certain land use and therefore increased development, and/or a smaller setbacks and parking requirements.

C. JOB ESTIMATES

Job estimates are based on a reasonable number of employees that will be accommodated by a building of a certain size. The assumptions utilized for estimating this are generally consistent with current zoning and are based on recent development experience of the Planning Team.

The assumed employees to floor area ratios are as follows:

+ Office: 3.33 employees / 1000 square feet of gross floor area
+ Retail: 1.50 employees / 1000 square feet of gross floor area
+ Light-Industrial: 0.50 Employees / 1000 square feet of gross floor area
+ Institutional: 1.00 Employees / 1000 square feet of gross floor area

D. RESIDENTIAL UNIT ESTIMATES

Residential unit estimates are based on a number of factors. In general, the Planning Team has worked to create a balance of housing units in the Key Investment Areas that is consistent with the strategies outline in the market analysis discussion.

The number of residential units were calculated with the following assumptions:

+ Apartments: 1 Unit / 1000 square feet of gross floor area
+ Townhomes: 1 Unit / 18 linear feet of building length
+ Duplex: 2 Units / Structure
+ Single-Family: 1 Unit / Structure

E. PARKING ESTIMATES

BASELINE PARKING ESTIMATE

In order to create a balance between built floor area and potential parking demand, the Planning Team has included surface parking lots or small parking structures to accommodate the needs of the workers, consumers, and residents.

+ Office: 1.0 space / 300 square feet (1 per employee)
+ Retail: 1.0 space / 300 square feet (1 per employee + patrons)
+ Light Industrial: 1.0 space / 2000 square feet (1 per employee)
+ Institutional: 1.0 space / 1000 square feet (1 per employee)
+ Apartments: 1.5 space / 1000 square feet (1.5 spaces/unit)
+ Townhomes: 2.0 spaces / 18 linear feet (2.0 spaces/unit)
+ Duplex: 2.0 spaces / unit
+ Single-Family: 2.0 spaces / unit

SHARED PARKING STRATEGY

The parking demand estimates shown above assume that each development type would be constructed on a single site that is divorced from any surrounding uses. A restaurant, for example, would need to provide all of its demanded parking on its own parcel, regardless of the surrounding context.

Two strategies of the Key Investment Area Plans include 1) the use of "complete streets" as a building block and 2) a mix of land uses both horizontally and vertically throughout each Key Investment Area.

Complete streets in urban settings typically include on-street parking as both a convenience for motorists and a traffic buffer for pedestrians. On-street parking typically has two added benefits; 1) it aids retailers in much needed short term parking directly outside the front door, and 2) it generates revenue through meters which can be reinvested to fund additional infrastructure or maintenance.

The mixed-use approach helps to create proximities between uses that support walkability or other alternative transportation methods. For example, residential housing will be provided close to offices, restaurants, and retail shops. Therefore, a person living in the residential units has the ability to walk to those adjacent uses. This potentially reduces a significant number of demanded parking spaces which each use would be required to supply.

Additionally, a person who may shop in the area would be able to park once and walk to various restaurants, shops, and other elements. This also reduces demand for parking compared to a traditional shopping center in which uses are spread out and all potential patrons must drive to and park at each vendor or restaurant.

The Planning Team has incorporated a shared parking deduction for each individual land use's demand. Based on precedent, a 25% reduction has been applied to the total parking demand for the entire Key Investment Area. The parking provided has been generally balanced to this number.

F. OUTCOMES

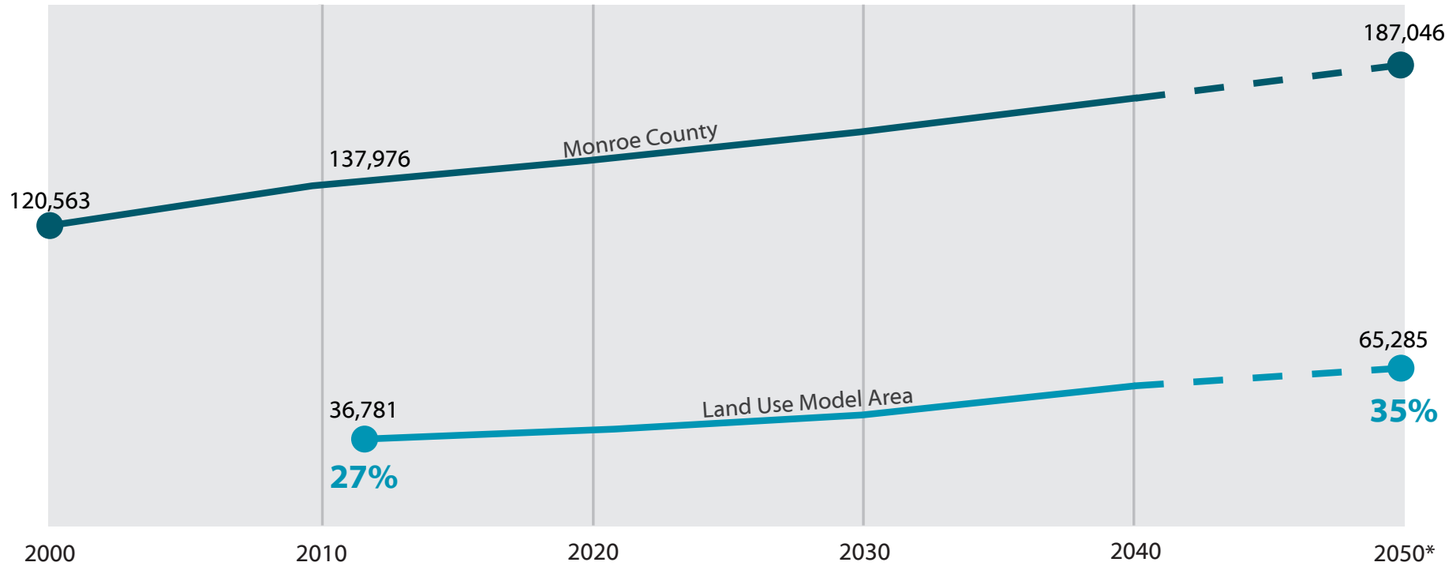
Based on housing and employment projections, the key investment areas are able to accommodate the vast majority of the employment growth and approximately one-third of the residential growth forecasted to occur in the land use modeling area over the next 35 years.

This reinforces the key goals of the plan by demonstrating that if efforts are focused on these areas, a significant amount of the Urbanizing Area growth could be accommodated in an efficient and desirable manner. This also helps to preserve and protect the undeveloped or agricultural open spaces of the Urbanizing Area.

TABLE 6.8: KEY INVESTMENT AREAS DEVELOPMENT DATA

	NORTH PARK	THIRD STREET CORRIDOR	SOUTH-WEST NODE	CLEAR CREEK GATEWAY	TOTALS	ESTIMATED TOTAL GROWTH
JOBS (CONSERVATIVE)	1,800	2,500	1,900	400	6,600	9,000 - 10,000 NEW JOBS
JOBS (AGGRESSIVE)	2,000	3,800	2,200	600	8,600	
RESIDENTIAL UNITS (CONSERVATIVE)	1,110	1,000	1,670	630	4,410	15,000 - 16,000 NEW RESIDENTIAL UNITS
RESIDENTIAL UNITS (AGGRESSIVE)	1,230	1,140	1,800	940	5,110	

FIGURE 6.21: POPULATION, MONROE COUNTY AND URBANIZING AREA, 2000-2040



*2050 is an extrapolation from 2040

Source: Greenstreet Ltd, ESRI, U.S. Census Bureau, The Corradino Group

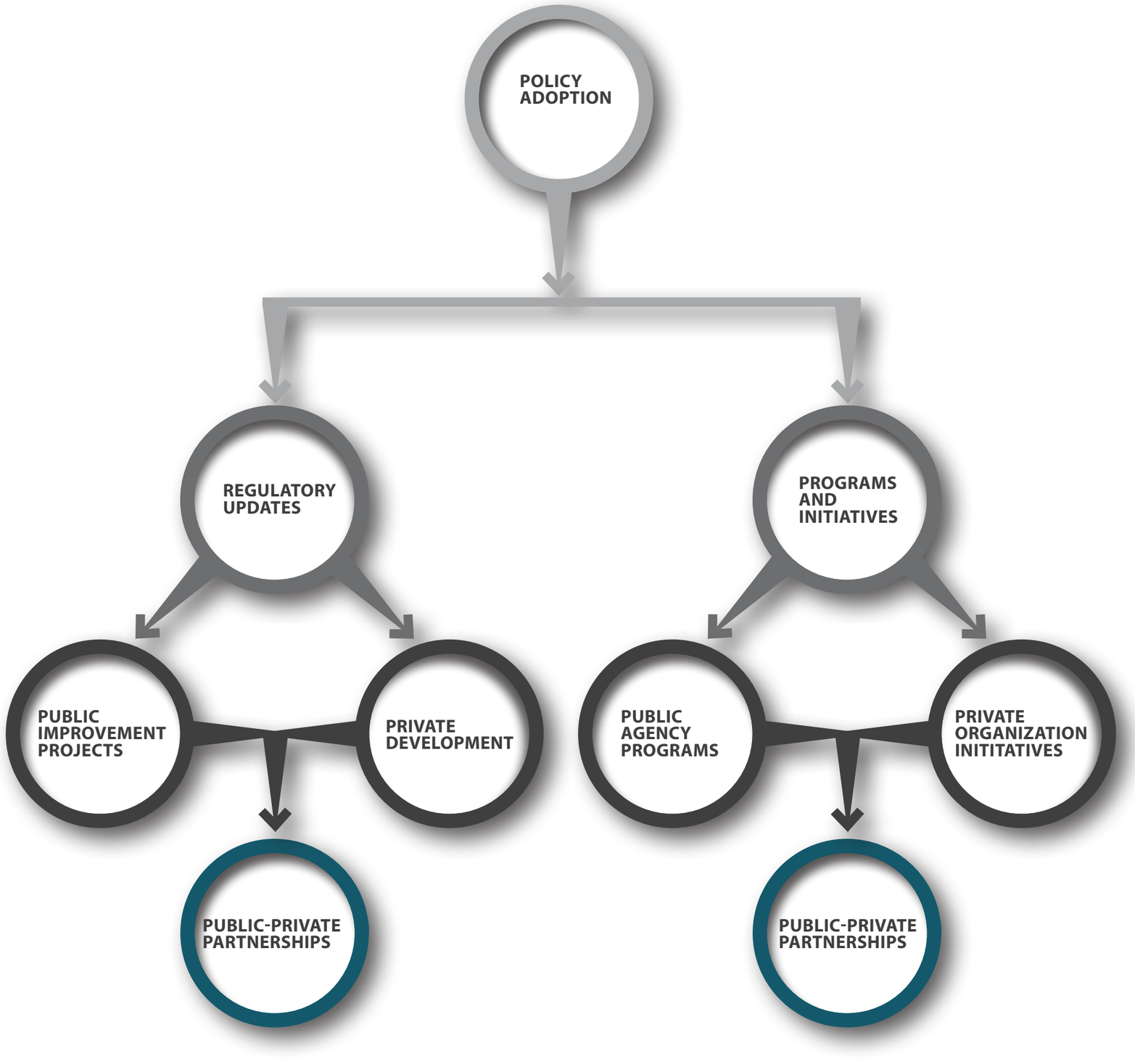
7 IMPLEMENTATION STRATEGY

7.0 ACHIEVING THE VISION

THE URBANIZING AREA PLAN IS A LONG RANGE VISION FOR THE COMMUNITY. THE PLAN IS ALSO INTENDED TO SERVE AS A GUIDE FOR HOW THE COMMUNITY CAN TURN VISION INTO REALITY THROUGH SPECIFIC ACTIONS.

Chapters 4, 5, and 6 outline a number of implementation strategies related to land use and development goals. Some of these are intentionally general, and relevant to the entire Planning Area. Others apply to specific geographic locations described in the Key Investment Area Plans. This chapter organizes all of these recommendations into a comprehensive framework for implementation. The following section provides an assessment of the County's current regulatory framework with recommendations to modify zoning and subdivision requirements that may conflict with the land use development design recommendations of the Plan. The final section of this chapter provides a detailed Implementation Matrix that outlines recommended strategies and projects, their relative time frame for implementation, lead sponsor and priority within the overall implementation framework.

The implementation strategy begins with adoption of the Plan as the official policy document to guide public and private decision-making in the Urbanizing Area. Following adoption, one of the first actions the County should undertake is an update of zoning, subdivision and other relevant development regulations to ensure consistency with the Plan's recommendations. This may occur as a comprehensive update, or as a series of updates focused on specific priorities. Regulatory updates will set the stage for private development as well as catalytic capital improvement projects. The County and other entities, both public and private, should also begin developing the programs and initiatives described in the Plan to further advance the community's goals and objectives for the Urbanizing Area.



7.1 REGULATORY REVIEW

7.1.0 ZONING ORDINANCE

The Monroe County Zoning Ordinance is considerably forward-thinking and innovative in a number of ways, particularly for a primarily rural and suburban place. However, there are also a number of requirements and processes that should be revised to best implement the goals and recommendations of the Urbanizing Area Plan.

A. ZONING DISTRICTS

The planning area is currently governed by 34 distinct zoning classifications, many of which overlap in terms of intent, requirements, and permitted uses. This is largely the result of the interjurisdictional history of planning and zoning jurisdiction over much of the Urbanizing Area. Much of the area is governed by former City of Bloomington jurisdictional areas, including 16 zoning districts that formerly applied to the Bloomington "two-mile fringe" and the Areas Intended For Annexation (AIFA). In some cases, the regulations reference inapplicable requirements such as building height adjacent to the courthouse square. Similar zoning districts should be consolidated into a simpler set of classifications.

B. PERMITTED AND CONDITIONAL USES

The current Zoning Code, like many conventional zoning codes, specifies a long list of permitted uses. While the Urbanizing Area Plan recommends a range of general land use types, some more commercial and some more residential in character, the general approach to zoning should de-emphasize segregation of uses and concern with regulating very specific sub-categories of uses. For example, in walkable, mixed-use areas, the difference between a bookstore and a confectionery is not important; both are retail establishments. While some specification of uses will be necessary to address specific community issues and use-specific development standards, the zoning code should generalize uses as much as possible. The emphasis should be on the physical form of buildings and development sites, rather than land uses.

C. NONCONFORMING USES AND STRUCTURES

The creation of nonconformities is always a sensitive issue for property owners when local government considers amendments to the Zoning Ordinance. The County's current requirements are fairly standard with regard to regulation of nonconformities. It may be appropriate to consider zoning strategies that provide more flexibility to property owners to make continued investments in existing developments until such time as they are prepared for complete redevelopment in conformance with new requirements. This is of particular importance for existing commercial uses that contribute to the County's economy, and of less importance for residential uses that do not contribute to the community's vision and desired character. One example of a flexible zoning approach to nonconformities is the Existing Use and Existing Structures provisions for the City of Dublin, Ohio's Bridge Street District Development Requirements, which specifies that uses and structures existing prior to creation of the new form-based zoning requirements continue to be considered conforming by the Code.

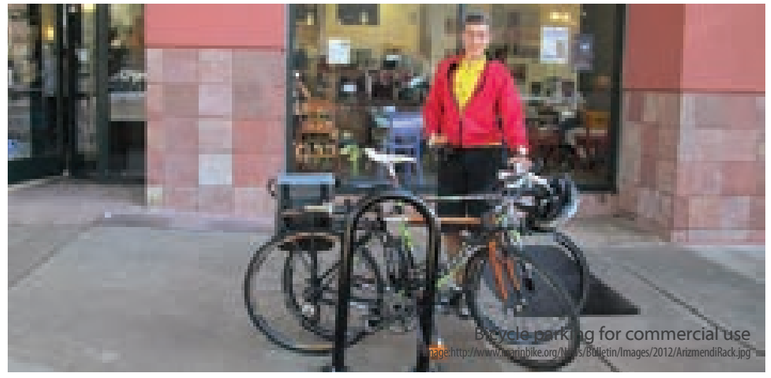
D. HEIGHT, BULK, AREA, AND DENSITY STANDARDS

Many of the physical requirements for lots and buildings reinforce conventional suburban development patterns that are not recommended by this Plan. Minimum front yard setbacks for buildings and parking generally allow parking to be located in front of the building. To achieve pedestrian-oriented development forms, buildings should also have a maximum setback requirement that will result in a desired "building envelope" that frames the street. Requirements that establish setbacks based on functional roadway classifications should be examined for appropriateness with planned development context. Also, the requirement that establishes setbacks for infill development based on the existing setbacks for adjacent buildings may conflict with the goals of transforming existing suburban development areas to more pedestrian-oriented site designs. All height, bulk, area and density standards should be calibrated to promote development forms, and relationships between buildings, streets and open spaces, as recommended for the land use types and focus areas described in this plan.

E. PARKING AND LOADING

Many of the general parking requirements are appropriate for the Urbanizing Area, including provisions for shared parking, off-site commercial parking, and compact parking space dimensions. However, shared parking requirements should be based on typical combined peak demands, rather than the greatest peak observed. Requirements for acceleration and deceleration lanes to access parking areas from arterial roadways should be considered within the overall development context of the area and the impact additional lanes will have on other transportation modes and street character, rather than as a base requirement.

Provisions for pervious pavement should be provided and encouraged.



Bicycle parking for commercial use

Provisions should also be provided to allow the use of on-street parking spaces to count toward minimum parking requirements. In most circumstances, parking should not be permitted between a principal structure and public street.

Bicycle parking should be required for most uses. Loading berth requirements for small commercial buildings (less than 25,000 square feet) should be reduced or eliminated depending on use and need. As with the list of permitted uses, very detailed parking requirements for very specific sub-categories of uses should be generalized as much as possible. Listed uses for parking requirements should correspond to the list of uses permitted within the zoning districts, unless a particular use legitimately requires a different amount of parking.

The County should review the City of Bloomington parking requirements and adopt coordinated standards where applicable. Among best practices for parking regulations, the County should consider instituting lower minimum space requirements for certain uses, as well as maximum space limits to prevent the creation of unnecessarily large surface parking lots. This approach should include flexibility to account for legitimate and unanticipated needs for certain developments. Use of deferred parking areas (i.e. areas set aside for potential parking expansion following demonstration of need) is another option to be considered.

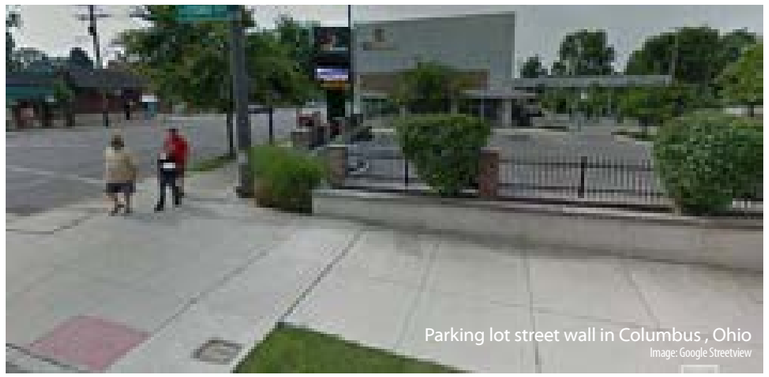
F. SIGNS

In mixed-use commercial areas with a strong relationship between storefronts and the public sidewalk and the potential for zero setback building locations, building-mounted projecting signs should be permitted to encroach into the public right-of-way, provided that minimum vertical clearance is provided above the sidewalk. Pole-mounted signs should be prohibited. For multi-story buildings, building mounted signs should be permitted along the top

story, but not above the eaveline, with limitations on size and number. For business and industrial parks, coordinated entry signs and/or multi-business wayfinding signs should be permitted, with limitations on size, number and design.

G. LANDSCAPING AND TREE PRESERVATION

In addition to the street frontage landscape options for parking lots currently provided in the Code, walkable mixed use areas should include options and/or requirements for low (22 to 36-inch high) masonry or wrought-iron "street walls" to provide an architectural edge along the public sidewalk.



Parking lot street wall in Columbus , Ohio
Image: Google Streetview

H. PLANNED UNIT DEVELOPMENTS

The Urbanizing Area currently includes a number of Planned Unit Development (PUD) zoning districts. While there are beneficial aspects to development review under the PUD process, this zoning tool is typically employed as a means to achieve more desirable development than is either permitted or required under standard zoning districts and procedures. A well-crafted zoning code should establish the base requirements and expectations for development that will successfully implement the community's vision for the Urbanizing Area as outlined in this Plan. Development requirements should be clear and predictable, while also providing sufficient flexibility to accommodate unique conditions or unforeseen opportunities. The incorporation of form-based zoning requirements will support this objective and will minimize the need for lengthy, negotiated and unpredictable review processes. Development proposals that meet the requirements of the Code and are consistent with the community's expectations for development quality should be subject to expedited and largely administrative review procedures, with a higher level of scrutiny for proposals that deviate from the Code.

I. CLUSTER SUBDIVISION DESIGN

The Zoning Code currently includes requirements for cluster subdivision design as an optional development approach to conventional subdivision design; however, these provisions are being considered for removal due to lack of use by the development community and difficulties in administering the requirements with successful results. Still, the intended objectives of conservation development regulations are appropriate as a means to encourage efficient development, maximize open space preservation and preserve the economic viability of property. This approach is consistent with the intent of the Conservation Residential land use type described in the plan. However, for this aspect of the plan to be successfully implemented, conservation design should be the standard requirement rather than an option to be used at the discretion of the developer. Density bonuses currently provided in the Code should be reconsidered to achieve a higher proportion of open space preservation beyond the base requirement of 50%, while also ensuring that development is appropriately located to avoid negative impacts on preserved areas. The 10% maximum for required publicly accessible open space areas should also be reconsidered; while it may be appropriate for some open space areas to remain privately owned and maintained, public open space should be maximized whenever possible. Due to the potential elimination of the existing cluster subdivision design provisions, the County should review model ordinances to develop appropriate regulations. Available resources include:

+ Growing Greener: Conservation By Design Model Ordinance Version 2.0, by the Pennsylvania Department of Conservation and Natural Resources
+ Model Community Conservation Subdivision District, funded by the Minnesota Pollution Control Agency

J. RURAL COMMUNITY ZONING OVERLAY

The Rural Community Zoning Overlay provides an appropriate model for application to the Urbanizing Area. In particular, the intent statements outlined in Section 835-4 are generally consistent with the intent of this Plan. The use of character zones and development sectors is also appropriate, but development standards should be calibrated to correspond with the land use types and other development guidelines of the Urbanizing Area Plan. Use of administrative incentives to encourage development consistent with the Plan is also appropriate. Careful consideration should be given regarding whether new regulations should be an optional overlay at the discretion of the developer, or adopted as new "standard" requirements. While the RCZO standards are generally form-based, Urbanizing Area zoning requirements should incorporate additional elements of form-based zoning, such as building typologies and open space typologies appropriate for different districts.

K. ILLUSTRATIVE GRAPHICS AND TABLES

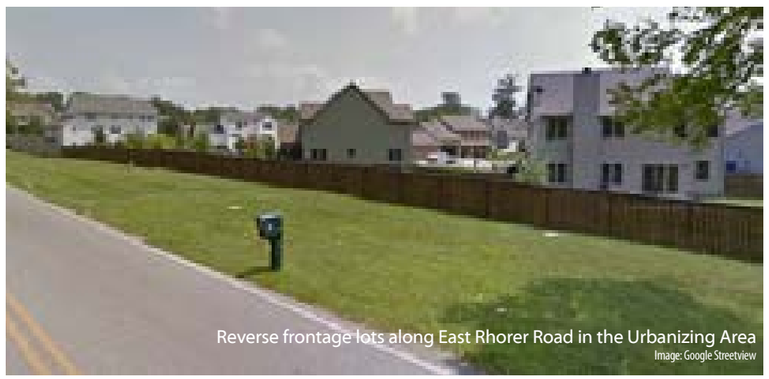
The zoning code incorporates tables and graphics to help organize and efficiently communicate requirements. This is a best practice approach that should continue with future amendments. Graphics are currently very basic and could be improved for visual clarity.

7.1.1 SUBDIVISION CONTROL ORDINANCE

Like the Zoning Code, the Monroe County Subdivision Ordinance includes a number of appropriate requirements, but some updates will be necessary to successfully implement the Urbanizing Area Plan. The County should consider creation of a Unified Development Ordinance (UDO) to streamline regulations and ensure zoning and subdivision requirements are appropriately coordinated. The County should also consider synchronization with the City of Bloomington UDO standards where applicable.

A. REVERSE FRONTAGE LOTS

The Subdivision Ordinance discourages the creation of "reverse frontage lots" where the rear yard of a lot abuts a street right-of-way. However, the provisions include an exception that permits reverse frontage conditions "where necessary to provide for the separation of residential development from the traffic on arterial and collector streets . . ." with a landscape buffer along the street. The specific purpose is to prevent driveway access on high volume streets that would interfere with traffic flow. This is a suburban development pattern that should not be permitted for new development in the Urbanizing Area. In general, the desire to limit vehicular curb cuts on major streets is appropriate, however, the emphasis on maintaining traffic flow should be secondary to a higher priority of creating a safe,



Reverse frontage lots along East Rhorer Road in the Urbanizing Area
Image: Google Streetview

comfortable and attractive pedestrian realm. Driveway curb cuts introduce vehicle-pedestrian conflicts, disrupt the streetscape, and interfere with the architectural rhythm of buildings along high profile streets. Building types that require direct vehicular access, such as front-loaded single-family homes, are not appropriate along major streets. Flipping the lot layout so the rear of the home faces the street is equally inappropriate. Buildings should front major streets like arterials and collectors, contributing to the visual character of the public realm and providing functional pedestrian access from public sidewalks to main entrances. Vehicular access to parking areas should be from side streets or rear alleys.

B. BLOCK DIMENSIONS

The Subdivision Ordinance establishes a maximum block size in residential areas of 1,320 feet (one-quarter mile). However, along arterial and collector streets, block lengths are not permitted to be less than one-quarter mile. Highly walkable places typically have much shorter block lengths (300 to 500 feet). The current minimum block length for arterials and collectors is intended primarily as an access management tool to minimize turning movements that will disrupt traffic flow. This objective should be balanced with the placemaking goals for the Urbanizing Area, and particularly for the focus areas described in this Plan. A broad palette of access management and traffic control techniques should be explored to achieve multi-modal transportation and development character objectives.

C. ACCESS TO COLLECTOR AND ARTERIAL STREETS

As with reverse frontage lots and block dimension limitations, other vehicular access restrictions in the Subdivision Ordinance are geared toward minimizing disruptions to traffic flow, but allow this objective to be achieved with suburban-style design solutions that should be avoided in the Urbanizing Area. In addition to reverse frontage lots, such design measures include cul-de-sac street designs and access or service roads.

D. STREET CONNECTIVITY

The subdivision ordinance appropriately requires the continuation of streets between adjacent subdivisions. This policy is consistent with the recommendations of the Plan and should be strengthened to ensure the creation of an interconnected street system within the Urbanizing Area.

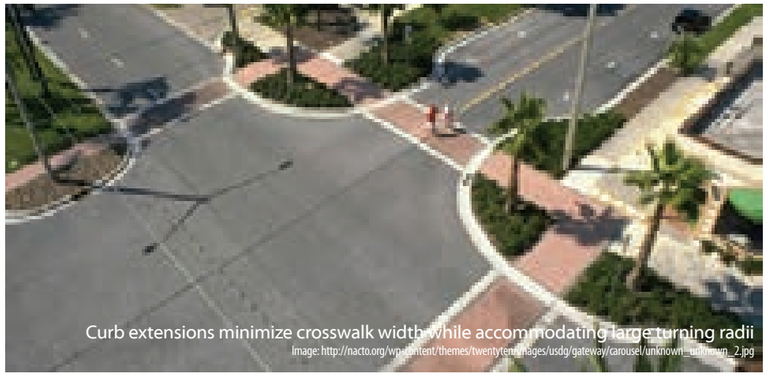
E. STREET TYPES AND DESIGN

The Subdivision Ordinance includes typical street cross sections consistent with the County Thoroughfare Plan and references design standards adopted by the Indiana Department of Highways and the American Association of State Highway and Transportation Officials. Because the function and character of public streets is so critical to placemaking, the County should undertake a comprehensive review of street types and designs for various portions of the Urbanizing Area. Updates to the Thoroughfare Plan and typical street sections should incorporate an appropriate palette of complete street designs. Valuable resources include:

+ Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (An ITE Recommended Practice), developed in partnership with the Federal Highway Administration and the Congress for the New Urbanism, and
+ The National Association of City Transportation Officials (NACTO) Urban Street Design Guide

F. CURB RADII

Various design standards, such as very large curb radii (40 feet for arterial to collector intersections) should be examined for appropriateness based on the context of the area. Large radii are necessary to accommodate heavy truck traffic, but radii should be minimized wherever possible to control vehicle speeds and improve pedestrian safety at intersections. Design solutions like intersection "bump-outs" or "curb extensions" with on-street parking help to balance both goals.



Curb extensions minimize crosswalk width while accommodating large turning radii
Image: http://nacto.org/wp-content/themes/twentytenmages/usdg/gateway/carousel/unknown-unknown_2.jpg

G. SIDEWALKS

The Subdivision Ordinance requires a grassed or landscaped strip at least two feet wide between the sidewalk and street curb, except that a wider sidewalk may extend directly from back of curb. An integrated curb and sidewalk may be appropriate in denser, mixed-use streetscapes, but the sidewalk should include tree wells or open planters while maintaining a minimum 5-foot wide clear walking zone. Where a continuous landscape strip is provided, two feet is not sufficient. Streetscape planting zones or tree lawns should be wide enough to support healthy trees (at least five feet wide), adding to the street aesthetics and promoting pedestrian comfort.

H. FRONT YARD UTILITY EASEMENTS

The Subdivision Ordinance requires 20-foot wide utility easements along front property lines unless rights-of-way are sufficient to accommodate utilities. For some of the land use types recommended by this Plan, buildings may be most appropriately located with narrower setbacks from the right-of-way. Care should be taken to ensure street sections are adequately designed to accommodate utilities.

I. NATURAL FEATURES AND AMENITIES

The Subdivision Ordinance encourages preservation of natural or historic features and existing trees. This provision should be strengthened to ensure adequate preservation. Additionally, for most of the land use types recommended by this plan, new development should be required to dedicate some amount of public open space, sized and designed as appropriate to the character and scale of the development.

7.2 IMPLEMENTATION MATRIX

THE FOLLOWING LIST OF PROJECTS AND TASKS IS A ROAD MAP FOR IMPLEMENTATION OF THE PLAN.

This section provides a detailed listing of all objectives, strategies and actions within the Plan which work toward implementation. The goal is to break down the various features into achievable tasks with incremental and measurable outcomes.

7.2.0 REFERENCE CODE

The reference code is a cataloging device which allows each implementation action to be referenced to its discussion within the plan text.

7.2.1 PROJECT TYPE

The implementation of individual objectives and strategies has been broken down into five categories: public administration, public policy, public infrastructure, public/private partnership, and private development.

Public administration projects include any changes to the staffing and/or the methods in which projects are administered within the County, City or other related public entities.

Public policy projects include any changes to zoning code, development regulations, public funding mechanisms or other elements.

Public Infrastructure projects are those in which the public sector will drive projects which improve or modify public streets, parks, or utilities.

Public/Private Partnerships include any projects or efforts in which there is roughly a half and half split of project responsibility for implementation.

Private Development includes any projects which are led by predominantly privately funded development entities.

7.2.2 LEADERSHIP

Project leadership identifies the key entity which will be responsible for implementing the individual plan element. This may be Monroe County, the City of Bloomington, a non-profit entity or a private developer.

7.2.3 TIMEFRAME

The projects outlined on the following pages will occur throughout the planning horizon of 35 years (2015-2050).

+ Near Term includes projects to be potentially completed within 10 years (by 2025).
+ Mid Term includes projects to be potentially completed within 25 years (by 2040).
+ Long Term includes projects to be potentially completed within 35 years or more (2050 and beyond).
+ Ongoing includes projects or tasks which will need be continually updated or completed throughout the planning horizon.

COMPREHENSIVE PLAN IMPLEMENTATION			LEADERSHIP			TIMEFRAME		
STRATEGY	**Type**	**ACTIONS**	**Lead**	**Public**	**Private**	**Near Term**	**Mid Term**	**Long Term**
ZONING								
CREATE A MCUAP-SPECIFIC ZONING AREA & DEVELOPMENT REVIEW PROCESS	Public Policy	+ Create a MCUAP zoning area that is distinctly different from the remainder of the County	Monroe County					
CREATE A MCUAP-SPECIFIC ZONING CODE FOR MCUAP DISTRICTS WITHIN THE AREA	Public Policy	+ Modify the current zoning code for the study area to meet the goals and strategies of the MCUAP	Monroe County					
MODIFY THE EXISTING ZONING CLASSIFICATIONS & MAP WITHIN THE MCUA TO MEET THE PLAN	Public Policy	+ Modify zoning definitions + Create new zoning districts and/or overlay districts	Monroe County					
MODIFY RELEVANT ZONING AND SUBDIVISION REGULATIONS	Public Policy	+ Create a unified development ordinance for the MCUA	Monroe County					
STAFF								
CREATE OR MODIFY EXISTING STAFF POSITION(S) TO HANDLE DEVELOPMENT CASES WITHIN THE MCUAP	Public Administration	+ Identify a specific person(s) to handle zoning cases in the MCUA + This staff position should be the lead on updating or maintaining the plan as necessary	Monroe County					
CREATE OR MODIFY EXISTING STAFF POSITION(S) TO WORK TOWARD IMPLEMENTATION OF VARIOUS PHYSICAL INFRASTRUCTURE PROJECTS	Public Administration	+ Identify a specific person(s) to lead infrastructure projects + This staff position should be the lead to coordinate between County or other public/private entities	Monroe County					

OBJECTIVES					LEADERSHIP			TIMEFRAME		
STRATEGY	Reference Code	Page	Type	ACTIONS	Lead	Public	Private	Near Term	Mid Term	Long Term
O1 DEFINE CHARACTER & SENSE OF PLACE										
CREATE MEMORABLE AND ATTRACTIVE EDGES AND GATEWAYS TO THE COMMUNITY	**4.1.0 A**	55	Public Infrastructure	+ Identify and prioritize highest profile gateways for improvements + Create conceptual designs based on context and design needs + Develop project(s) scopes and magnitudes of cost + Identify and secure funding + Advance conceptual design studies to final design, permitting & bidding + Select project contractors and proceed with construction	Monroe County & Arts Entities	■		■		
INCORPORATE ELEMENTS OF THE COMMUNITY'S LIMESTONE HERITAGE INTO GATEWAYS AND LANDSCAPE FEATURES	**4.1.0 B**	55	Public Infrastructure	+ Encourage use of limestone elements in both public and private projects + Promote increased connectivity and mode share with limestone quarries and suppliers to project leaders in the design, arts and construction communities	Monroe County & Arts Entities	■		■		
SUPPORT 'PLACEMAKING' DESIGN PRINCIPLES FOR DEVELOPMENT ALONG MAJOR COMMERCIAL CORRIDORS	**4.1.0 C**	55	Public Infrastructure / Cultural Facility	+ Continue to advance discussion about an appropriate 'sense of place' in the Urbanizing Area. + Create specific design guidelines or standards for key high visibility corridors and intersections	Public/Private Partnership	■	■	■		
IDEA: CREATE EYE-CATCHING IDENTITY FEATURES	**4.1.0 I**	55	Public Infrastructure / Cultural Facility	+ Examine key high impact sites for gateway features + Develop contextually-appropriate and bold concepts for gateways	Public/Private Partnership	■	■		■	
O2 CREATE A STRONGER STREET AND ROADWAY NETWORK										
UPDATE THE THOROUGHFARE PLAN BASED ON CURRENT PROJECTS, DEMOGRAPHIC PROJECTIONS, AND LAND USE PLAN	**4.1.1 A**	57	Transportation Infrastructure	+ Study traffic patterns and volumes + Determine need for new, expanded, or modified roadway corridors + Generate Capital Improvements Plan and funding strategy + Determine potential intersections for roundabouts, enhanced signalization or other modifications + Create public policies which require connections to existing or proposed adjacent streets in order to create walkable blocks and intuitively navigable gridded streets	Monroe County & Arts Entities	■		■		
FOCUS ON SPECIFIC AND STRATEGIC NEAR-TERM INFRASTRUCTURE IMPROVEMENTS	**4.1.1 B**	57	Transportation Infrastructure	+ Build upon previous design proposals for non-constructured roadway projects + Develop conceptual design through final design + Determine project scope(s) and magnitude(s) of cost	Monroe County	■		■	■	■
SUPPORT THE DEVELOPMENT AND EXPANSION OF THE MONROE COUNTY AIRPORT	**4.1.1 C**	57	Transportation Policies	+ Implement Traffic Study Program to study select routes for improvement based on projected development + Develop a strategy and capital improvements plan which strengthens the long-term goals of the Monroe County airport	Monroe County	■			■	
IDEA: CREATE TRANSITIONS WITH SPECIALTY PAVEMENTS	**4.1.1 I**	57	Transportation Infrastructure	+ Develop appropriate design standards and a list of intersections for potential crosswalk improvements	Monroe County	■			■	

OBJECTIVES					LEADERSHIP			TIMEFRAME		
STRATEGY	Reference Code	Page	Type	ACTIONS	Lead	Public	Private	Near Term	Mid Term	Long Term
O3 CREATE A MULTI-MODAL TRANSPORTATION SYSTEM										
ADOPT A COMPLETE STREETS POLICY AND DESIGN STANDARDS	**4.1.2 A**	59	Transportation Infrastructure	+ Develop funding strategy or agreement + Determine potential funding sources + Develop schematic design through final design + Finalize project scope(s) and magnitude(s) of cost + Prioritize projects for construction	Monroe County			■		
SUPPORT TRANSIT USE THROUGH ROUTE EXPANSION, POLICY MODIFICATION, AND FACILITIES INVESTMENTS	**4.1.2 B**	59	Transportation Policies	+ Develop policy and funding strategies to expand transit service + Study and prioritize potential service corridors + Design and construct transit support infrastructure	Public/Private Partnership		■	■	■	■
ADOPT LAND USE POLICIES AND REGULATIONS THAT ENCOURAGE WALKING AND BICYCLING	**4.1.2 C**	59	Transportation Policies	+ Mandate that all new streets have pedestrian facilities with integrated or integral bicycle facilities + Encourage more compact development practices with connected streets, integrated parks and 'third places'. + Implement Pedestrian Traffic Study Program to determine the most viable projects for implementation to improve the county trails, sidewalks, and mutli-use facilities and connect to existing City of Bloomington facilities.	Public/Private Partnership		■	■	■	
IDEA: CREATE UNIQUE TRANSIT SHELTERS	**4.1.2 I**	59	Arts Program	+ Develop a program for unique transit shelter design & placement	Government & Arts Groups		■	■	■	
O4 MAKE STRATEGIC INFRASTRUCTURE INVESTMENTS										
COORDINATE UTILITIES EXPANSION AND MAINTENANCE WITH SURROUNDING JURISDICTIONS	**4.1.3 A**	61	Utility Infrastructure	+ Coordinate utilities for service efficiency, economic development, and environmental purposes. + Explore creating a Memorandum of Understanding or Interlocal Agreement for guaranteeing services in key investment areas + Create strategies for utility development in potential employment areas + Implement a Utility Study Program to research the conditions of existing services and implement a plan for repair and replacement of deficient utility infrastructure.	Monroe County		■			
SUPPORT THE USE OF WATER CONSERVATION AND GROUNDWATER RECHARGE METHODS	**4.1.3 B**	61	Utility Infrastructure	+ Encourage the use of potable water reuse or conservation best practices in private and employment-related developments	Monroe County		■	■	■	■
INVEST IN STATE-OF-THE-ART COMMUNICATIONS SUCH AS FIBER-OPTIC NETWORKS	**4.1.3 C**	61	Utility / Private Development	+ Coordinate with service providers to develop high capacity communications in key employment areas	Public/Private Partnership		■	■	■	■
IDEA: CREATE A GREYWATER DEMONSTRATION GARDEN	**4.1.3 I**	61	Utility Infrastructure	+ Design and construct best management practice potable water reuse demonstration facilities in publicly owned parks or other facilities	Utility Providers		■	■	■	■

OBJECTIVES					LEADERSHIP			TIMEFRAME		
STRATEGY	Reference Code	Page	Type	ACTIONS	Lead	Public	Private	Near Term	Mid Term	Long Term
O5 CREATE AN INTEGRATED PARKS & RECREATION SYSTEM										
CONNECT MONROE COUNTY AND CITY OF BLOOMINGTON PARKS WITH A REGIONAL TRAIL SYSTEM	**4.1.4 A**	63	Public Parks Infrastructure	+ Expand on diagrammatic concepts outlined in this plan to develop a working implementation master plan for trails + Develop alternative funding mechanisms to expedite trail system development	Monroe County	■		■	■	
SUPPORT THE CREATION OF NEW NEIGHBORHOOD AND COMMUNITY PARKS	**4.1.4 B**	63	Public Parks Infrastructure	+ Select sites and determine project partners for development of community scale parks + Generate community park programming and design + Develop zoning/land development policies which encourages construction of neighborhood scale parks within new developments	Monroe County/ Private Developers	■	■	■	■	
INVEST IN CONNECTIVITY AND INFRASTRUCTURE IMPROVEMENTS FOR BICYCLE AND PEDESTRIAN ACCESS ACROSS I-69	**4.1.4 C**	63	Public Parks Infrastructure	+ Utilize trail master plan to determine crossing point of most need + Determine feasibility and project scope + Determine funding sources and strategies	Monroe County/ INDOT	■		■	■	■
IDEA: INCORPORATE PUBLIC ART INTO THE TRAIL SYSTEM	**4.1.4 I**	63	Arts Program	+ Determine potential sites or public art opportunities + Select potential artists through a call for proposals process + Determine funding sources and strategies	Public/Private Partnership	■	■	■	■	■
O6 PROMOTE GREEN INFRASTRUCTURE										
CONSERVE AND PROTECT OPEN SPACE NETWORKS AND NATURAL SYSTEMS	**4.1.5 A**	65	Public Policy	+ Examine current design and development standards for stormwater management, open space networks, sensitive ecological areas, and wildlife corridors and habitats. + Update regulatory policies to facilitate the development of a high performance and interconnected green infrastructure system. + Potentially combine this with Recreation and Parks update	Monroe County	■		■	■	
INTEGRATE SUSTAINABLE DESIGN PRACTICES INTO ROADWAYS TO CREATE "GREEN STREETS"	**4.1.5 B**	65	Public Parks Infrastructure	+ Generate policy "pattern book" for integration of stormwater best management practices into different street types + Select potential demonstration projects	Monroe County	■		■	■	
ENCOURAGE LOW IMPACT DEVELOPMENT TECHNIQUES SUCH AS BIOFILTRATION, PERVIOUS PAVEMENTS, AND GREEN ROOFS	**4.1.5 C**	65	Public Policy	+ Examine site development policies and add specific revisions which make encourage the use of stormwater BMP's	Monroe County	■		■	■	■
IDEA: CREATE A STORMWATER DEMONSTRATION PARK	**4.1.5 I**	65	Public Parks Infrastructure	+ Select sites and determine project partners for a potential BMP demonstration park + Consider project high visibility sites and proceed with design and construction	Monroe County	■		■	■	■

OBJECTIVES					LEADERSHIP			TIMEFRAME		
STRATEGY	Reference Code	Page	Type	ACTIONS	Lead	Public	Private	Near Term	Mid Term	Long Term
07 ENCOURAGE AGRICULTURAL PRODUCTION										
ADOPT POLICIES TO PRESERVE EXISTING AGRICULTURAL LAND	**4.1.6 A**	67	Public Policy	+ Work with local farm owners to understand pressures related to development and economics + Develop agriculture preservation strategy document and vet through a public process + Provide the necessary policy support and modifications to support agricultural preservation	Public/ Private Partnership					
SUPPORT THE CREATION OF COMMUNITY GARDENS	**4.1.6 B**	67	Public Policy	+ Meet with neighborhood groups to determine need and potential use for public gardens + Develop strategy and conceptual plan for incorporation of community gardens into existing and proposed neighborhoods + Create a Community Garden committee to progress the development of fully integrated	Public/ Private Partnership					
SUPPORT SMALL-SCALE AND ALTERNATIVE AGRICULTURE AS PART OF THE LOCAL ECONOMY	**4.1.6 C**	67	Community Agriculture Program	+ Consider creation of food processing facilities or other entities which support local agriculture and job creation + Develop strategies for small business incubation and support to expand growth of the local food economy	Public/ Private Partnership					
IDEA: CREATE AGRICULTURAL SPACE FOR ALL RESIDENTS	**4.1.6 I**	67	Community Agriculture	+ Develop and implement a policy modifications which support public and private gardens of various scales	Public Policy					
08 INCREASE HISTORIC & CULTURAL PRESERVATION										
REUSE ABANDONED QUARRIES AS COMMUNITY ASSETS FOR RECREATION AND ECONOMIC DEVELOPMENT	**4.1.7 A**	69	Public Policy	+ Study physical site features for relevance and cultural significance + Meet with quarry land owners and operators to understand opportunities and constraints + Generate potential preservation strategies + Develop funding strategy and sources	Public/ Private Partnership					
INCORPORATE HISTORIC STRUCTURES AS PART OF INFILL AND REDEVELOPMENT PLANS	**4.1.7 B**	69	Public Amenity	+ Create potential funding or incentive strategies for preserving buildings or landscapes + Determine specific targets for preservation of historic buildings or landscapes and assist property owners in protection efforts + Consider density bonuses, tax credits and other existing or potential mechanisms to assist in historic preservation goals	Public/ Private Partnership					
IDEA: CREATE PUBLIC USE SPACES IN EXISTING QUARRIES	**4.1.7 I**	69		+ Work with quarry owners to determine potential reuse of quarries as public facility such as a park, garden, entertainment venue, swimming/diving/ boating venue. etc. + Develop project scope, design and funding sources	Public/ Private Partnership					

OBJECTIVES					LEADERSHIP			TIMEFRAME		
STRATEGY	Reference Code	Page	Type	ACTIONS	Lead	Public	Private	Near Term	Mid Term	Long Term
O9 SUPPORT & INCENTIVIZE ECONOMIC DEVELOPMENT										
TARGET BUSINESS DEVELOPMENT THROUGH THE CREATION OF SPECIAL ZONES	**4.1.8 A**	71	Public Policy	+ Meet with businesses and entrepreneurs to determine need and potential use of business incentive zones + Develop strategy and conceptual plan for incorporation of incentive zones into existing and proposed neighborhoods and commercial centers + Develop a strategy and implement Community Revitalization Enhancement Districts within the Urbanizing Area	Monroe County/BEDC					
CONTINUE TO USE TAX INCREMENT FINANCING TO COUPLE ECONOMIC DEVELOPMENT WITH INFRASTRUCTURE DEVELOPMENT	**4.1.8 B**	71	Public Policy	+ Focus manufacturing and warehouse uses in the Curry Pike/Vernal Pike area. + Create an additional manufacturing/warehousing area east of SR-37 near the planned I-69 interchange + Focus mixed uses and creative office development along the Third Street Corridor, creating synergies with the Ivy Tech campus and surrounding employment areas + Encourage a mixture of uses with a variety of employment types in the North Park area + Locate fabrication and service uses in transitional areas such as the Liberty Drive corridor + Identify opportunities for additional service-oriented uses in mixed use nodes throughout the Urbanizing Area	Monroe County/BEDC					
IDEA: CREATE BUSINESS STARTUP INCENTIVE ZONES	**4.1.8 I**	71	Public Policy / Private Utility Investments	+ Develop creative strategies which incentivize and support the startup and growth of new and established business	Public/Private Partnership					

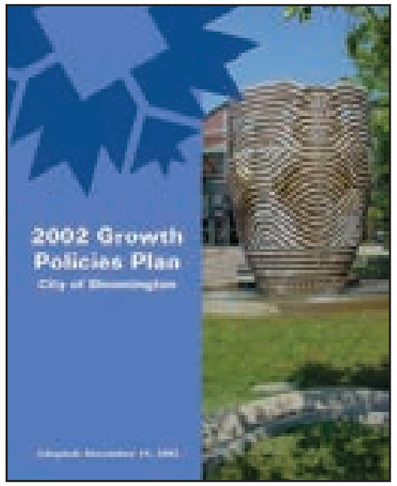
OBJECTIVES					LEADERSHIP			TIMEFRAME		
STRATEGY	Reference Code	Page	Type	ACTIONS	Lead	Public	Private	Near Term	Mid Term	Long Term
10 PROMOTE DIVERSE HOUSING CHOICES										
CONTINUALLY ADVANCE AN UNDERSTANDING OF THE HOUSING MARKET	**4.1.9 A**	73	Public/Private Partnership	+ Determine likely price points of various housing typologies + Determine potential market absorption of various housing types + Develop strategies to attract homebuilders with relevant experience or to expand or modify the product types of local homebuilders.	Board of Realtors / Private Developers	■	■	■	■	■
CREATE DIVERSE, WALKABLE NEIGHBORHOODS	**4.1.9 B**	73	Public Policy	+ Examine in further detail the appropriate building form, architectural detail, setbacks and other key site development considerations for the various types of land use classifications + Develop strategies to encourage and support housing choice within the Urbanizing Area	Monroe County	■		■	■	
PROMOTE AFFORDABLE HOUSING OPTIONS	**4.1.9 C**	73	Public Policy	+ Work with the Bloomington Housing Authority to explore affordable development housing options in the Urbanization Area		■		■	■	■
IDEA: CREATE NEIGHBORHOOD DESIGN GUIDELINES	**4.1.9 I**	73	Public Policy	+ Create clear and simple guidelines which direct the design of neighborhoods which support a high quality of life, market sustainability, and aesthetic appeal + Consider adopting form based zoning code as alternative approach to traditional Euclidean Zoning	Monroe County	■		■		
NORTH PARK AREA										
CREATE A DETAILED MARKET & SITE PLAN STUDY	**6.1.2**	113	Private Development	+ Examine potential capture rates based on I-69 project + Determine potential need for retail, office, and other uses + Create preliminary pro forma and updated development strategy + Coordinate with Monroe County for preliminary conceptual review of the plan + Develop strategies for splitting the large development parcel into smaller development parcels + Market and retain potential developers for other market types	Property Owner & Developer		■	■		
UPDATE THE NORTH PARK PLANNED UNIT DEVELOPMENT DOCUMENT	**6.1.2**	113	Private Development	+ Based on market study and site plan update, initiate PUD Update process Monroe County + Work with Monroe County Plan Commission and Monroe County Planning Staff to refine the updated development plan. + Consider potential public/private partnership funding strategy	Property Owner & Developer		■	■		
ENHANCE CENTRAL BOULEVARD, TOWN SQUARE, AND OPEN SPACE	**6.1.2**	113	Public / Private Partnership	+ Refine design for the Town Square, Entry Boulevard, first phase streets, and various surrounding open spaces. + Construct the Town Square space and Entry Boulevard including necessary streets, sidewalks, plaza areas, trees, plantings structures, furnishings, lights and signs. + Construct any improvements to the peripheral green space areas. This includes sports fields, trails, pedestrian bridges, shelters, furnishings, lights and additional planting.	Property Owner & Developer, Monroe County	■	■	■	■	

OBJECTIVES					LEADERSHIP			TIMEFRAME		
STRATEGY	Reference Code	Page	Type	ACTIONS	Lead	Public	Private	Near Term	Mid Term	Long Term
THIRD STREET CORRIDOR										
CREATE A REFINED THIRD STREET CORRIDOR VISION PLAN	**6.2.2**	121	Public Policy Guidelines	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill of the Third Street Corridor.	Monroe County/ City of Bloomington					
COMPLETE THIRD STREET URBAN DESIGN GUIDELINES	**6.2.2**	121	Public Policy Guidelines	+ Develop vision plan into urban design guidelines + Include architectural strategy, building placement, etc.	Monroe County & City of Bloomington					
PERFORM THIRD STREET ZONING UPDATE	**6.2.2**	121	Zoning Code Update	+ Refine urban design guidelines to create form-based code + Adopt form based code as zoning code	Monroe County & City of Bloomington					
BURY UTILITIES ON THIRD STREET	**6.2.2**	121	Public Infrastructure	+ Design, engineer and construct utility burial along Third Street	Monroe County & City of Bloomington					
IMPROVE THIRD STREET WITH STREETSCAPE ENHANCEMENTS	**6.2.2**	121	Public Infrastructure	+ Design and Engineer streetscape plans which incorporate street trees, enhanced lighting, improvement pavements, and site furnishings. + Select contractor and construct improvements	Monroe County & City of Bloomington					
STUDY THE MARKET POSITION OF THE ABB SITE	**6.2.2**	121	Private Development	+ Develop strategy for reuse of the ABB site	Private Developer/ BEDC					
DEVELOP ABB SITE	**6.2.2**	121	Private Development	+ Work through zoning and development process for the ABB site + Develop strategy for funding including public/private partnership + Construct utilities, structures, infrastructure, etc.	Private Developer/ BEDC					
DEVELOP STRATEGY FOR IVY TECH THIRD STREET CORRIDOR IMPROVEMENTS	**6.2.2**	121	Institutional Development	+ Work with Ivy Tech to develop strategy for future campus facilities that improves the Third Street corridor as well as the campus presence and aesthetics	Monroe County/Ivy Tech					

OBJECTIVES					LEADERSHIP			TIMEFRAME		
STRATEGY	**Reference Code**	**Page**	**Type**	**ACTIONS**	**Lead**	**Public**	**Private**	**Near Term**	**Mid Term**	**Long Term**
SOUTHWEST NODE										
COMPLETE A SOUTHWEST NODE CORRIDOR URBAN DESIGN / COMPLETE STREETS STUDY	**6.3.2**	129	Public Policy Guidelines	+ Develop a cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements of the Southwest Node	Monroe County & City of Bloomington	■		■		
COMPLETE A SOUTHWEST NODE DETAILED MARKET STUDY	**6.3.2**	129	Public/Private Partnership	+ Develop a detailed market study for the southwest node to determine true market demand for various land uses based on the construction of two I-69 interchanges	Monroe County & Private Land Owners	■	■	■		
COMPLETE A SOUTHWEST NODE ZONING STRATEGY	**6.3.2**	129	Public Policy Guidelines	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements of the Southwest Node	Monroe County			■	■	
SOUTHWEST NODE DESIGN & CONSTRUCTION	**6.3.2**	129	Public Infrastructure	+ Generate funding for various infrastructure and open space improvements + Complete design & construct various infrastructure and open space improvements	Monroe County			■	■	■
DEVELOP STRATEGY FOR TAPP ROAD CORRIDOR & CONNECTIONS	**6.3.2**	129	Public Infrastructure	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements	Monroe County	■		■		
DESIGN AND CONSTRUCT TAPP ROAD CORRIDOR IMPROVEMENTS	**6.3.2**	129	Public Infrastructure	+ Generate funding, complete design and construct Tapp Road improvements	Monroe County	■		■		
BIG-BOX STORE INFILL REDEVELOPMENT STRATEGY	**6.3.2**	129	Public/Private Partnership	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements of the of potential redevelopment of big-box stores in the key investment area	Monroe County / Private Developers	■	■	■		
CLEAR CREEK GATEWAY										
COMPLETE A CLEAR CREEK GATEWAY URBAN DESIGN / COMPLETE STREETS STUDY	**6.4.2**	137	Public Policy Guidelines	+ Generate a cohesive strategy for the streets within the Clear Creek Gateway	Monroe County & City of Bloomington	■		■		
CREATE & ADOPT CLEAR CREEK GATEWAY URBAN DESIGN GUIDELINES	**6.4.2**	137	Public Policy Guidelines	+ Develop cohesive strategy for the aesthetic quality, economic development, strategic development infill, and other elements of the Clear Creek Gateway.	Monroe County & City of Bloomington	■		■		
CLEAR CREEK GATEWAY OPEN SPACE DESIGN & CONSTRUCTION	**6.4.2**	137	Private Development	+ Generate funding, complete design and construct improvements	Monroe County & City of Bloomington	■		■		

8

APPENDIX



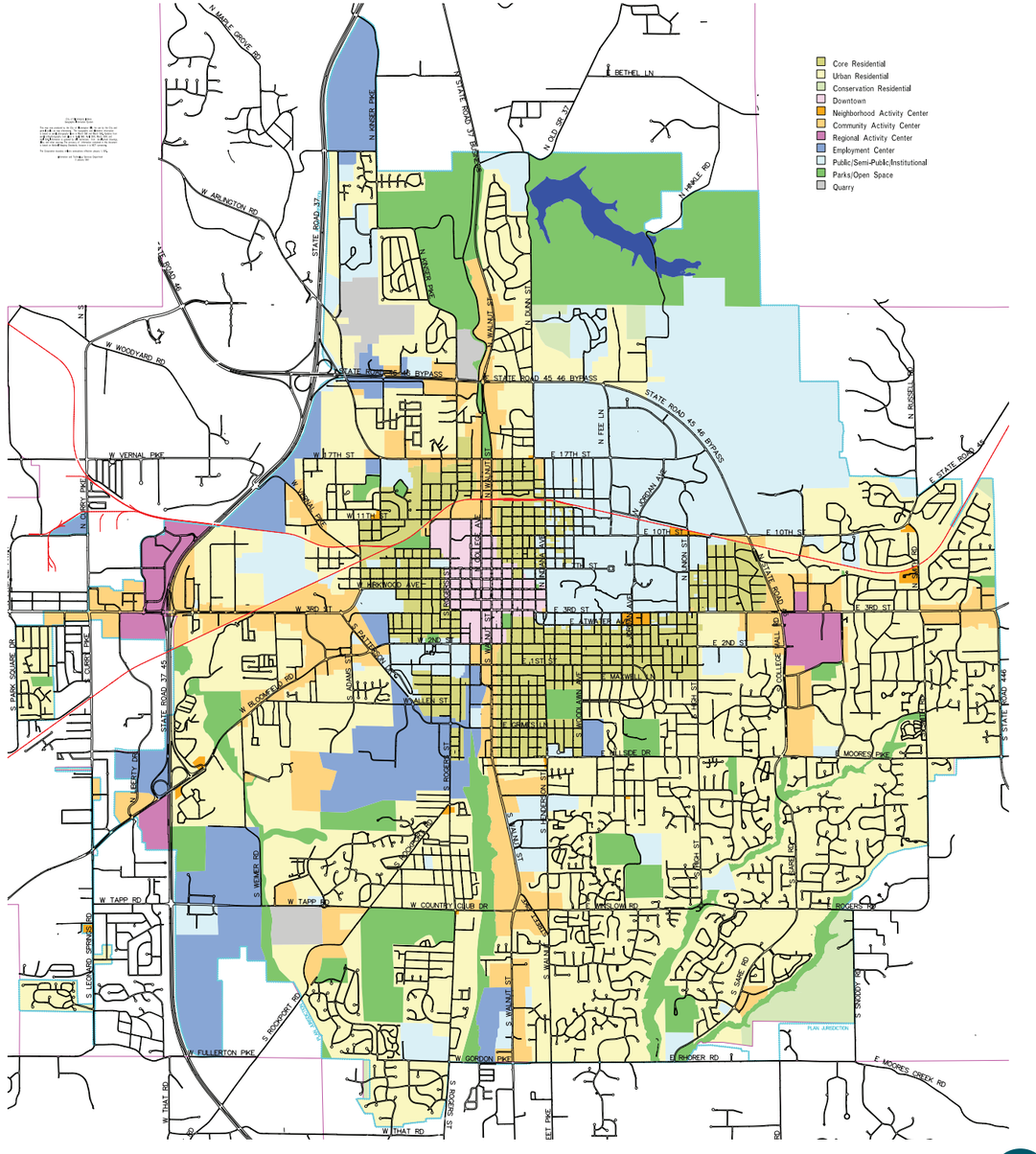
BLOOMINGTON GROWTH POLICIES PLAN

(2002)

PRINCIPLES

+ Compact Urban Form
+ Nurture Environmental Integrity
+ Leverage Public Capital
+ Mitigate Traffic
+ Conserve Community Character
+ Sustain Economic and Cultural Vibrancy
+ Advance Communication and Coordination Among Government Agencies

RECOMMENDED LAND USE PLAN FOR BLOOMINGTON AND THE FORMER AREAS INTENDED FOR ANNEXATION (2002)



ELLETTSVILLE AREA RURAL COMMUNITY PLAN (2004)

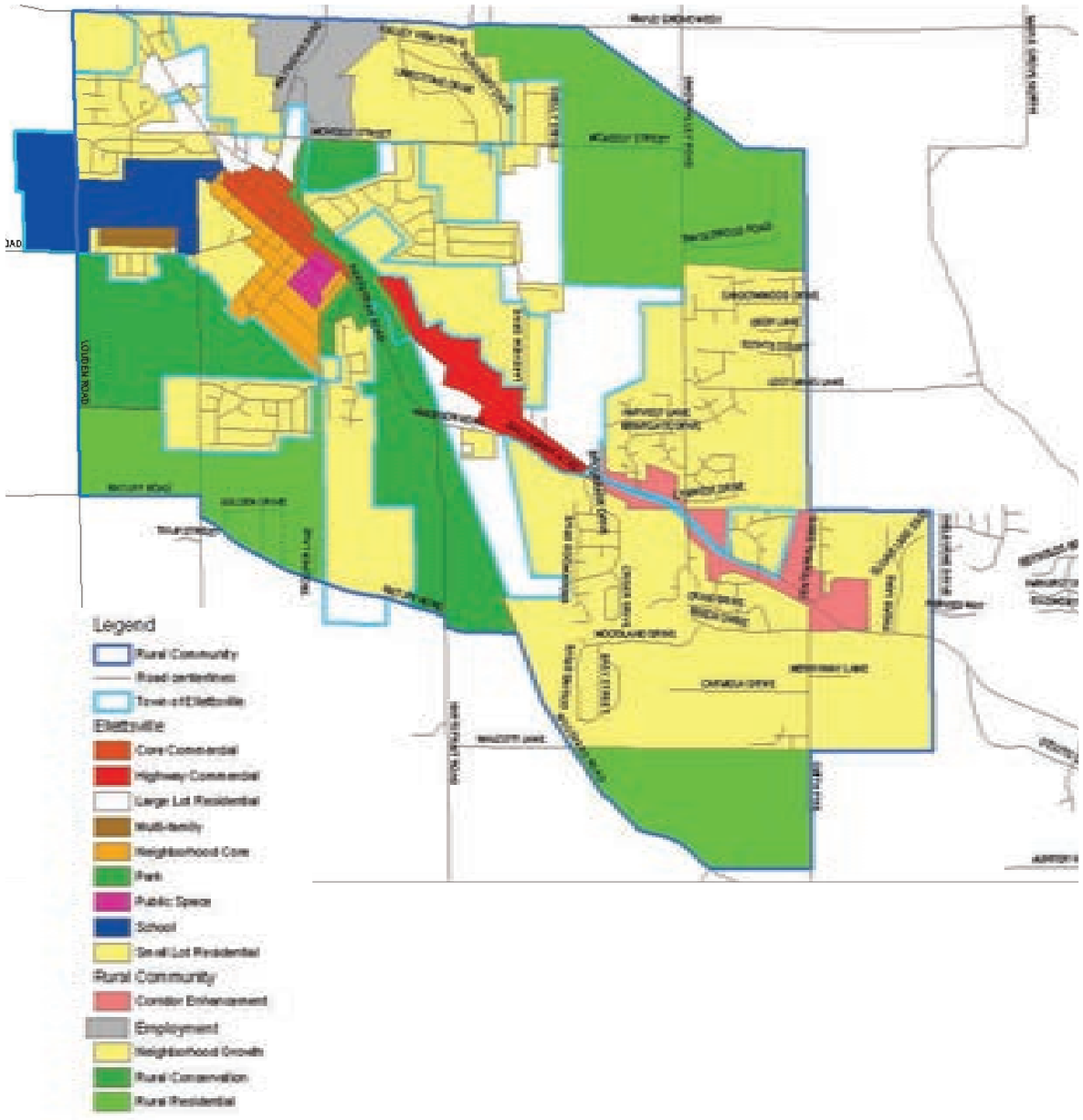
GOALS

+ Implement the Monroe County Comprhensive Land Ues Plan
+ Guide management of limited public fiscal resources
+ Protect the natural and man-made environment
+ Capitalize on existing public and private investments
+ Promote growth and development within the rural community
+ Promote a neighborhood-friendly development pattern with densities of 2-8 dwellings per acre, compact form, mixed uses and emphasis on single-family residences

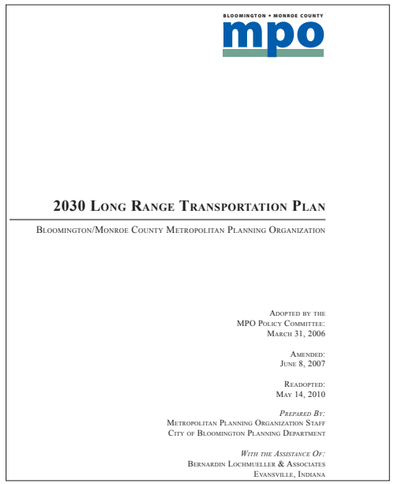
PLANNING PROPOSALS

+ Introduce missing neighborhood elements (e.g. open space, mixed uses, transportation connections)
+ Enhance the SR 46 Corridor through improved site design, access management, landscaping, mix of uses, and neighborhood connections
+ Establish a green corridor along Monon Rail Corridor and Jacks Defeat Creek
+ Maintain a discernable edge with low density, large lot residential along the perimeter of the community
+ Focus on new employment in existing manufacturing areas and the industrial overlay

FUTURE LAND USE PLAN



EXISTING POLICY GUIDANCE


BLOOMINGTON • MONROE COUNTY
mpo

2030 LONG RANGE TRANSPORTATION PLAN

BLOOMINGTON/MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION

ADOPTED BY THE MPO POLICY COMMITTEE: MARCH 31, 2006

AMENDED: JUNE 8, 2007

READOPTED: MAY 14, 2010

PREPARED BY: METROPOLITAN PLANNING ORGANIZATION STAFF
CITY OF BLOOMINGTON PLANNING DEPARTMENT

WITH THE ASSISTANCE OF: BERNARDIN LOCHMUELLER & ASSOCIATES
EVANSVILLE, INDIANA

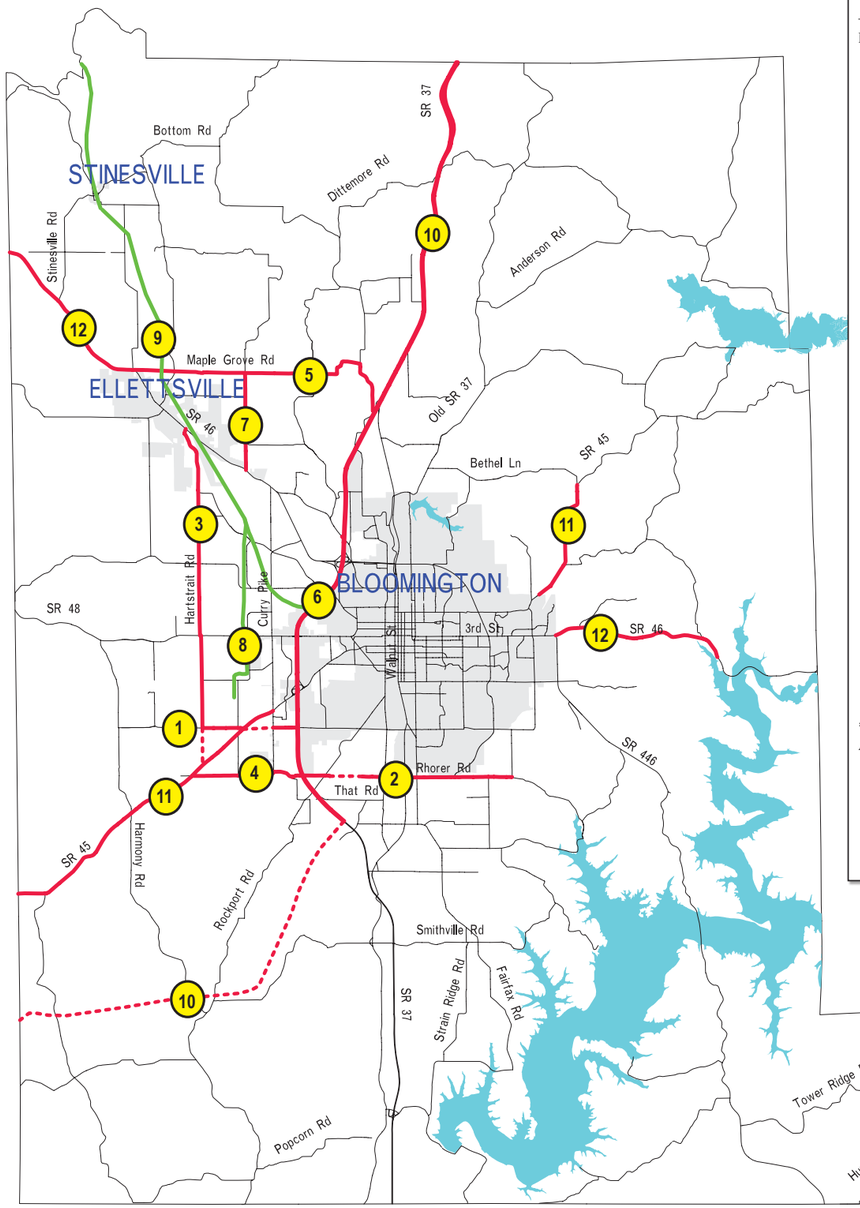
BLOOMINGTON/MONROE COUNTY MPO 2030 LONG RANGE TRANSPORTATION PLAN

(2006; READOPTED 2010)

TRANSPORTATION VISION STATEMENT CORE PRINCIPLES

+ Community sustainability
+ Environmental stewardship
+ Fiscal responsibility
+ Connectivity for all forms of transportation
+ Economic vitality for all forms of development
+ Multi-modal accessibility
+ Cross-jurisdictional coordination

MONROE COUNTY/INDOT TRANSPORTATION PROJECTS



LEGEND

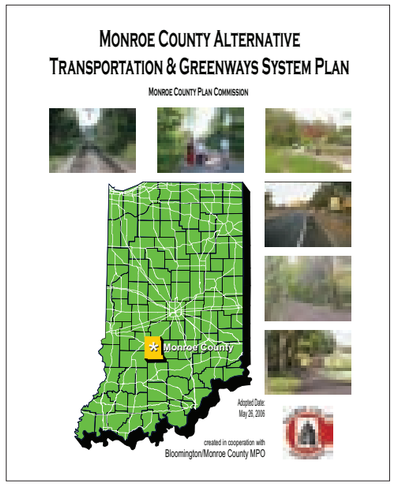
Map Features:

- Road Improvement Project (dashed line are proposed connections)
- Multi-Use Trail Project
- Lake
- Urbanized Area
- 1 Airport Road/Tapp Road
- 2 Fullerton Pike/Gordon Pike/Rhorer Road
- 3 Kirby Road/Hartstrait Road
- 4 Leonard Springs Road/Fullerton Pike
- 5 Maple Grove Road/Bottom Road
- 6 SR 37 West Frontage Road
- 7 Union Valley Road
- 8 Karst Farm Trail
- 9 Stinesville-Ellettsville Greenway
- 10 Interstate 69
- 11 State Road 45 (East and West)
- 12 State Road 46 (East and West)

*For project information please reference Appendix F

N

EXISTING POLICY GUIDANCE



MONROE COUNTY ALTERNATIVE TRANSPORATION & GREENWAYS SYSTEM PLAN

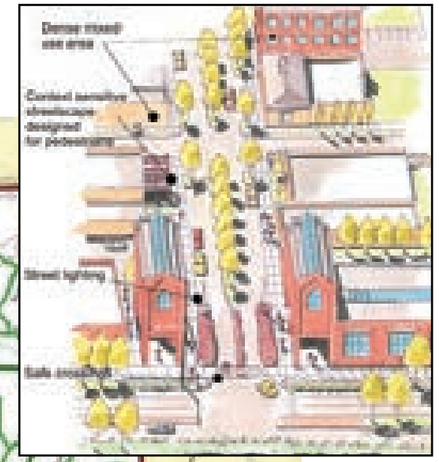
(2006)

GOALS

+ Increase safe and efficient commuting and recreation opportunities
+ Connect key destinations
+ Fiscally plan for alternative systems
+ Promote the alternative transportation system to attract and retain residents, businesses and industry
+ Cater to tourism-focused groups
+ Promote and enhance the natural environment
+ Establish a community standard for good design
+ Ensure coordinated and integrated initiatives

ALTERNATIVE TRANSPORTATION VISION PLAN

DISTRICT DESIGN RECOMMENDATIONS



EXISTING POLICY GUIDANCE

MONROE COUNTY PARKS AND RECREATION FIVE YEAR MASTER PLAN (2013-2017)

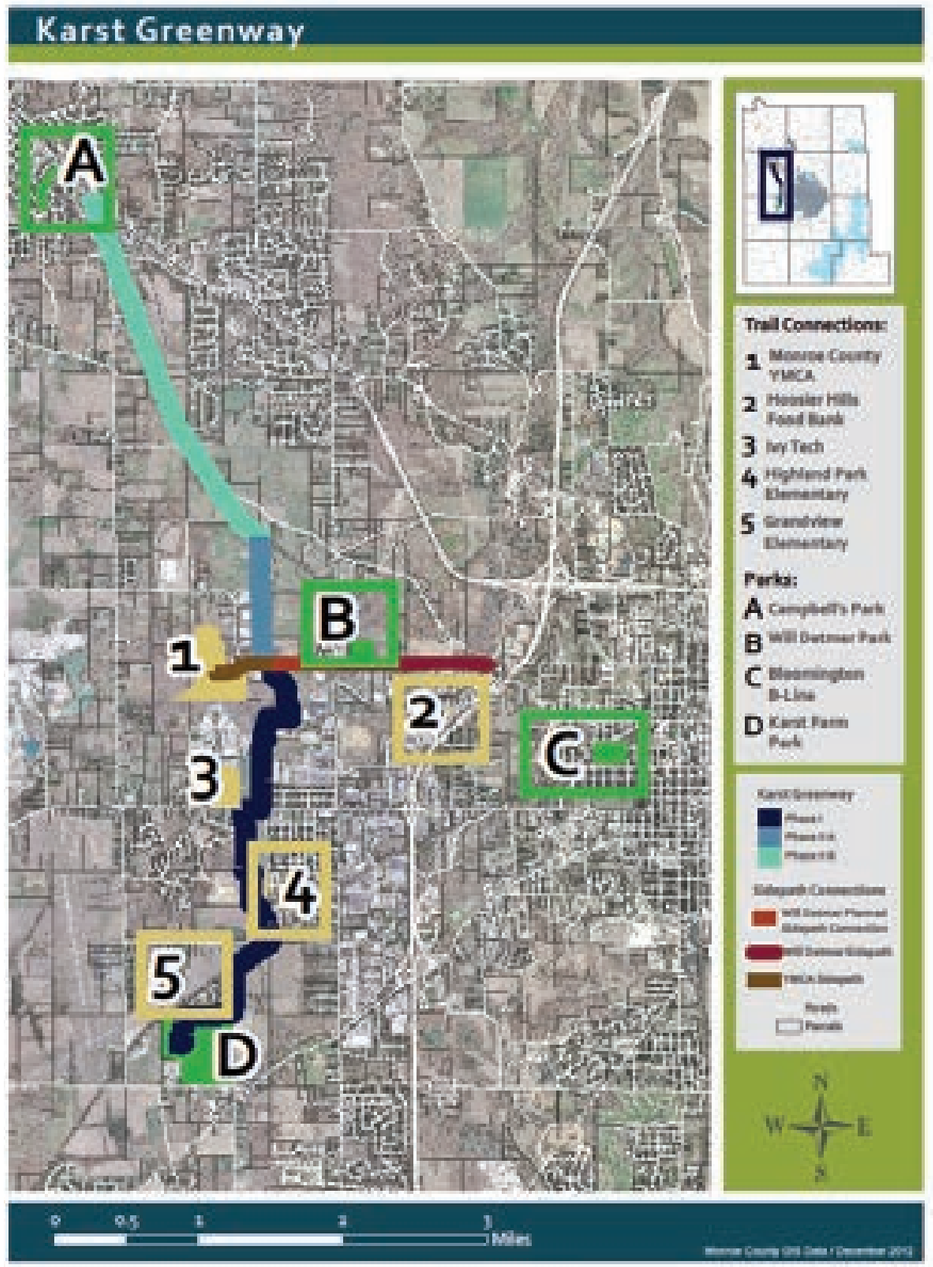
NEEDS ANALYSIS

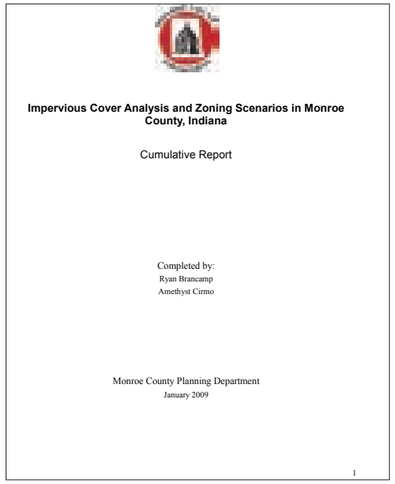
+ Karst Farm Park is the County's most popular park
+ Community desire for trail network connectivity
+ Community desire for a new county park (100+ acres) southeast of Bloomington
+ Focus on connections to parks, work locations, communities and schools
+ Budgetary constraints require thorough planning and efficient maintenance programs

COUNTY PARK INVENTORY

Park	Year Obtained	Township	Acreage
Ferguson Nature Park	2002	Bloomington Township	48.64
Flatwoods Park	1997	Richland Township	197.27
Jackson Creek Park	1993	Perry township	16.9
Karst Farm Park	1969	Van Buren township	120.00
Will Detmer Park	2009	Richland Township	18.02
			Total 400.83

KARST GREENWAY PHASING PLAN





Impervious Cover Analysis and Zoning Scenarios in Monroe County, Indiana

Cumulative Report

Completed by:
Ryan Brancamp
Amethyst Cirmo

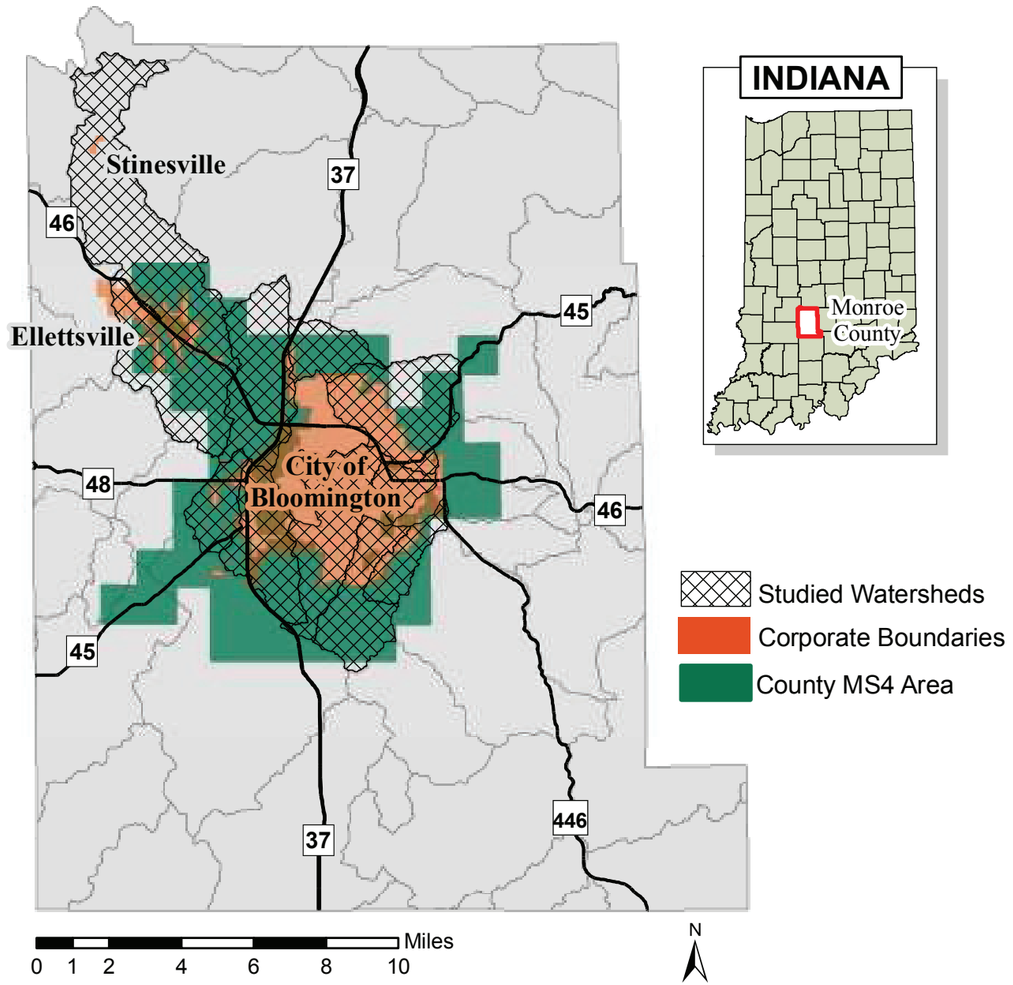
Monroe County Planning Department
January 2009

1

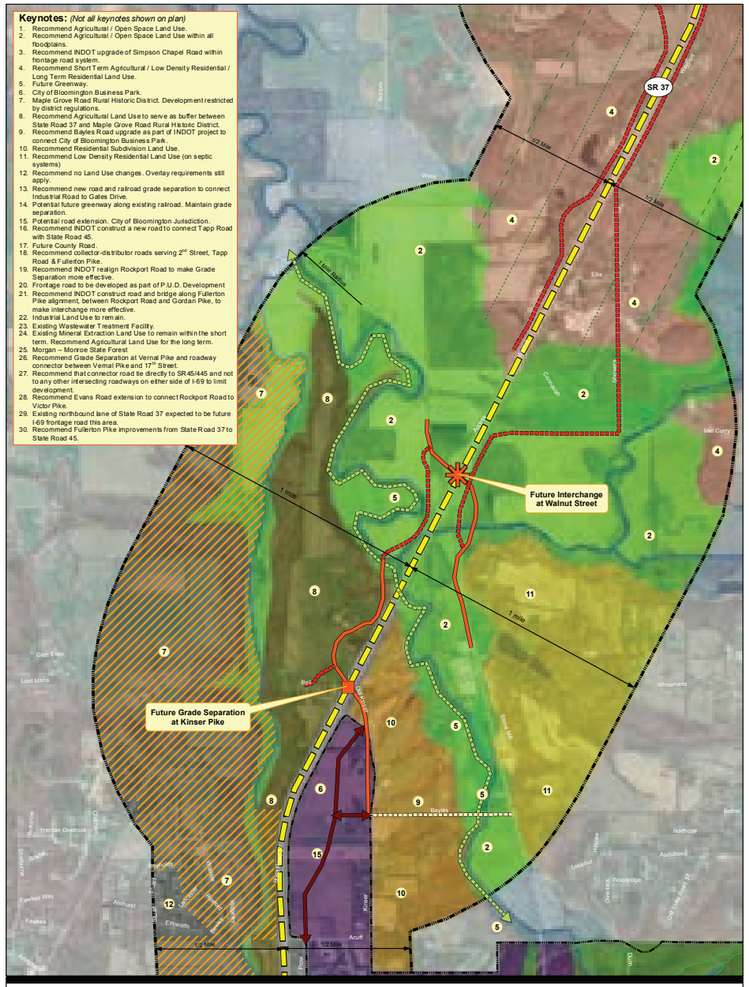
IMPERVIOUS COVER ANALYSIS AND ZONING SCENARIOS REPORT (2009)

+ Projects imprevious cover increases through build-out of various watersheds
+ Provides general mitigation recommendations:
+ Land modification regulations (e.g. sensitive soils protection, vegetation protection, etc.)
+ Aquatic buffers
+ Improved site design standards (e.g. rural development clustering, open space requirements, rooftop runoff diversion)
+ Stormwater Treatment Practices (e.g. erosion and sediment control)

IMPERVIOIUS COVER STUDY AREAS

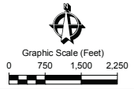


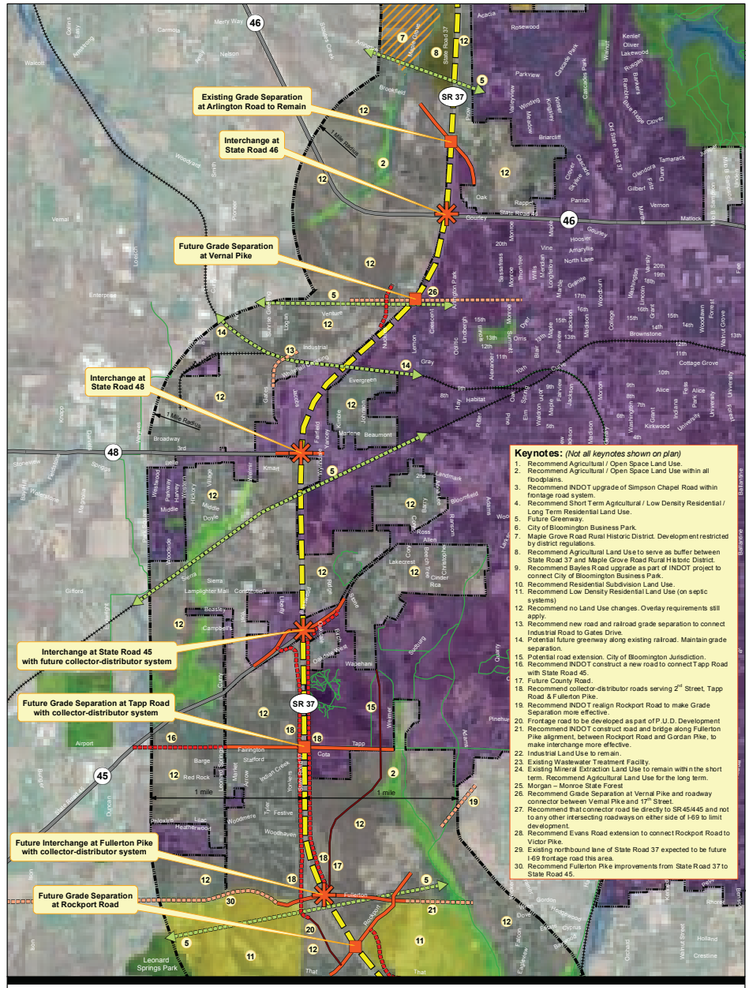
SR 37 CORRIDOR PLAN (2009)



Corridor Plan
Interchange at Walnut Street

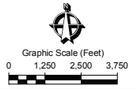
Monroe County SR 37 Corridor
November 2009

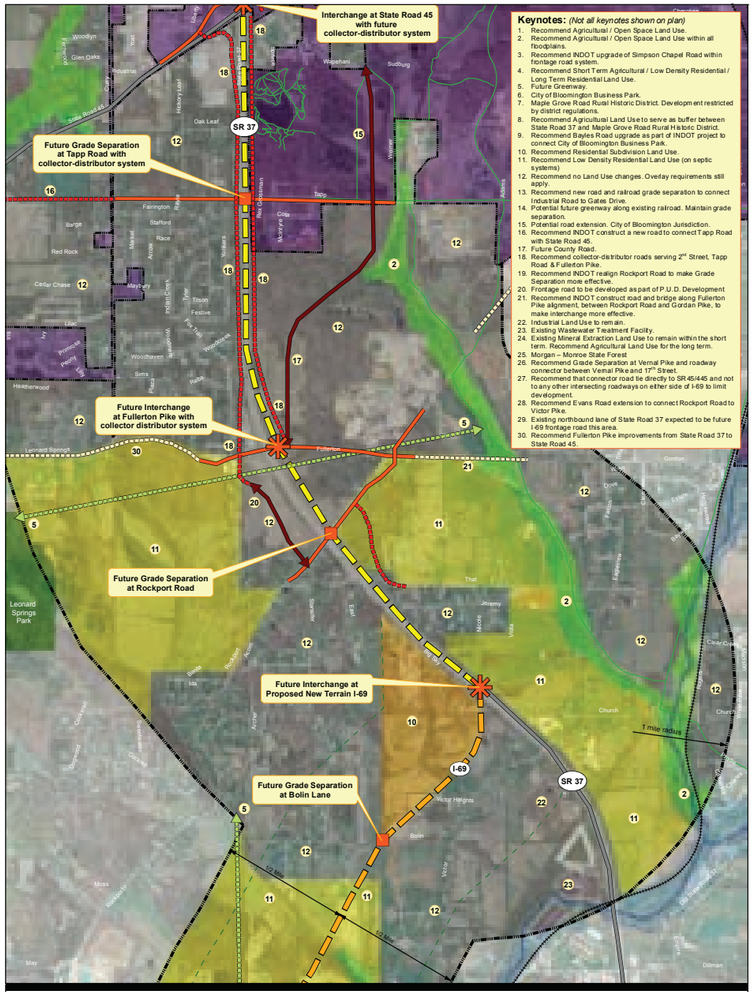


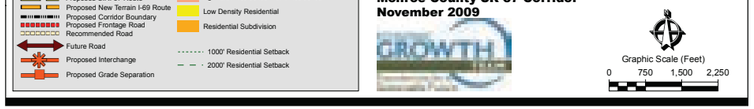


Corridor Plan - Bloomington Area
State Road 46 to Tapp Road

Monroe County SR 37 Corridor
November 2009





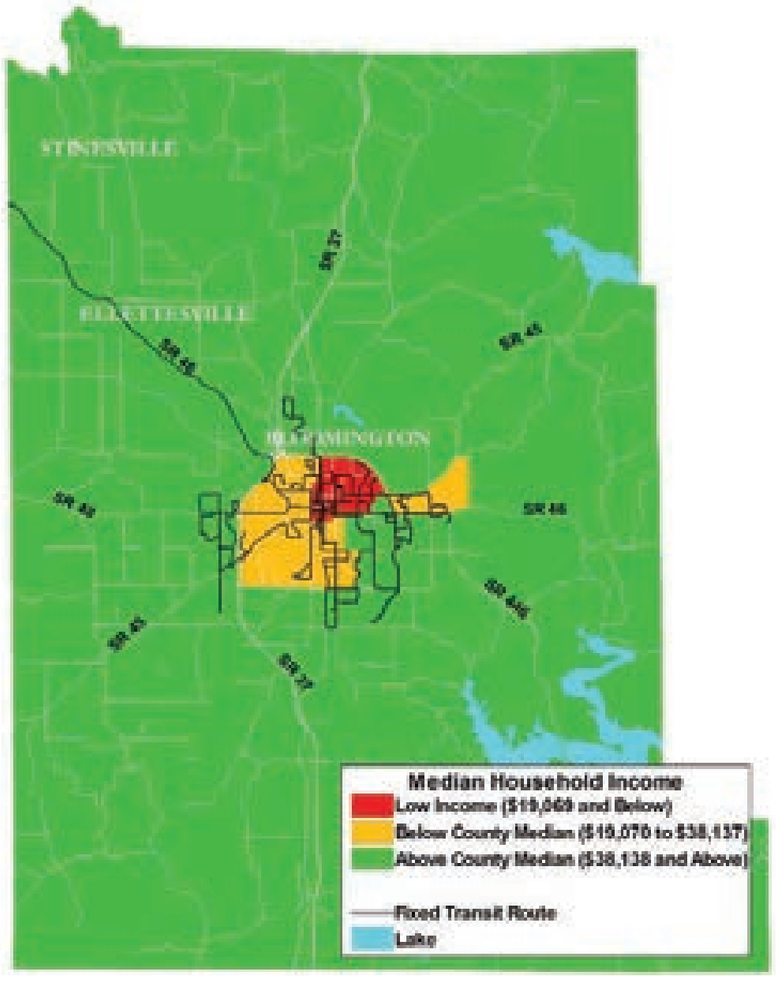


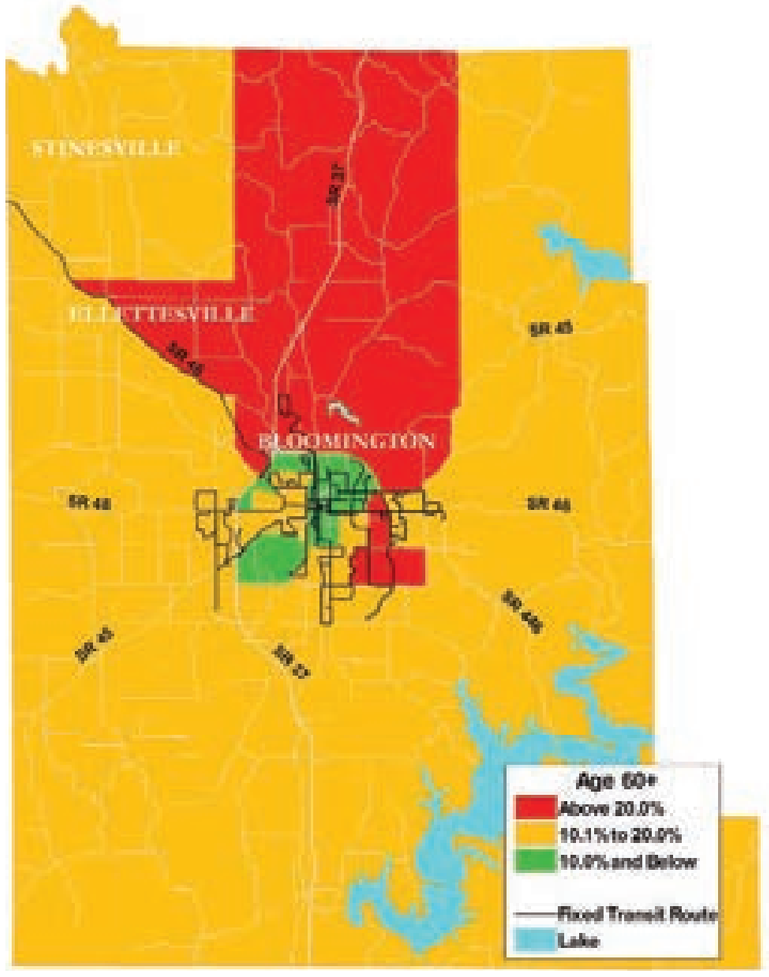
Corridor Plan - Bloomington Area
Fullerton Pike to Victor Pike

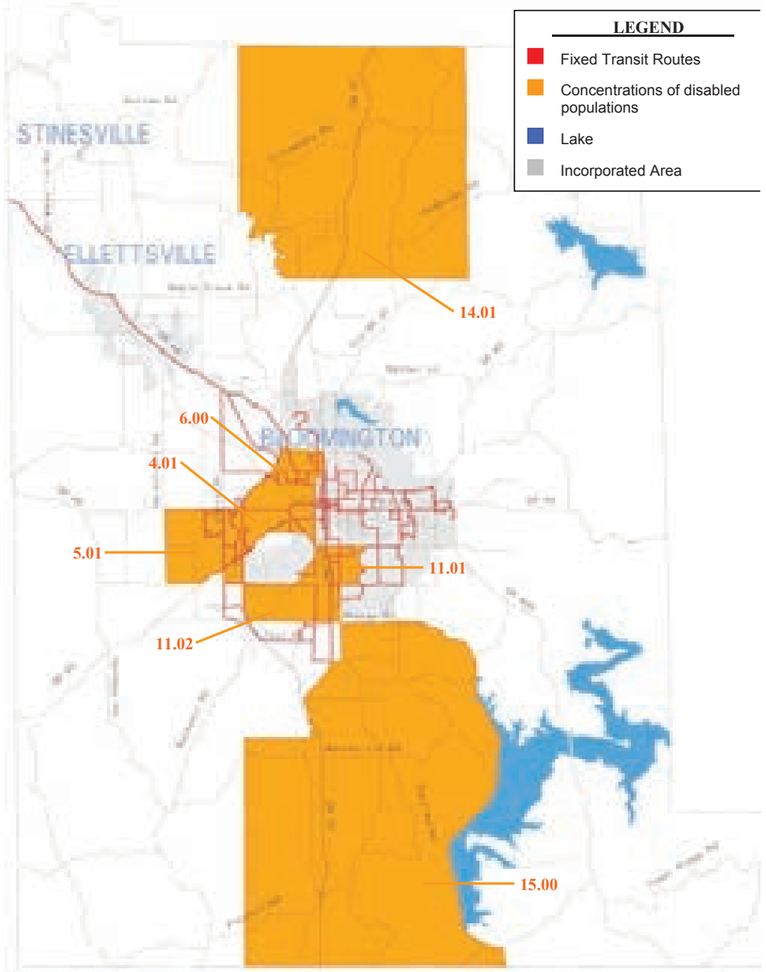
Monroe County SR 37 Corridor
November 2009

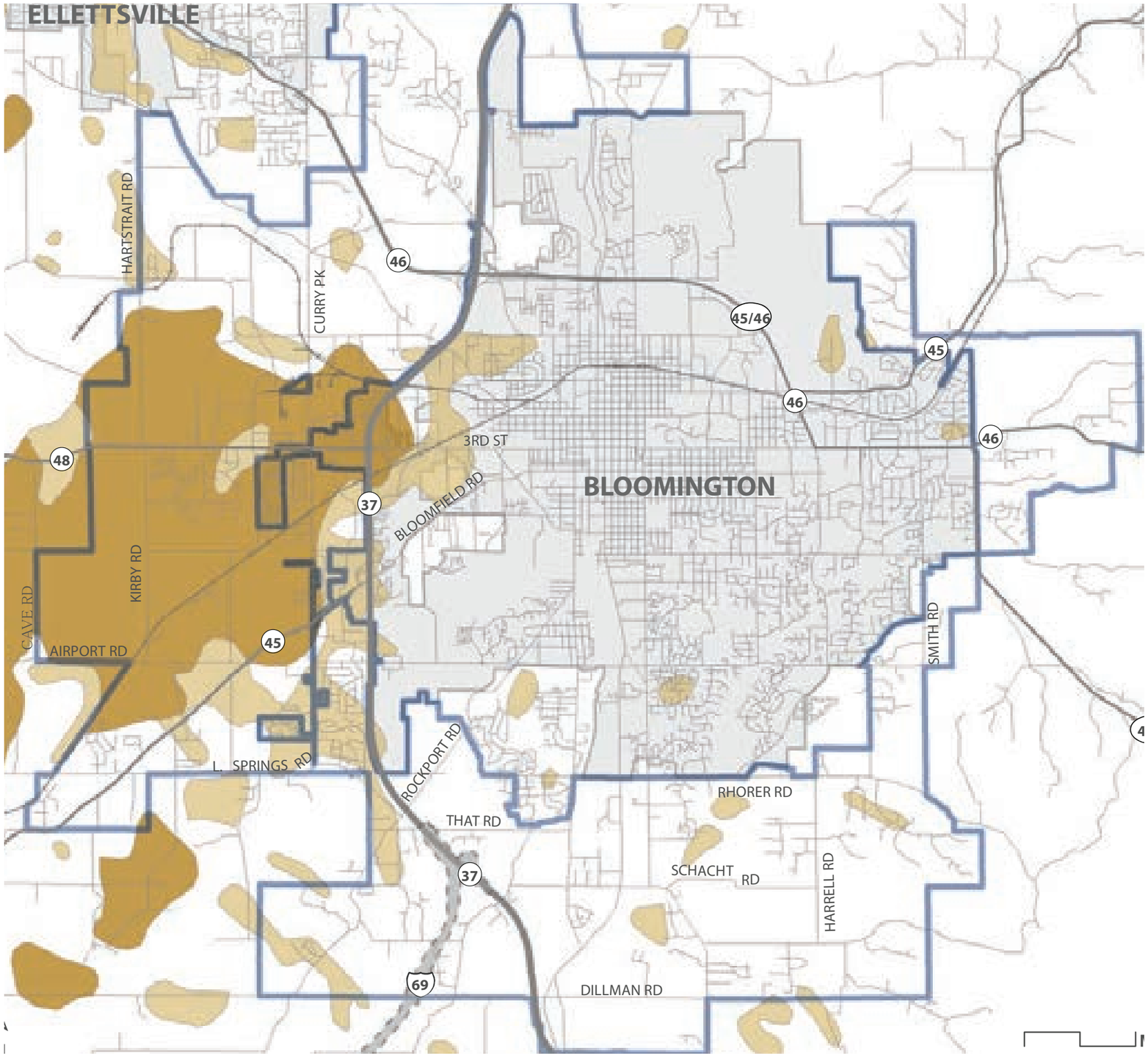
BLOOMINGTON/MONROE COUNTY MPO COORDINATED HUMAN SERVICES - PUBLIC TRANSPORTATION PLAN (2007; AMENDED 2012)

IDENTIFIED NEEDS: FOCUS ON SERVICE NEEDS OF OLDER ADULTS, PEOPLE WITH DISABILITIES, AND PEOPLE WITH LOW INCOME/NO INCOME.





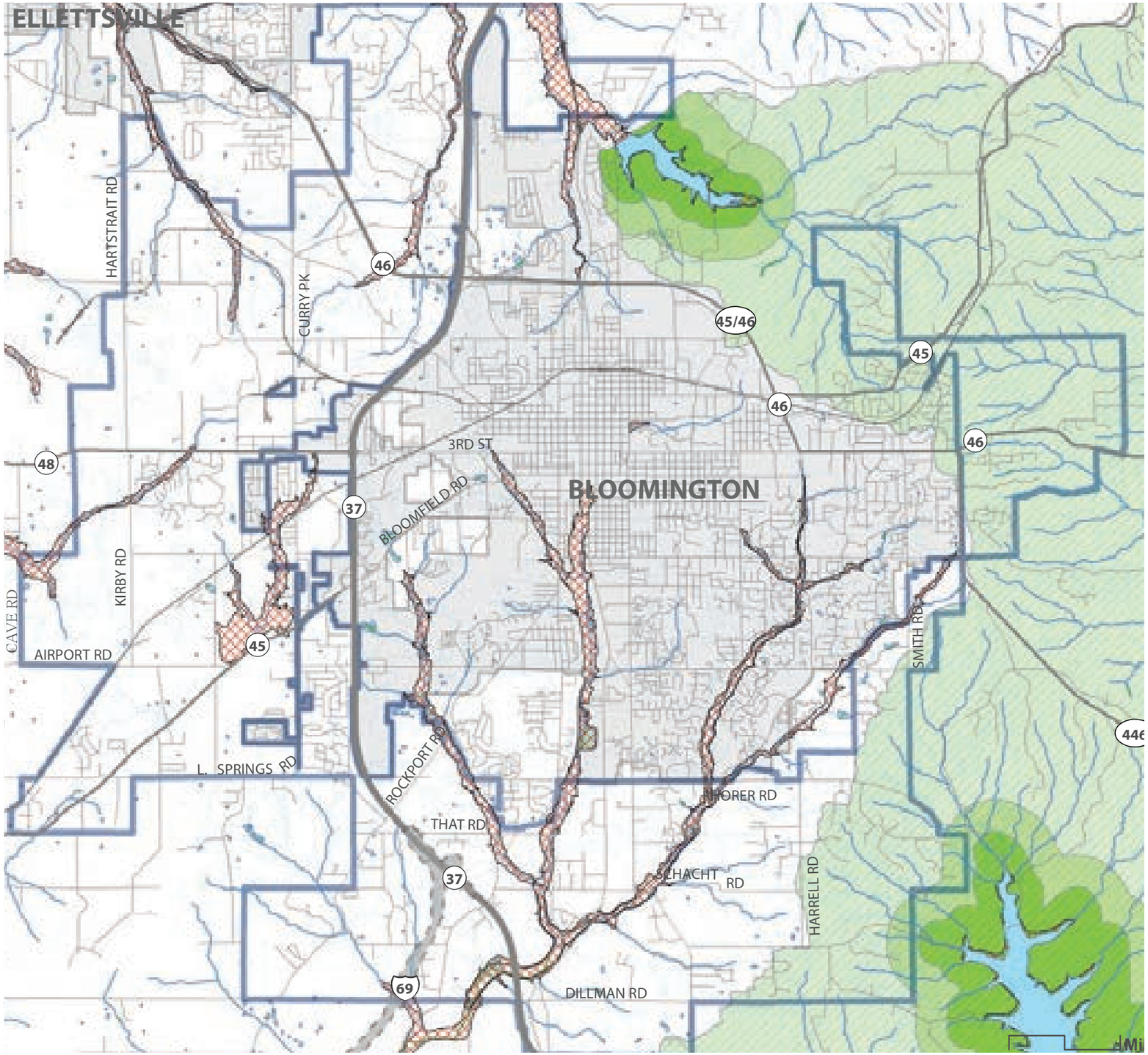




KARST AND SINKHOLE DEVELOPMENT STANDARDS

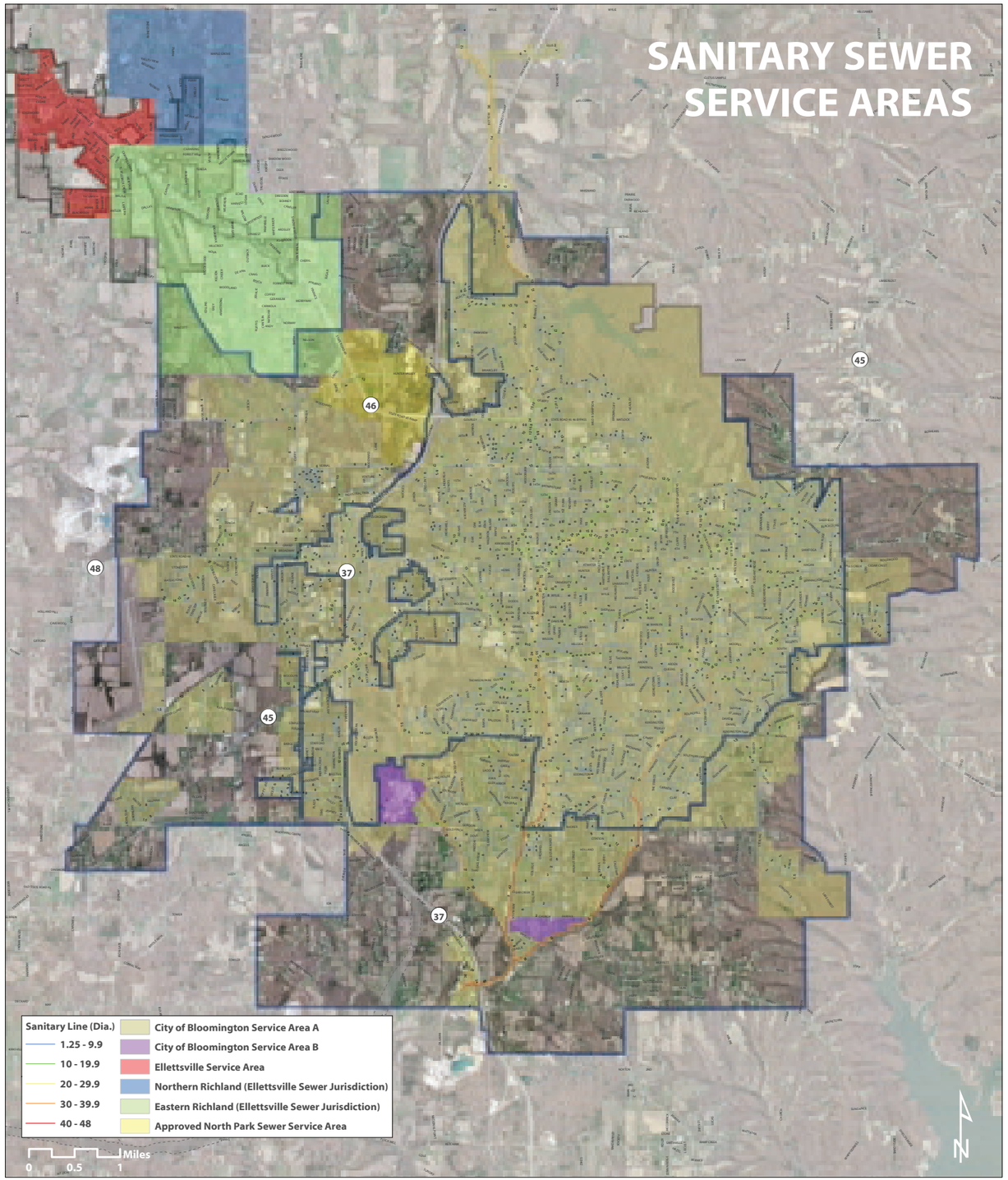
SINKHOLE CONSERVANCY AREAS:

+ Sinkholes ≤ .25 ac: 25-foot buffer
+ Sinkholes > .25 ac: 50-foot buffer from post-development flooding area, or 25 feet, whichever is greater
+ Compound Sinkholes: Combination of buffer requirements depending on size of individual features



EXISTING CONDITIONS ANALYSIS

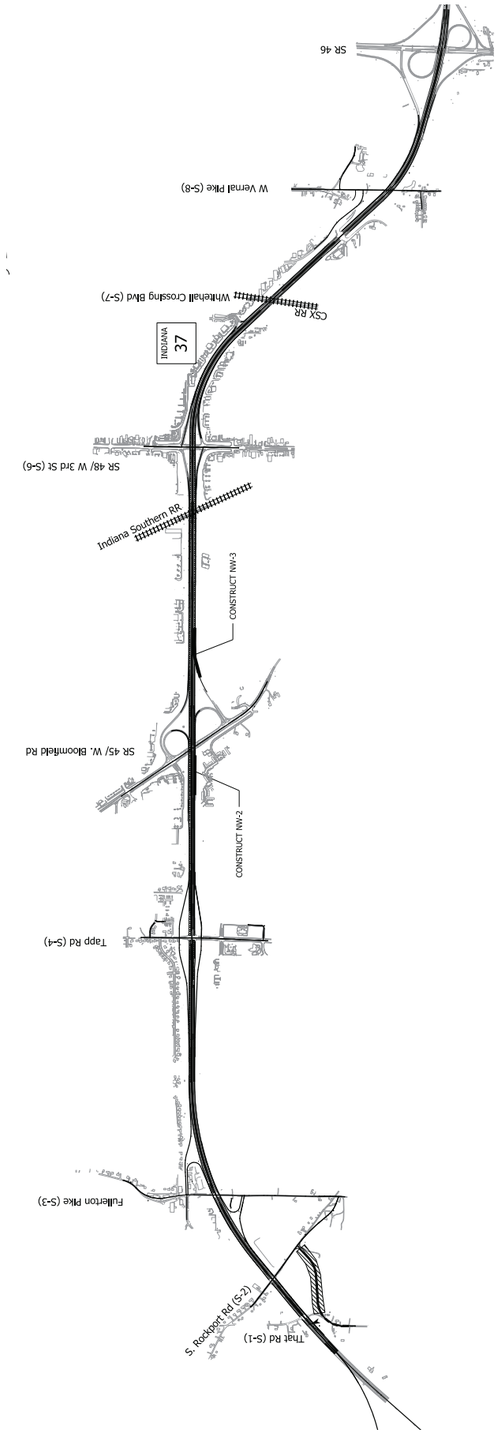
HYDROGRAPHY AND ECOLOGICAL CONSERVATION OVERLAY



EXISTING CONDITIONS ANALYSIS

SEWER SERVICE AREAS

+ Adequate Capacity for Infrastructure (Pipe Sizing) in most areas
+ Adequate Capacity for Infrastructure
+ (Plant Capacity)
  + Ellettsville indicated capacity increase of 40% not an issue with minor plant modifications
  + Bloomington Utilities indicated excess capacity for both sewer and water due to recent upgrades
+ Reasonable ease of expansion for additional added capacity
+ Only expansion/development restriction is the current Area “A” and “B” boundaries established by Bloomington Utilities



EXISTING CONDITIONS ANALYSIS

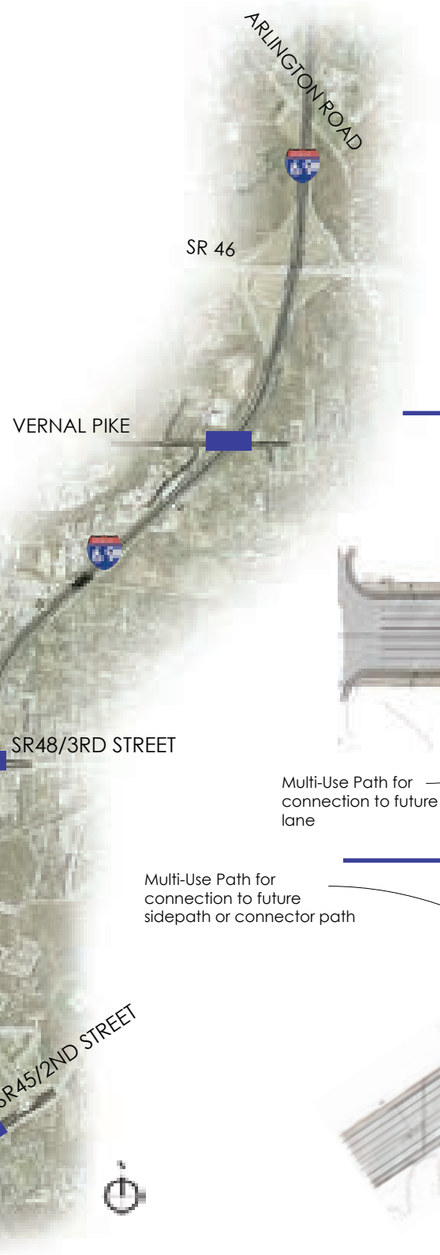
TRANSPORTATION OVERVIEW

+ I-69/SR 37 will make access more limited by restricting at-grade intersections
  + Good for isolating development in prime locations
+ Traffic Projections predict an increase of double to triple the car counts per day at all intersections throughout the corridor.
  + Increased need for goods and services throughout the community, but specifically along the I-69 corridor.
+ Added Travel Lanes and Reconfigured interchanges

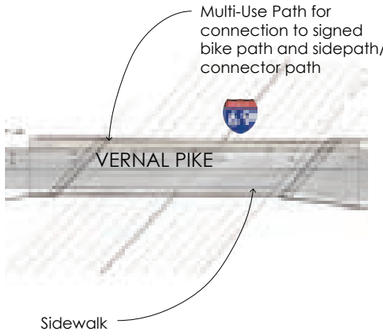
TRAFFIC PROJECTION DATA (BY OTHERS)

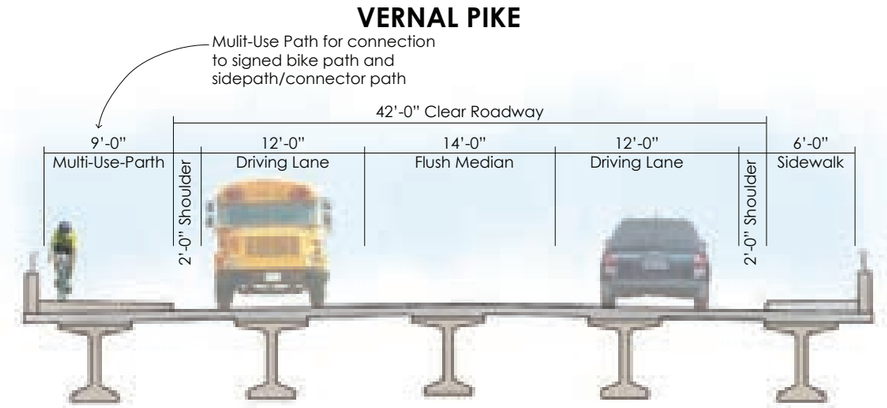
Traffic & Design Data							
Traffic Data	Line "A"/I-69 South Termini-Fullerton Pike	Line "A"/I-69 Fullerton Pike-Tapp Road	Line "A"/I-69 Tapp Road-2nd Street	Line "A"/I-69 2nd Street-3rd Street	Line "A"/I-69 3rd Street-SR 46	Line "A"/I-69 SR 46-Walnut Street	Line "A"/I-69 Walnut Street-Sample Road
A.A.D.T. (2010)	13,186 NB/13,908 SB V.P.D.	13,375 NB/13,922 SB V.P.D.	15,885 NB/17,490 SB V.P.D.	20,364 NB/20,610 SB V.P.D.	22,008 NB/23,429 SB V.P.D.	9,308 NB/10,271 SB V.P.D.	12,666 NB/13,575 SB V.P.D.
A.A.D.T. (2035)	32,419 NB/30,099 SB V.P.D.	36,680 NB/35,485 SB V.P.D.	30,804 NB/30,230 SB V.P.D.	39,603 NB/37,652 SB V.P.D.	39,586 NB/36,962 SB V.P.D.	28,350 NB/29,184 SB V.P.D.	32,055 NB/33,047 SB V.P.D.
D.H.V. (2035)	2,666 NB/2,684 SB	2,962 NB/3,134 SB	2,508 NB/2,594 SB	3,108 NB/3,220 SB	3,167 NB/3,105 SB	2,344 NB/2,474 SB	2,801 NB/2,937 SB
Directional Distribution	50%	50%	50%	50%	51% SB	51% SB	51% SB
Percent Trucks (2035)	19 NB/19 SB (A.A.D.T.)	17 NB/17 SB (A.A.D.T.)	19 NB/19 SB (A.A.D.T.)	16 NB/16 SB (A.A.D.T.)	16 NB/17 SB (A.A.D.T.)	22 NB/22 SB (A.A.D.T.)	20 NB/20 SB (A.A.D.T.)
	11 NB/4 SB (D.H.V.)	10 NB/3 SB (D.H.V.)	11 NB/3 SB (D.H.V.)	10 NB/3 SB (D.H.V.)	4 NB/4 SB (D.H.V.)	14 NB/6 SB (D.H.V.)	5 NB/5 SB (D.H.V.)
Design Data							
Design Speed	70 M.P.H.	70 M.P.H.	70 M.P.H.	70 M.P.H.	70 M.P.H.	70 M.P.H.	70 M.P.H.
Project Design Criteria	IDM Figure 53-1	IDM Figure 53-1	IDM Figure 53-1	IDM Figure 53-1	IDM Figure 53-1	IDM Figure 53-1	IDM Figure 53-1
Functional Classification	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate
Rural/Urban	Urban	Urban	Urban	Urban	Urban	Urban	Urban
Terrain	Rolling	Rolling	Rolling	Rolling	Rolling	Rolling	Rolling
Access Control	Full Control	Full Control	Full Control	Full Control	Full Control	Full Control	Full Control

I-69 BRIDGES (BY OTHERS)

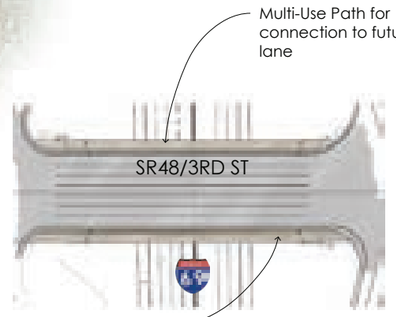


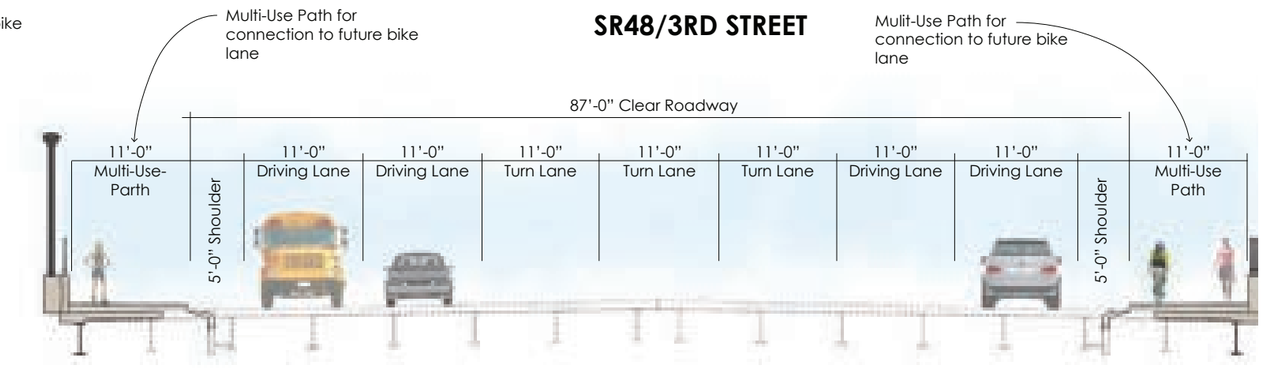
VERNAL PIKE



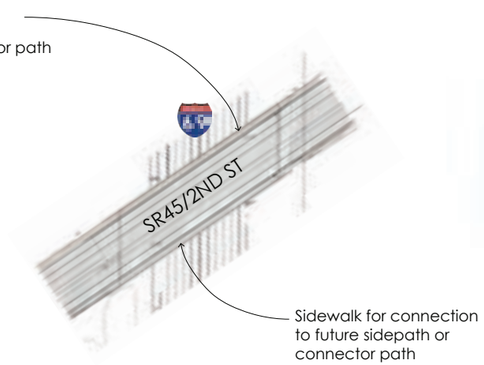


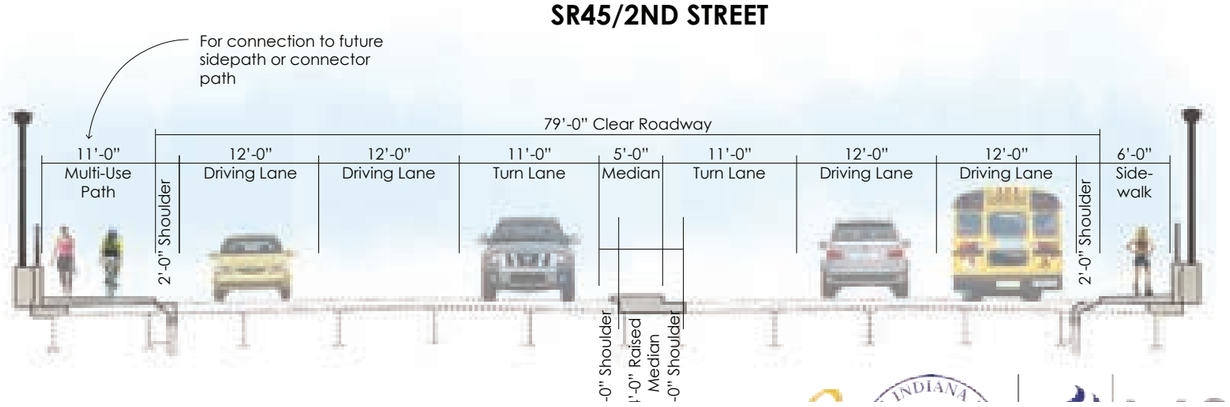
SR48/3RD STREET



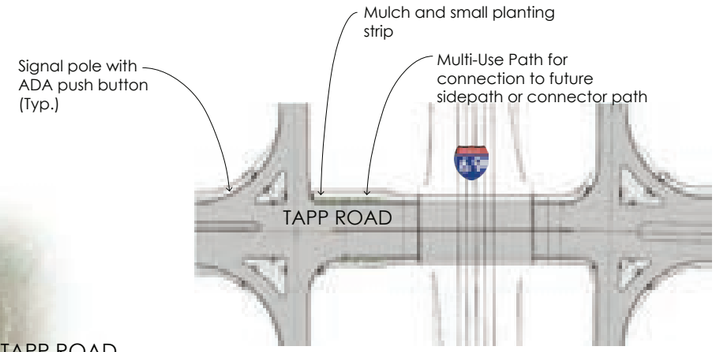


SR45/2ND STREET

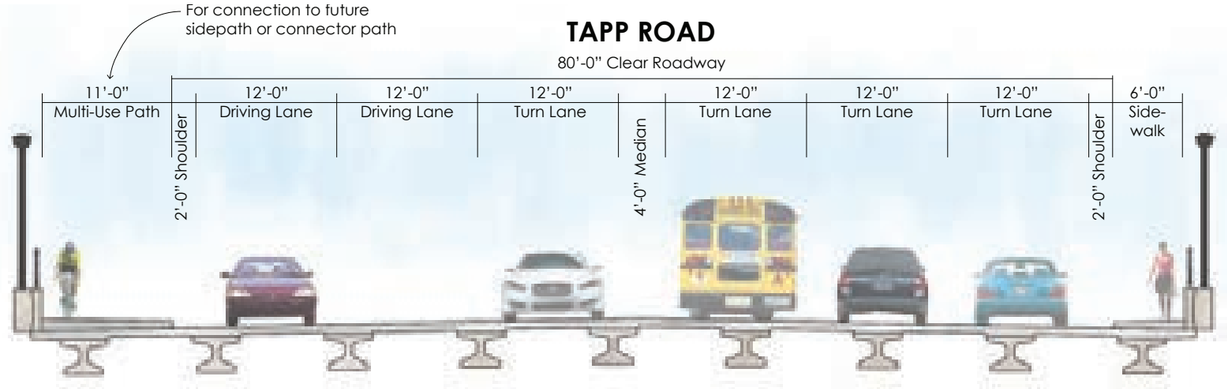


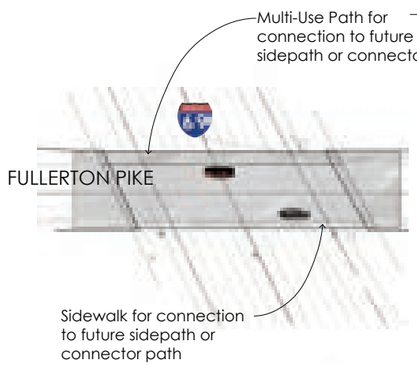


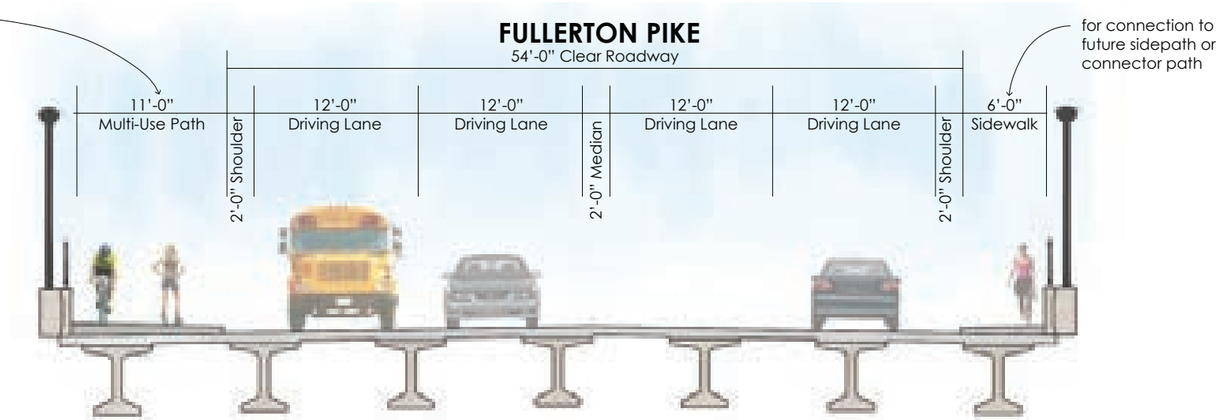
I-69 BRIDGES (BY OTHERS)

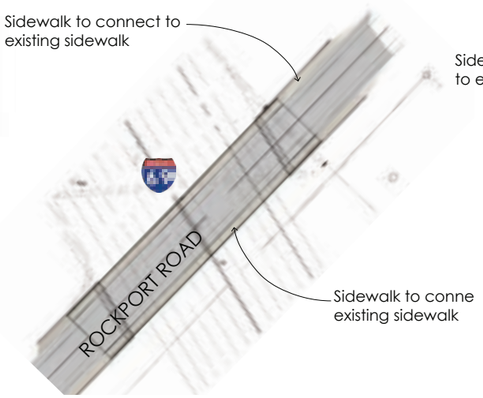


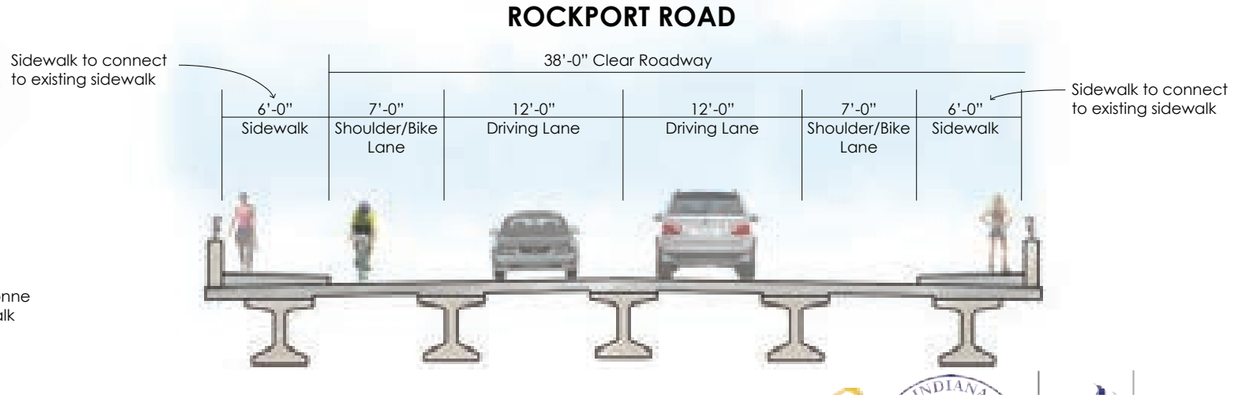
TYPICAL INTERSECTION CROSSINGS





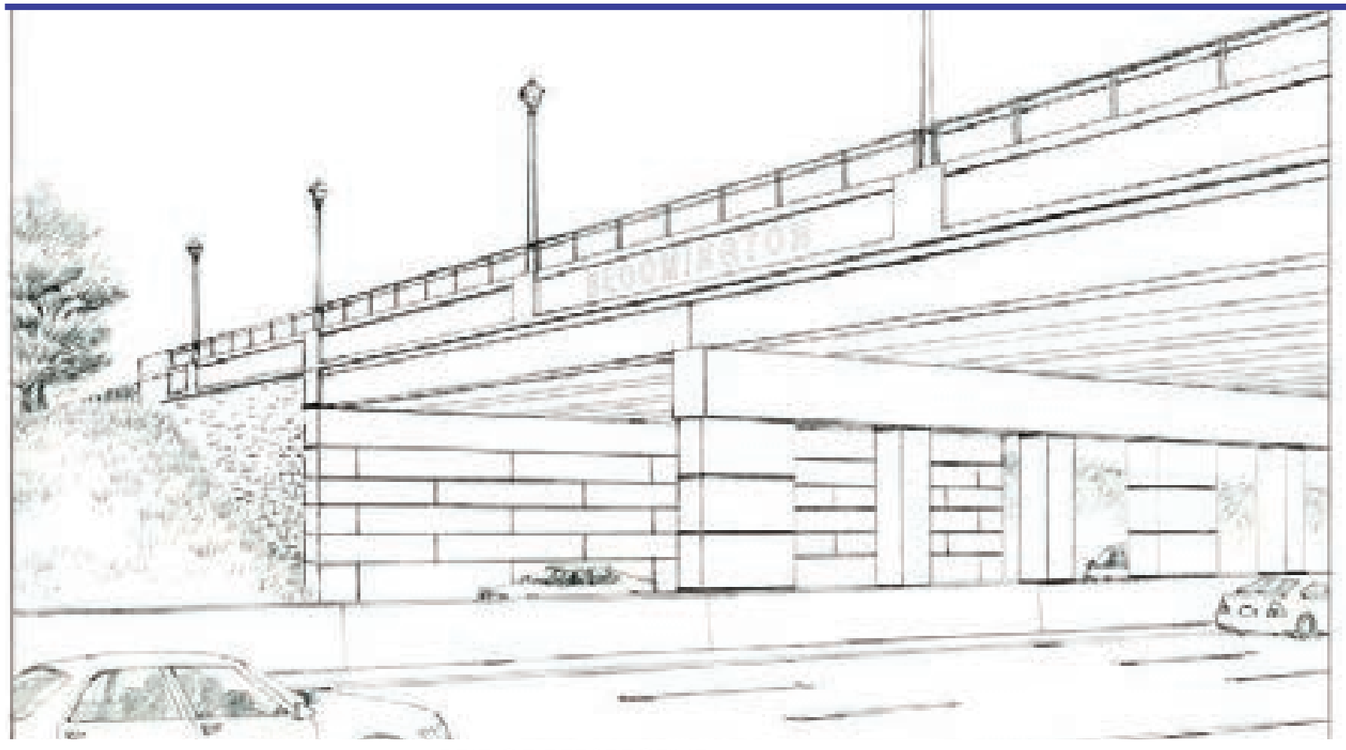






TYPICAL BRIDGE ELEVATION (BY OTHERS)

BRIDGE ELEVATION

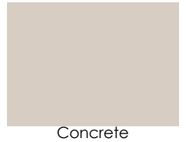


BRIDGE PERSPECTIVE

ARCHITECTURAL RAILING

ORNAMENTAL LIGHTING

FORMLINER



Concrete

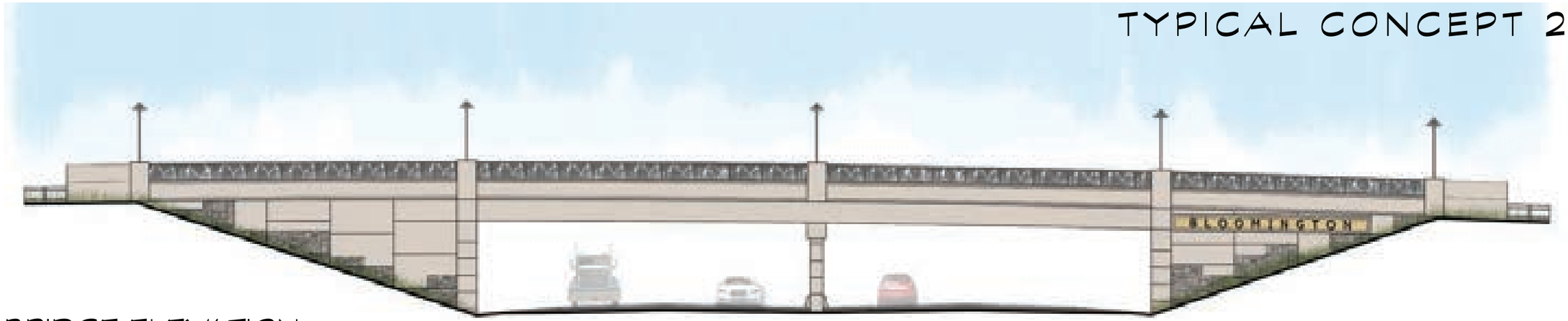
Concrete Formliner

Community Identifier

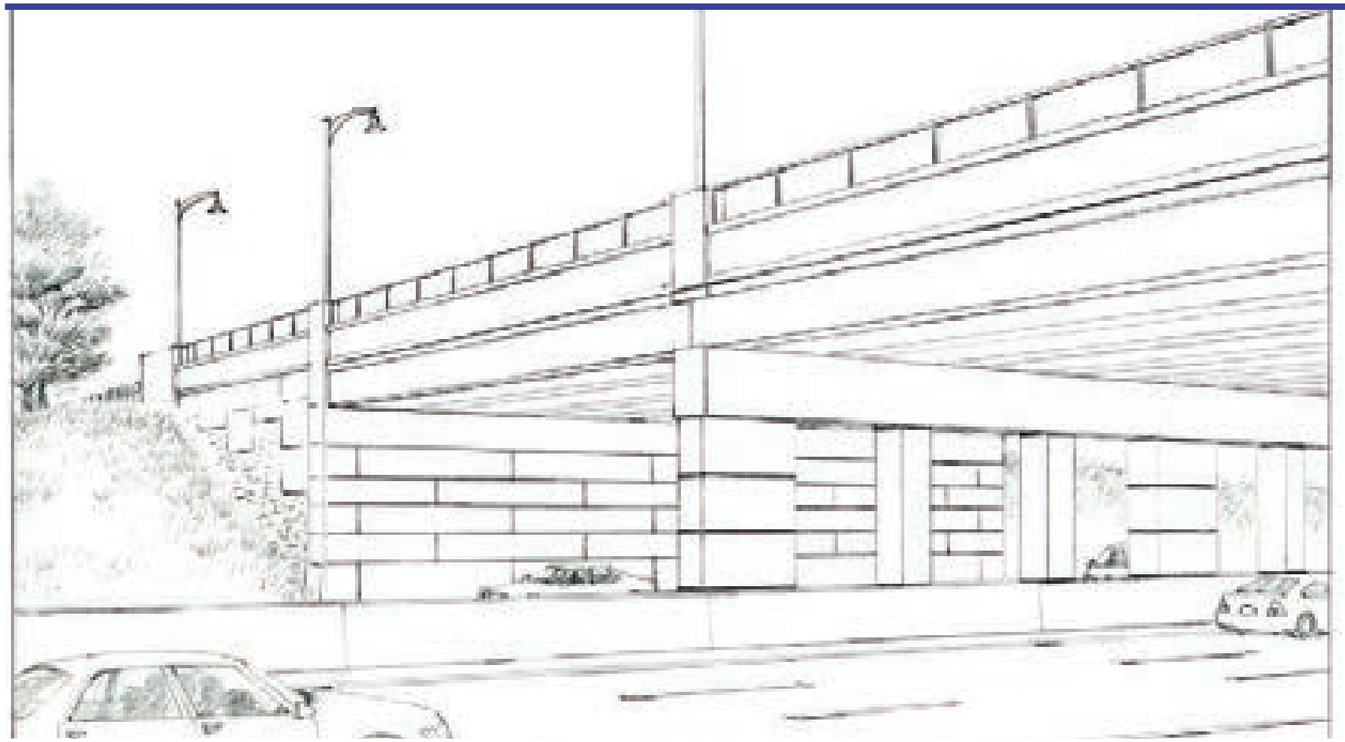
Railings/Lights

COLOR

TYPICAL BRIDGE ELEVATION (BY OTHERS)



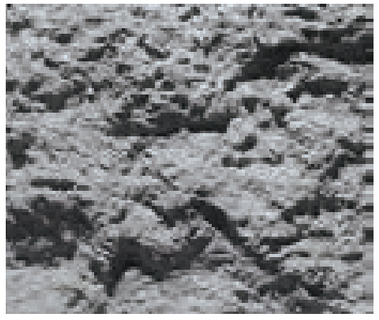
BRIDGE ELEVATION



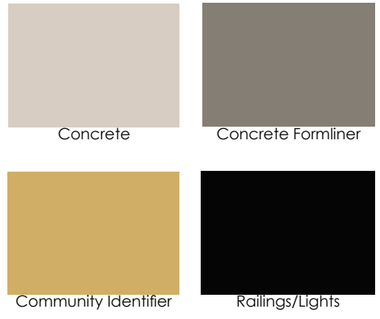
BRIDGE PERSPECTIVE

ARCHITECTURAL RAILING

ORNAMENTAL LIGHTING

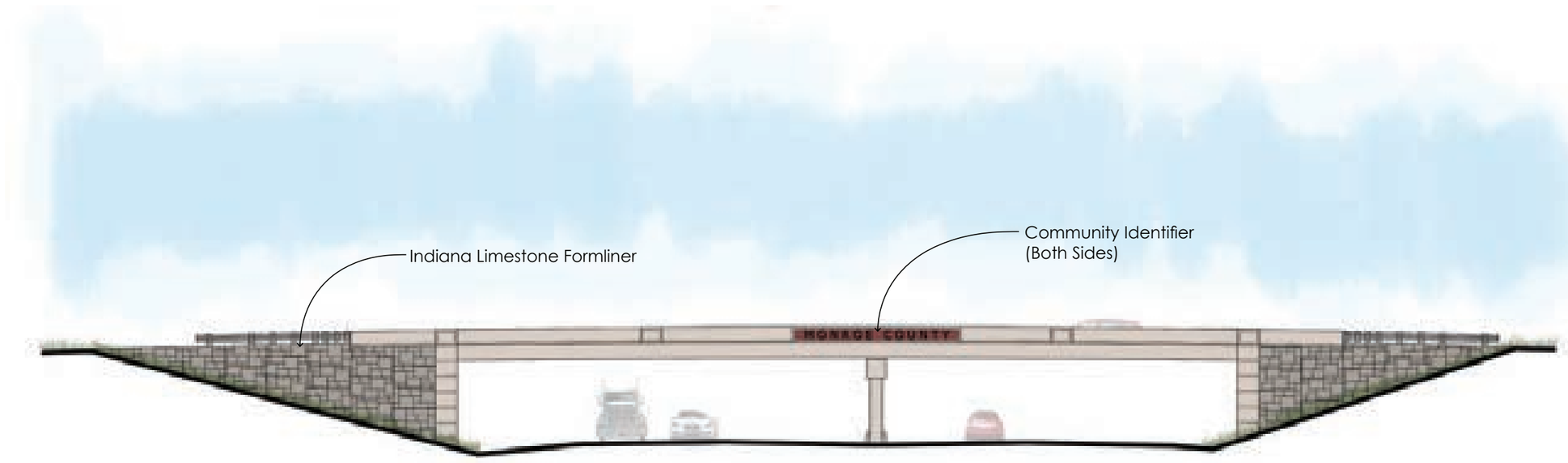


FORMLINER

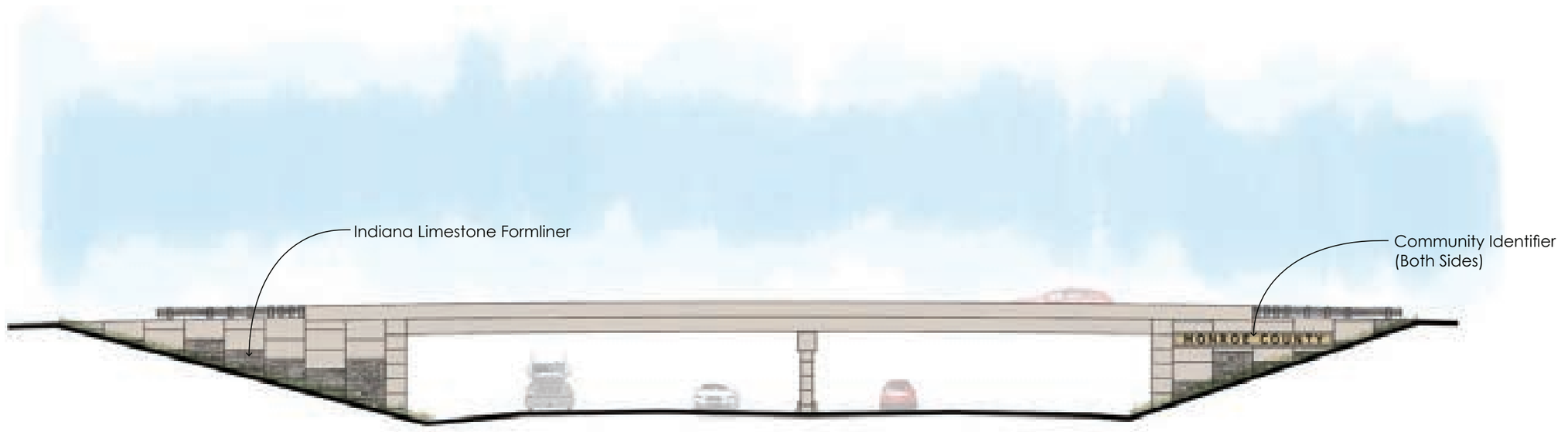


COLOR

BRIDGE ELEVATION COMPARISON (BY OTHERS)

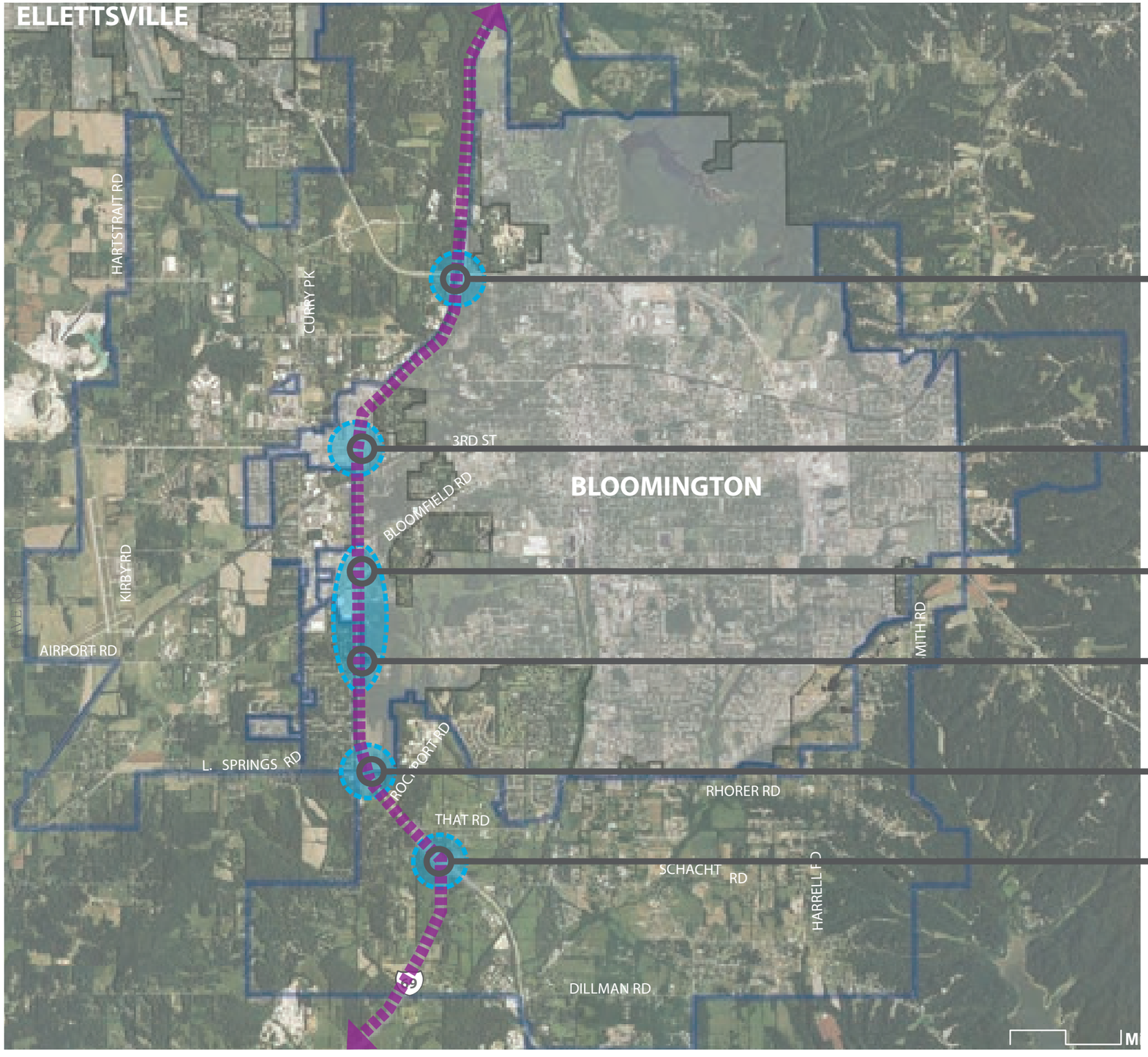


SAMPLE ROAD BRIDGE ELEVATION — CONCEPT 1

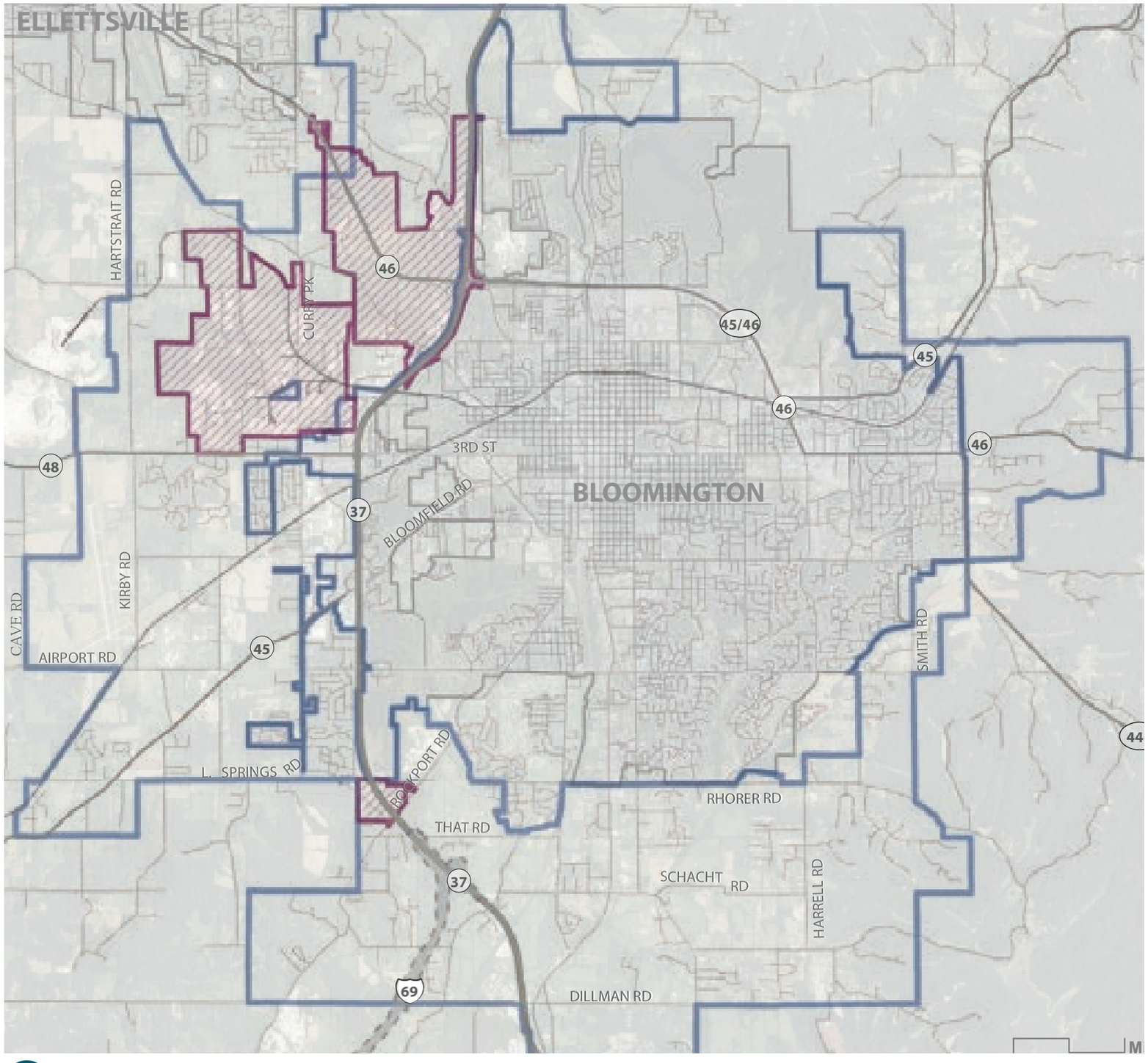


SAMPLE ROAD BRIDGE ELEVATION — CONCEPT 2

I-69 CORRIDOR IMPROVEMENTS



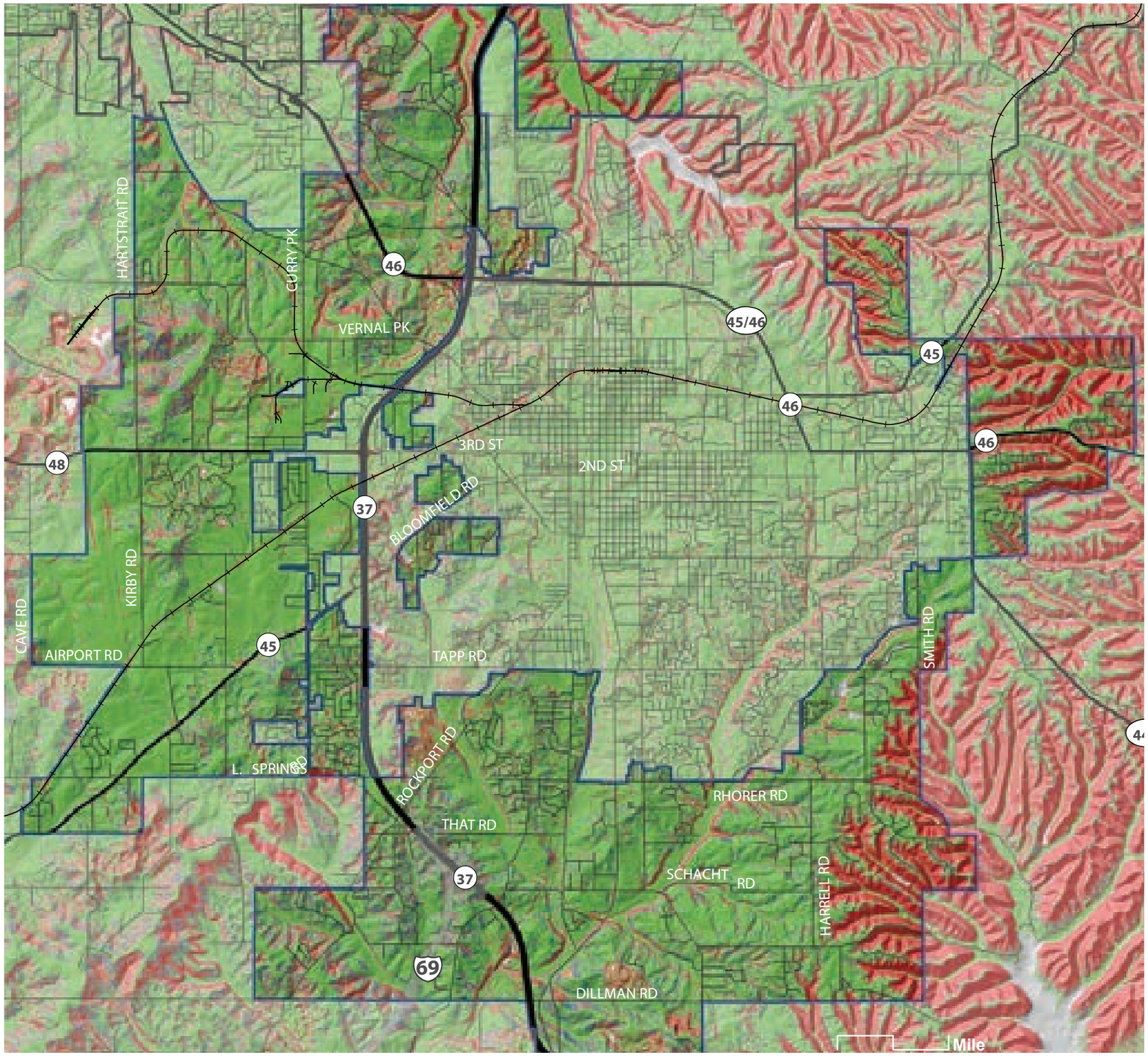
- SR 46 INTERCHANGE
- SR 48/3RD ST. INTERCHANGE
- SR 45/2ND ST. INTERCHANGE
- TAPP ROAD INTERCHANGE
- FULLERTON PIKE INTERCHANGE
- SR 37 INTERCHANGE



EXISTING CONDITIONS ANALYSIS

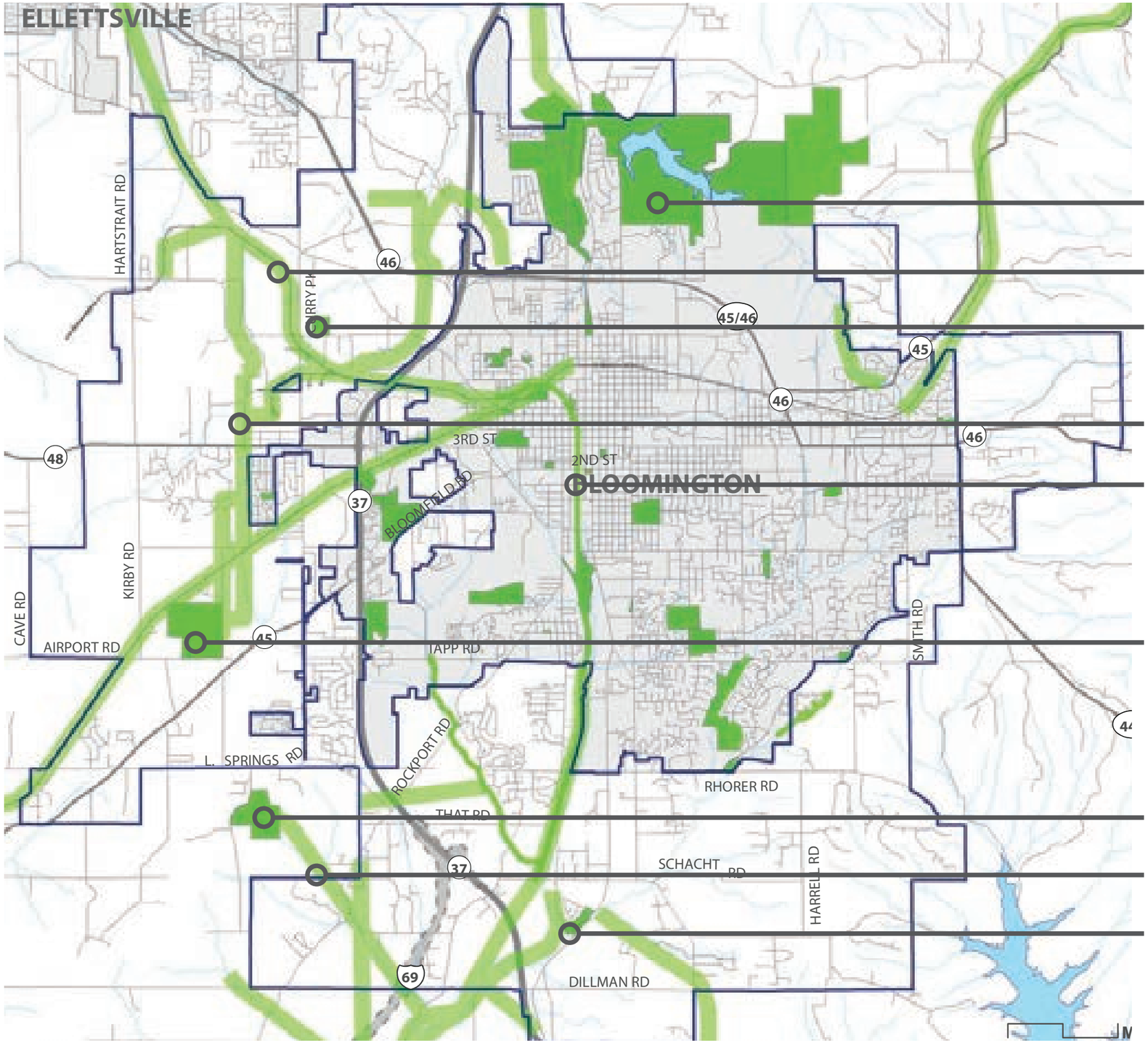
TAX INCREMENT FINANCE DISTRICTS

TOPOGRAPHIC CONSTRAINTS



Percent Slope

- 0 - 12%
- 12% - 15%
- 15% - 18%
- 18% - 100%



PARKS, OPEN SPACES, AND EXISTING/PLANNED GREENWAY SYSTEM

GRIFFY LAKE NATURE PRESERVE

STINESVILLE-ELLETTSVILLE TRAIL

WILL DETMER PARK

KARST FARM TRAIL

B-LINE TRAIL

WESTERN MONROE RAIL TRAIL

KARST FARM PARK

LEONARD SPRINGS NATURE PARK

LEONARD SPRINGS GREENWAY

JACKSON CREEK PARK

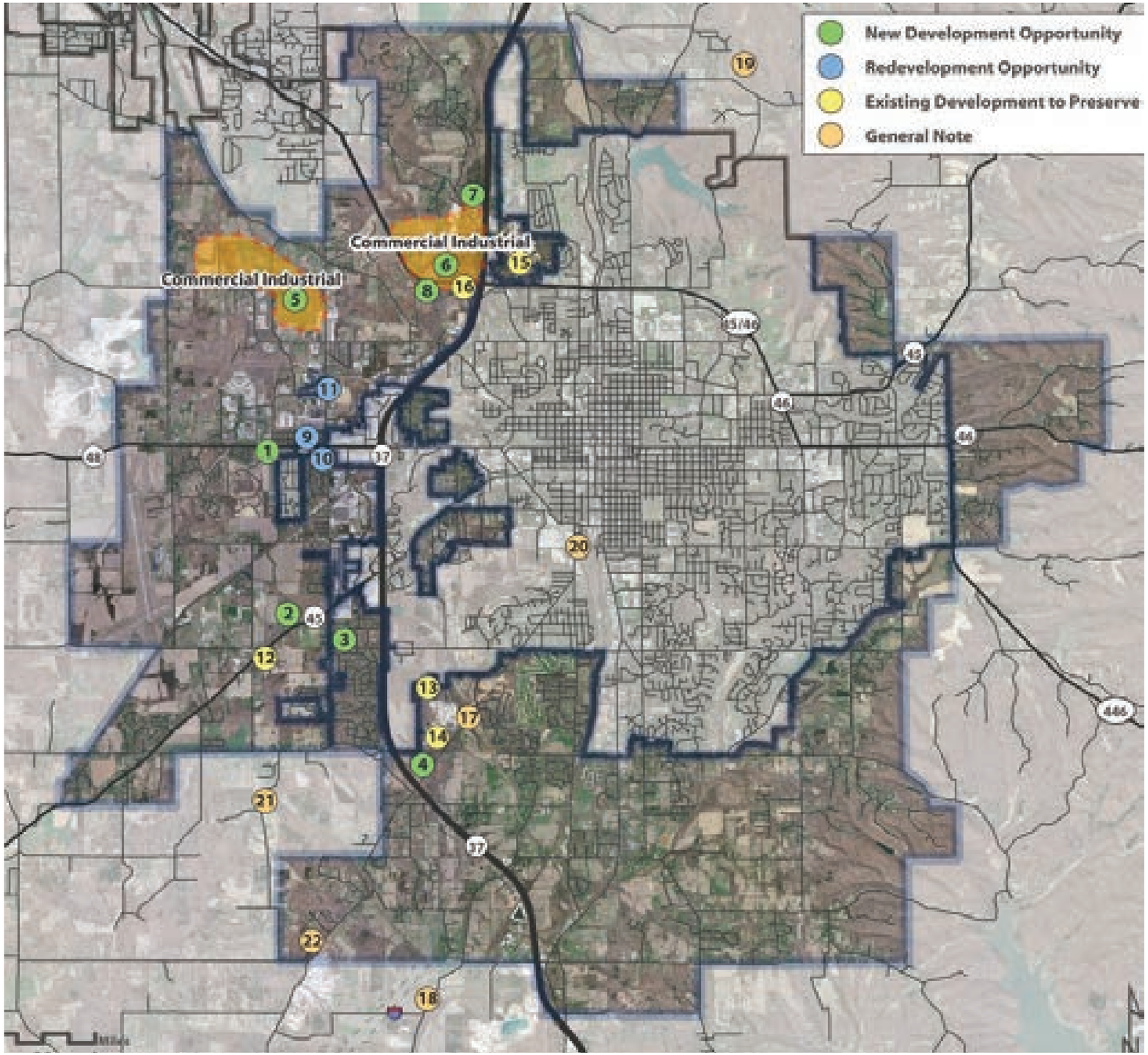
USE	EMPLOYEES PER 1,000 SQ. FT.
OFFICE	3.33
RETAIL	2.00
INDUSTRIAL	0.50
INSTITUTIONAL	1.00

HOUSING TYPE	PERSONS PER HOUSEHOLD
SINGLE FAMILY	2.5
MULTI-FAMILY	1.4

SCENARIO MODEL ASSUMPTIONS

As part of the Urbanizing Area planning process, three scenarios were created with varying types, distributions and intensities of land use. These alternative visions of growth for the planning area provided a basis for examining the relative impacts of different development patterns and policies. The purpose of the scenario modeling process is to develop a preferred plan and associated polices that will achieve the community's long range goals. Each of the scenarios includes a series of assumptions about how intensely land is developed (e.g. efficiency of site development, Floor Area Ratio, residential density) and the relative percentages of different types of uses within broader land use categories. The tables on this page outline the land use, employment density and household size assumptions used for the Urbanizing Area Plan analysis.

LAND USE CATEGORY	SITE EFFICIENCY	FAR	DENSITY	% RESIDENTIAL	% SINGLE FAMILY	% MULTI-FAMILY	% NON-RESIDENTIAL	% OFFICE	% RETAIL	% INDUSTRIAL	% INSTITUTIONAL
OPEN SPACE	1.00	-	-	-	-	-	-	-	-	-	-
RURAL LIVING	1.00	-	0.1 DU/AC	100%	100%	-	-	-	-	-	-
CONSERVATION RESIDENTIAL	0.30	-	4 DU/AC	100%	100%	-	-	-	-	-	-
EMPLOYMENT CENTER	0.80	0.40	-	-	-	-	100%	40%	5%	40%	5%
MANUFACTURED HOME PARK	0.80	-	5 DU/AC	100%	100%	-	-	-	-	-	-
LARGE LOT RESIDENTIAL	0.80	-	1 DU/AC	100%	100%	-	-	-	-	-	-
SMALL LOT RESIDENTIAL	0.80	-	4 DU/AC	100%	100%	-	-	-	-	-	-
TOWNHOME COMMUNITY	0.80	-	10 DU/AC	100%	-	100%	-	-	-	-	-
MIXED RESIDENTIAL	0.80	-	6 DU/AC	100%	70%	30%	-	-	-	-	-
SUBURBAN MULTI-FAMILY	0.80	-	16 DU/AC	100%	-	100%	-	-	-	-	-
NEIGHBORHOOD COMMERCIAL	0.80	0.25	-	-	-	-	-	30%	70%	-	-
SUBURBAN COMMERCIAL	0.80	0.20	-	-	-	-	100%	20%	80%	-	-
HIGHWAY COMMERCIAL	1.00	0.20	-	-	-	-	100%	10%	90%	-	-
SUBURBAN OFFICE	0.80	0.50	-	-	-	-	100%	90%	10%	-	-
MIXED USE NEIGHBORHOOD	0.85	1.00	16 DU/AC	50%	-	-	50%	50%	20%	15%	15%
AIRPORT	1.00	0.05	-	-	-	-	100%	-	-	25%	75%
CIVIC/INSTITUTIONAL	1.00	0.25	-	-	-	-	100%	-	-		100%
QUARRY	1.00	-	-	-	-	-	100%	-	-	100%	



PUBLIC KICKOFF OPEN HOUSE - 05/29/14

DEVELOPMENT OPPORTUNITIES

MAP MARKUP RESULTS

3 "Playground needed here for surrounding apartments & residences"

4 "Crane-related companies"

5 6 "Commercial Industrial"

7 "Biz Office / Clean Industry"

8 "Commercial Industrial"

11 "Time for clean industry"

12 "Commercial Area"

15 16 "Historic Landscape District"

17 "Upgrade Rockport Road"

18 "N Butcher Rd *Term Not Used" (Incorrect Label)

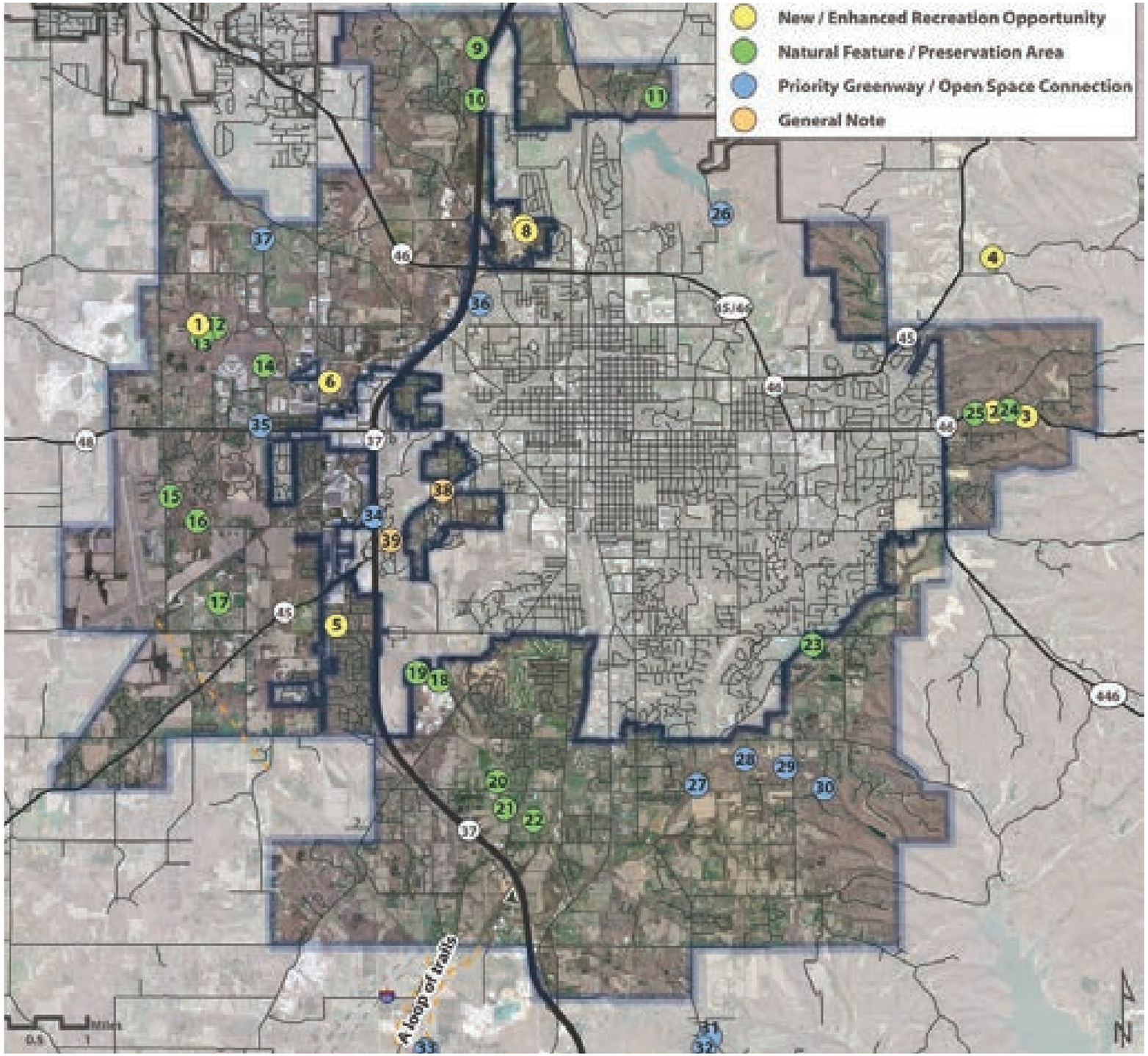
19 "See County Interim Report for survey of historic properties"

20 "Kind of a challenge wrapping my mind about it when on a daily basis the line between city and county is blurred. Plenty of room for infill development vs. greenfield."

21 "Why is this area left out of the MCUA?"

22 "What about protecting quarry ground? [Existing] mineral resource."

+ General notes may or may not be location-specific



PUBLIC KICKOFF OPEN HOUSE - 05/29/14

OPEN SPACE AND ENVIRONMENT

MAP MARKUP RESULTS

2 3 "Existing neighborhoods with lots of bikers walkers"

4 "This side of the county has little to no trail or recreational space other than Lake Lemon. It would be helpful & beneficial to expand & improve the Danny Smith Park area and access to and from."

6 "Why not?"

7 8 "Limestone Heritage Park"

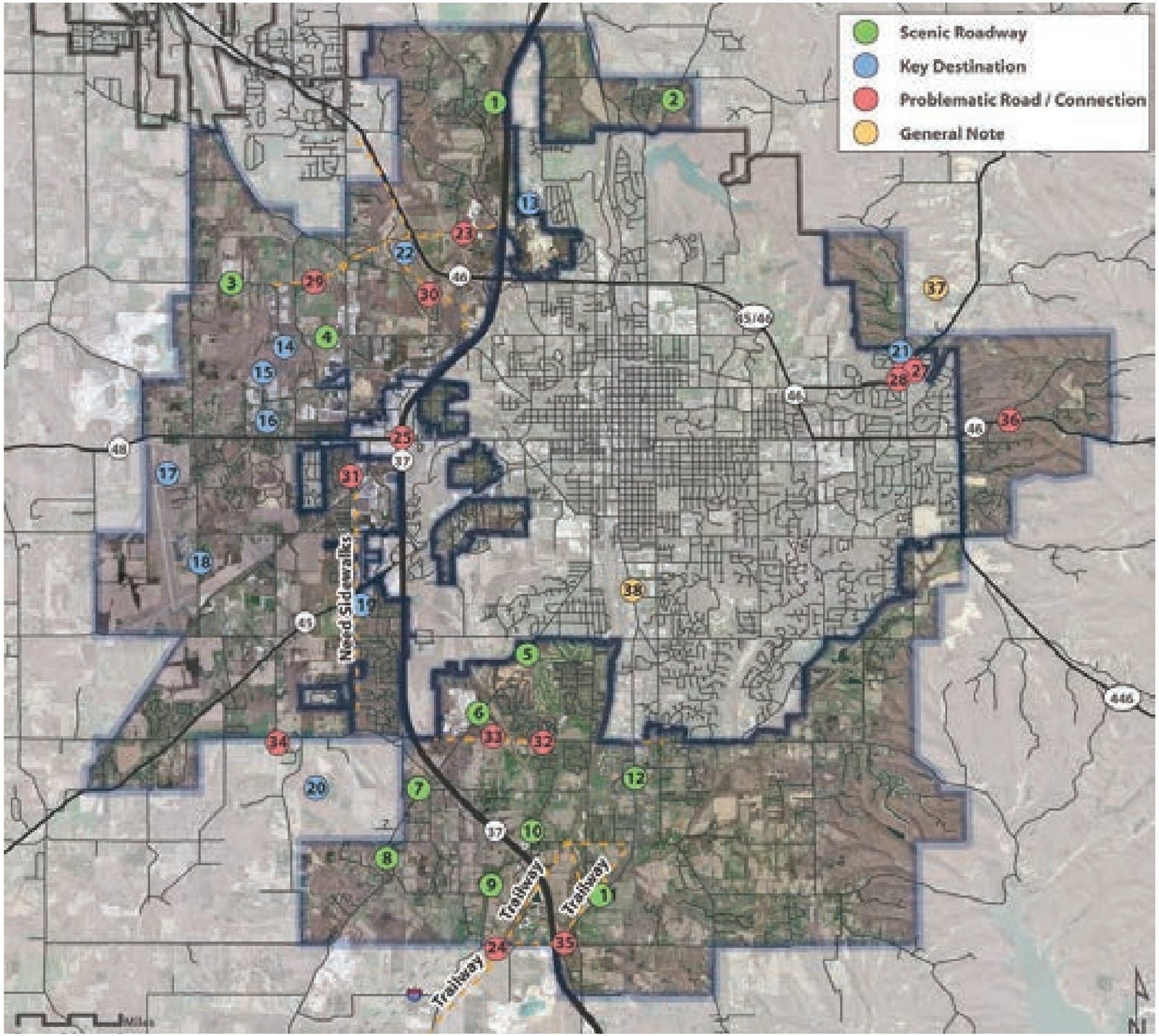
23 "Already scheduled for development"

33 "Yes! (see "a loop of trails" comment)"

34 "Bridge BP [Bike Path]"

38 39 "No Safe Bike Lane"

40 "Playground for a large surrounding area"



PUBLIC KICKOFF OPEN HOUSE - 05/29/14

TRANSPORTATION CONNECTIONS

MAP MARKUP RESULTS

- 1 "Maple Grove Road"
- 14 "YMCA"
- 15 "Cook Inc."
- 16 [Ivy Tech]
- 18 [Monroe County Airport]
- 19 "Can't get to Walmart"
- 20 "Jackson Creek Nature Park"
- 21 "University Elementary School"
- 22 "Hospital"
- 24 "Extend Trail"
- 26 27 28 "No bike path, no walking path, no way to cross 10th/45"
- 31 32 "Need sidewalks"
- 35 "Intersection Dangerous"
- 36 "Need sidewalks and bike lanes (46)"
- 37 "Extend Polly Grimshaw Trail - partner with Duke Enery power line upgrade"
- 38 "Food Desert"

CURRENT KEY STRENGTHS WORD CLOUD

FUTURE PRIORITIES WORD CLOUD

PUBLIC KICKOFF OPEN HOUSE - 05/29/14

GENERAL COMMENTS

"Please address E. 10th St. where it meets Smith Road. There is no safe way for children and pedestrians to cross 10th to go to University Elementary School. Plus, 10th Street from Pete Ellis to Russell Road is a danger zone for bicyclists, pedestrians, and even cars."

"I-69 Barrier-As rail line was downtown"

"Bike/ped bridge or crosswalk/light with sidewalk bike path on east side of fringe"

"Why not the ABB property for some sort of recreational development?"

"Preserve rural character, feel in urban design"

"Link both sides of I-69"

"Dedicate space for large scale composting facility. Rationale: divert substantial material from landfill, sell/give finished composting material to veg/fruit growers"

"Kind of a challenge wrapping my mind about it when on a daily basis the line between city and county is blurred. Plenty of room for infill development vs. greenfield."

"Need connection to sewer to the west. How to incentivize?"

"West side local transportation patterns need new routes to reach work, schools, shopping"

"Dedicate space for large scale composting facility. Rationale: divert substantial material from landfill, sell/give finished composting material to veg/fruit growers"

"Fullerton Pike expansion (highway to state road) very important relief for east/west corridor"

"Methane production facility near sewage plant. This is free energy source for small scale agricultural production – already up and running in Germany"

"Upgrade rockport road"

"Make room for small scale agriculture"

"Safe bike lanes: Inspect bloomfield road from twin lake west to state road 37. No safe lane - typical for many roads"

"Take steps to mitigate future crime due to I-69"

"The southwest corner of proposed urbanizing area has extensive karst that is not shown on coutny planning data. No sewers are being even considered along Rockport Rd. (nor natural gas) electric and water only all the way down to Dillman Road. The area east of Rockport to the I-69 intersection was and should be saved for I-69 related employment as the business industrial overlay - one of the few areas in Monroe County available for new employment. Also IDOT has paid $2.7 million for permanent conservation easement in this area. "

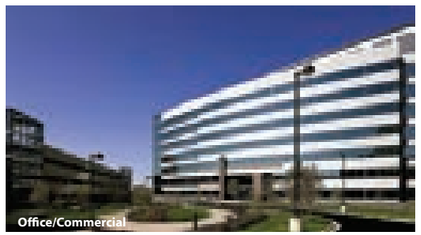
VISUAL LISTENING - POTENTIAL FUTURE LAND USES

5 1

10 0

8 0

13 0



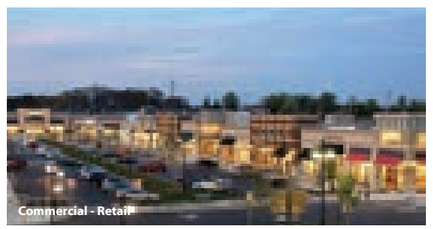
4 2

2 3

2 2

0 8

2 12



3 7

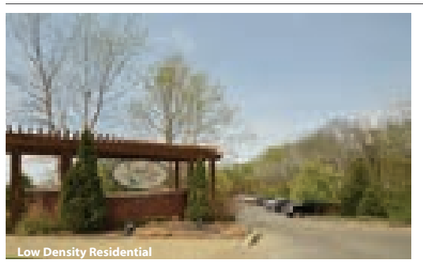
VISUAL LISTENING - EXISTING FEATURES

6 0

7 0

3 2

4 3



1 2

14 1

12 0

6 16

8 0

5 3

Support for:

Mixed Use Employment Center
Retail Center Retrofit
Traditional Neighborhood Infill (with alleys)
Public Parks and Plazas

- **Dog Park**
- **Gardens**
- **Farm Markets**

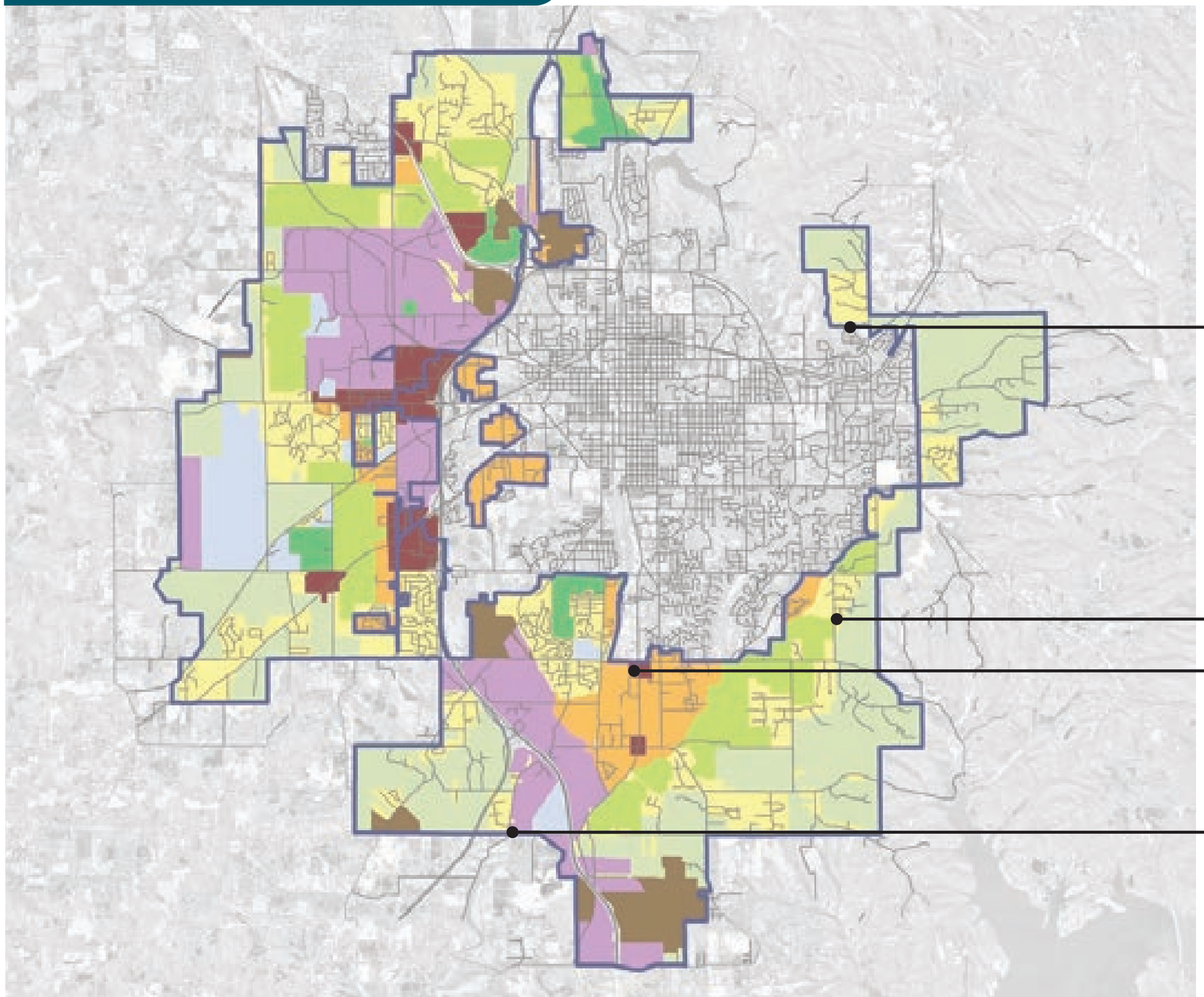
Interconnect Street Network
Enhanced Streets
More Trees and Hardscapes
Quarry Garden
Cultural/Entertainment Venue
Nature and Visitor Center

- **Include Bloomington/Limestone History**

Other Ideas/Comments:

Walking and Bike Trails
Senior Housing
Sustainable Gardens
Bed and Breakfast
Boutique Hotels
Beer Garden/Wineries/Restaurants
Distributed, small/micro-scale food system
South side is underserved (restaurants, stores, Blooming-foods, bakeries, sidewalks, bike lanes, etc.)

SECOND OPEN HOUSE - 09/18/14



Improve walkability to University Elementary and area neighborhoods

Extend Conservation Residential

Expand Mixed Use (South Walnut and Rhorer)

Extend trail to Fluck Mill

FUTURE LAND USE PLAN

IDEA TITLE - That we integrate alternative transportation with parks/ space

IDEA DETAIL

The Bloomington Bicycle Club has been promoting a bike/ped bridge over I-69 between 2nd St and 3rd St. The BBC has studied the city's distant future rail trail idea over I-69; it is not feasible due to the RR's current activity and being too close to the Muller Parkway apartments. We have told this to you in the past open houses, but again, you have not listened. Alternative transportation facilities still must be close to shopping, major employers, schools, and civic institutions to make Bloomington more sustainable. This must also be separate of unsafe vehicular traffic. So, this bridge must be between 2nd and 3rd St and then merge with traffic at safer arterioles. Instead, the city through INDOT wants to widen 3rd St overpass and add a bike path. A crossing bicycle at on/off ramps is the most dangerous situation between a bike and motor vehicle. Scrap the 3rd St widening and put that money toward this bike/ped bridge. INDOT is receptive to this idea per their recent open house.

COMMENTS

I can see the underpass at Vernal Pike working but this overpass along side the RR or Third is not good for bikes or pedestrians.

Hear hear! It is offensive to add bicycle amenities to 3rd street. Bicycle amenities are not something you can meaningfully tack onto a highway. The road needs to be designed from the ground up in order to appeal to cyclists. When you do this to an existing highway, it is called a "road diet," and it is the exact opposite of tacking on amenities. This is no longer radical, it is established engineering process. Not to be rude but aren't there any staff members somewhere in this bureaucracy that are competent engineers? It's not black magic but you have to honestly devote yourself to the study of the problem before coming up with a solution!

West of SR-37 the terrain is very rugged. The wall of the Menards outdoor inventory lot comes right up to the railroad property line. From there the railroad property slopes downward to a drainage ditch. Because there is no foundation under the wall, the ground next to it cannot be leveled. The Canterbury Apartments situation alone makes this trail impossible.

Bloomington Rail-Trail Plan for Crossing SR-37

For many years bicycle trail along the Indiana Railroad as it crosses the Bloomington metro area has been in the long-range plans of both the City of Bloomington and Monroe County. The Polly Grimshaw Trail already exists along this line. The section of the railroad that I am concerned about runs from Third St to Curry Pike.

For a long time I have considered a bicycle trail along the Indiana Railroad from Third St to Curry Pike as impossibly difficult, something that would never actually be done.

The biggest obstacle to this trail is Canterbury Apartments, which comes very close to the railroad property line. The Apartments have windows facing the railroad property. The view from each apartment is the side of a high ridge. There are air conditioners up against the building outside of each window. The Canterbury property slopes downward. The railroad property has a steep downward slope from the tracks to a drainage ditch at the property line. Would the trail go on this down sloping railroad property? There is no room.

For a 450-ft stretch near Third St the right-of-way is only 50-ft, not enough room on railroad property for the trail. After that, the tracks run through a deep canyon, a trail just inside of railroad property would be over the edge of the canyon.

The tracks go from being in a deep canyon to being on a high ridge as they run very close to Muller Park buildings. After that, Canterbury Apartments, the big obstacle, come very close to the railroad property line.

The rail-trail bridge across SR-37 would be attached to the railroad trestle. Imagine riding a bicycle across this bridge at the same time a train is crossing the trestle. Consider the vibration. Would a bicycle trail that close to the tracks be allowed? When this bicycle bridge extends beyond the ends of the trestle, it is high above the ground and will need further mid air support for a considerable distance. West of SR-37 the terrain is very.

ADDRESSED IN: 4.1.2

IDEA TITLE - We do not need any truck stops or adult bookstores/ entertainment

ADDRESSED IN: 4.1.2

IDEA TITLE - Increase City Density

IDEA DETAIL

Is this not the definition of sprawl? Can we increase density before expanding development further outside the city limits? Increased density will create a more walk-able, bike-able community, while sprawling development will increase demand for vehicular transport, traffic, congestion, pollution, etc, not to mention destroying natural country-side, open space and forest land.

ADDRESSED IN: 4.1.4

IDEA TITLE - Wildlife

IDEA DETAIL

Employ the "lenses of wildlife displacement and habitat fragmentation," as recommended by the city's Deer Task Force Report Summary Recommendations: "We might also mitigate deer damage through land use practices. For example, when a developer proposes to build a new project, the project is subject to layers of review to ensure the project's environmental soundness. While features such as karst, stormwater, tree cover and erosion are part of the analysis, wildlife is not. It should be. Much development fragments wildlife habitat and proliferates 'edge' environments. Deer thrive on the edge. By filtering a development proposal through the added lenses of wildlife displacement and habitat fragmentation, we have the opportunity to try to prevent deer-human conflicts before they occur. Similarly, we should consider the ways in which corridors might be used to better direct movement of deer around or through a community rather than dispersing deer throughout." (p. iv)

COMMENTS

Deer vehicle collisions are dangerous.

ADDRESSED IN: 4.1.4, 4.1.5

IDEA TITLE - Curtail development

IDEA DETAIL

The more we develop these areas that nature needs to perform ecosystem services, the more we will have to take over that task. This will cost more, not be as efficient and destroy biodiversity. We need to curtail development for the good of the biosphere, the country and our own area. Right now deer are being portrayed as interlopers when it is we who have overtaken the whole world and left them nothing. If we want to stem the Sixth Great Dying we need to protect the open space that nature needs to perform ecosystem services for our benefit.

ADDRESSED IN: 4.1.4

MINDMIXER RESULTS

IDEA TITLE - We don't need 'Mockinjay' metropolus overlords

IDEA DETAIL
Bloomington as is was made BY the creativity of its people and the love of open land, and home sweet home.

ADDRESSED IN: 4.1.1

IDEA TITLE - About Natural Surface Trails

IDEA DETAIL
Continuing my response begun with the Bike Parks post (closed topics and word limits are frustrating aspects of this medium): All trails need not be paved, but natural surface trails should be purpose-built to contemporary standards. The city's UDO does not usefully distinguish between paved and natural-surface trails; the default definition of a trail is a hard surface multi-use path. This can present difficulties for designing natural-surface trails, since the UDO definitions are entirely out of step with modern trail building. It is not only possible but desirable to place rolling grade natural surface trails on steep slopes, for example. Does the county have standards for soft surface trails? Are these informal or built into code? Do not let natural trails be an afterthought. There is a great deal of potential to balance conservation with expanded hiking/biking trail networks.

ADDRESSED IN: 4.1.4

IDEA TITLE - Fight I-69 with connectivity.

IDEA DETAIL
This might as well be called the "more of the same for I-69" plan. The land along I-69 from W 2nd north is largely EMPLOYMENT / MIXED USE, the two most permissive forms to development.

We need to ensure that the development this plan anticipates is compatible with an urban form - this is an uphill battle because that is not the norm around freeways.

The #1 thing that freeway-inspired infrastructure lacks is connectivity. Freeways lead to arterials lead to cul de sacs and vast parking lots. That is the branching mode of infrastructure development. We need to switch to the grid mode instead. Grid connectivity needs to be the #1 priority or urbanization simply won't happen. There should be at least 5 viable routes between point A and point B, instead of everything bottlenecking at arterials.. If you do that, the individual roads and intersections can afford to be smaller! If you don't then every new increase in density will be accompanied by screams to widen 3rd St!

ADDRESSED IN: 4.1.1

IDEA TITLE - About Bike Parks

IDEA DETAIL
This post is really a response to several ideas posted under different topics. I'm glad to see support for the general idea of integrating alternative transportation with parks/green space and especially happy to see ideas specific to mountain biking. A couple of things to keep in mind there:
1. Wapehani is a city park and the adjacent land for expansion is outside the purview of this county land use plan. If you want to see Wapehani enlarged, direct your suggestions to City Parks (and Planning). [Disclosure: I am the park's primary steward.]
2. Bike Parks are relatively new on the recreation and planning landscape. IMBA has just released a guide to developing bike parks; local mountain bike advocates and curious planners alike would do well to look it over if they're considering such a facility (which would also meet a local demand for BMX).

ADDRESSED IN: 4.1.1

MULTI-MODAL TRANSPORTATION

IDEA TITLE - Bloomington Transit Expansion

IDEA DETAIL
If the legislative issues can be solved (and they should be) then Bloomington Transit should greatly expand bus service to areas outside the city proper. Not just areas to serve but also frequency. Few people will choose the bus if it only comes once or twice an hour. Although BT has a long way to go, it already has the infrastructure in place. More busses and drivers would be good for both Bloomington and the surrounding areas.

ADDRESSED IN: 4.1.2

IDEA TITLE - Expand Bloomington transit.

IDEA DETAIL
Need bus service to IvyTech and westside businesses like Cook and TASUS, PrintPak, etc. Need to change state law to allow this.

ADDRESSED IN: 4.1.2

IDEA TITLE - I definitely support promoting alternative transportation

IDEA DETAIL
I'd like to see sidewalks, bike lanes/paths, and bus routes, at least from and between primary, mixed use intersections.

ADDRESSED IN: 4.1.2

IDEA TITLE - Biking Lanes and Trails

IDEA DETAIL
Expand bike infrastructure and design Complete Streets for all modes of transportation, especially the more sustainable modes like walking and biking.

ADDRESSED IN: 4.1.2

IDEA TITLE - BT

IDEA DETAIL
extend BT to Ellettsville

ADDRESSED IN: 4.1.2

IDEA TITLE - All modes

IDEA DETAIL
Alternative transportation should be preferred over the current auto-centric bias.

ADDRESSED IN: 4.1.2

IDEA TITLE - Let dispersed knowledge of free markets decide.

IDEA DETAIL
I do not feel the need to impose my will onto private property owners. No need to have so many rules, they ens up raising costs and limits creativity.

COMMENT
One potential problem with that approach, at least in the case of walkability via sidewalks, is that you can end up with a piecemeal system that doesn't actually improve walkability. Even within the Bloomington city limits, there are neighborhoods with sidewalks that span one or two properties, and then end, only to resume several properties later. I'd like to see the urbanizing area avoid this problem by including requirements in the plan for walkability.

ADDRESSED IN: 4.1.2

MINDMIXER RESULTS

IDEA TITLE - The more bike and walking paths, the better

IDEA DETAIL
It would be great to connect all of Bloomington's neighborhoods with bike and walking paths.

ADDRESSED IN: 4.1.2

IDEA TITLE - Connectivity!!!!

IDEA DETAIL
There is only one type of development that happens around hierarchical branching roads, and *it sucks* for bikes and peds. In commercial properties, it is typified by a 300 foot setback for parking. In residential properties, it is typified by a cul de sac that literally makes you travel 3x the distance of a straight line for most nearby destinations -- often dumping you on a major highway in the process. You cannot simply make 3rd street wider and call it a complete street, that is fraud. Probably the cheapest least change option would be a bike bridge over I-69 between 2nd and 3rd streets. But to ask people to bike on W 3rd street without doing anything to reduce the volume or speed of vehicular traffic there is asinine. We need alternatives. 20 foot maximum building setback. No new residential development that bottlenecks to a single road. Alternatives to 2nd/3rd street for cyclists. You guys are professionals, you already know this. Don't sell the county some pipe dream.

ADDRESSED IN: 4.1.2

URBANIZING AREA FIRST IMPRESSION

IDEA TITLE - Like this...

IDEA DETAIL
photo of beautiful, productive agriculture that enhances the views and the local economy. But in addition to beautiful greenscapes, a diverse mix of gateway elements could reinforce the goal of diverse, mixed use in the plan area. For example, combining public art pieces and architectural elements with the greenscaping could result in an aesthetically pleasing introduction that says, ""You're entering a vibrant, interesting place with a lot going on.""

Contrast this with the experience of entering the area from the east on SR46. There, you're confronted with a series of billboards that convey a very different, and less desirable, message about the area.

ADDRESSED IN: 4.1.0

IDEA TITLE - Eye-catching community agriculture

IDEA DETAIL
Bloomington has a wealth of people with knowledge/expertise in agriculture and community development. This has lead to several successful community gardens and the Bloomington Community Orchard. The current plan seems to have several large employment areas off the I-69 Corridor(especially the 37/69 interchange). While much of this will probably default to grey, black, and tan, there is a real opportunity to push forward a lot more green in the zoning focus of employment areas. Integrating food forests, greenscapes, and open space requirements into large commercial planning will lessen the damage created when former pasture becomes factory.

ADDRESSED IN: 4.1.6

IDEA TITLE - Flowers

IDEA DETAIL
visitors should see lots of flowers, even when passing through

ADDRESSED IN: 4.1.0

MIXED USE DEVELOPMENT

IDEA TITLE - I agree with this.

IDEA DETAIL
It will make the urbanizing area much more attractive to business and much more livable. It should be more like Renwick and not at all like the westside retail area.

ADDRESSED IN: 4.1.8

IDEA TITLE - Absolutely!

IDEA DETAIL
I've seen it work very successfully in other places (e.g., north Broadway in Boulder, CO). Not only did it reduce vehicular traffic and encourage new small businesses, but it has also become something of a destination.

ADDRESSED IN: 4.1.8

IDEA TITLE - McDoel

IDEA DETAIL
We love our mixed use neighborhood=McDoel

ADDRESSED IN: 4.1.8

IDEA TITLE - Mixed Use on the Southside is a must

IDEA DETAIL
On the Southside of the fringe the plan does not include shops and restaurants other than the Southside Kroger which is already there. The location of the Kroger shopping plaza is a wonderful example of the potential of urbanizing and multi use development. Expansion of this area is promising due to the proximity to Monroe lake, making it an intermediary between downtown and a prime attraction of the Bloomington area. shops would thrive due to existing neighborhoods/single family homes, and ever increasing traffic flow through the south walnut street pike and rhorer road,which is soon to be widened due to the I-69 initiative and gleaned with additional walking/biking paths. Rhorer road is set to be the southern beltway of Bloomington, lending a direct route from the south side to Indianapolis. Additionally the natural landscape and old growth makes the area prime for multipurpose, mixed use green living.

ADDRESSED IN: 4.1.8

IDEA TITLE - Be realistic

IDEA DETAIL
The mixed use planning ethic, at least as MKSK has implemented it with its plans for west 3rd and the Walmart area is oversold and overdone. The idea that every area of a town can be redeveloped as a hip downtown isn't realistic. There has to be a combination of: land that can be assembled at a reasonable price, demographics to support retail which does enough sales to pay enough in rent to justify new construction, and developers willing to take a risk, including the regulatory risk of navigating through a very uncertain land use control regime. After watching the way Steve Crider has been treated with North Park, what developers would undertake a mixed use redevelopment project of the scale shown by MKSK? Mixed use development and redevelopment requires developers and government to basically partner, and there is too much mutual distrust between county planning and the development community for anything like this to happen.

COMMENT

Please re-read my comment. I didn't state that lack of trust is the primary boundary. I stated that redevelopment of suburban areas to new urban areas is incredibly complicated and expensive, requires demographics which don't exist everywhere, and depends on infrastructure that is conducive to new urbanism (i.e., the grid pattern you reference). Wholesale redevelopment of the westside into a compact urban form - or any other planning form - is unrealistic. The demographics aren't there and site assembly and infrastructure changes would be cost prohibitive. While it would be fun if we could hit the rewind button and start from scratch, its not going to happen, at least on the scale proposed by MKSK. There certainly have been planning mistakes made on the west side. Let's correct what we can, and learn from it. But please don't blame developers for the lack of a grid and/or limited access on the state highways - 2nd, 3rd, and 46. INDOT is the party that has installed or required the installation of medians and/or limited driveway installation, not developers. Developers and businesses want all the access they can get. And that gets to my basic point: the westside is not downtown and never will be. Let's plan to make it the best west side it can actually be, nothing more, nothing less. If that is to happen, it will require for us to do is to as a community is to sit down and work through our differences, negotiate, have dialogue, etc. I encourage you to rethink your idea that "actively fighting developers" is going to help.

I agree that it will take an unrealistically huge work to meaningfully change the character of W 3rd street but I disagree that trust is the primary boundary. Developers are developing like crazy, even with this lack of trust. The trouble is that these developments lack connectivity -- they funnel traffic into a small number of intersections. Cul-de-sacs instead of grid streets. I know developers are only doing this because the county permits it, but until a new pattern is established, the county will have to actively fight developers in order to change the pattern.

ADDRESSED IN: 4.1.8

IDEA TITLE - Focus on transportation instead of zoning.

IDEA DETAIL

Right now connected to W 3rd street, there are basically two styles of development: strip malls and suburbs. This is a result of transportation policy, not zoning policy. A cul de sac is massively inefficient transportation infrastructure for pedestrians. If you live on a cul-de-sac, you drive, period. So you don't offer much incentive to someone who might open up a store closer to your house, because once you're in your car you don't mind travelling an extra mile. No one is going to build a house in the Lowes parking lot, and it will be rare to see even a minimart at the entrance to a suburb. True mixed-use development is something that only happens with connected street grids. That will take a lot more work than loosening the zoning laws.

ADDRESSED IN: 4.1.1

IDEA TITLE - I do agree with this idea but

IDEA DETAIL

I feel as though the southside of Bloomington is being left out when it comes to Mixed Use Neighborhoods that include shops-restaurants-other amneities along with multifamily housing. A good example of this is the area just East of the Southside Kroger. It is basically an open field that could be developed? Can you address why this is not being considered in the Urbanizing Plan when this appears to be the overall goal of the Plan? The county is going to build sidewalks, bike lanes etc along Rhorer Rd. when they widen the road so why would the County Urbanizing Plan leave out such an important part of the county? (the southside)

ADDRESSED IN: 4.1.8

QUARRY LANDSCAPES

IDEA TITLE - I agree: Parks

Turn them into parks. Maybe one of them would be suitable for a bike park, like Valmont Bike Park, in Boulder, CO.

ADDRESSED IN: 4.1.4

IDEA TITLE - Parks

IDEA DETAIL

Turn all abandoned quarries into parks.

COMMENT

Vermont provides a great example of this with the Millstone trails; look for photos of the Rollercoaster to see some cutting edge mountain biking features in particular. http://www.mtbproject.com/trail/3913091

ADDRESSED IN: 4.1.7

IDEA TITLE - Talk with owners / public-private partnership

IDEA DETAIL

"This conversation should begin with actual engagement with the quarry owners. County staff and MKSK have made a major mistake in this process by failing to make even minimal contact with quarry owners. There aren't that many such owners - it wouldn't have been difficult for MKSK and county staff to make such contacts. At least one has reached out to county staff several times and not gotten a response. There are tremendous opportunity for the adaptive re-use of quarry areas, but it will need to be collaborative and not top down. The county also needs to form a policy regarding whether it intends to budget for the acquisition of quarry areas for parks or depend on the private sector. If the latter, a plan needs to be developed for cluster development, TIF, etc.

ADDRESSED IN: 4.1.7

IDEA TITLE - Greenfill

IDEA DETAIL

If feasible from an environmental standpoint, greenfill would be an acceptable use. The MCUA is centrally located enough to allow access from various parts of the county. An official greenfill site would potentially reduce unauthorized dumping of stumps, soil, yard waste and clippings. If managed correctly it could be quite sustainable.

ADDRESSED IN: 4.1.7

IDEA TITLE - Aquaculture

IDEA DETAIL

Some quarry lakes may be ideal for this type of farming practice.

ADDRESSED IN: 4.1.7

IDEA TITLE - Preserve the quarries

IDEA DETAIL

There are already small ecosystems in and around the quarries. Let them develop without interference.

ADDRESSED IN: 4.1.7

IDEA TITLE - Turning quarries into swimming areas

IDEA DETAIL

It would be lovely to turn quarries into recreational/swimming and/or non-motorized boating recreational areas.

ADDRESSED IN: 4.1.7

THIRD STREET CORRIDOR

IDEA TITLE - Trees on the street side of the sidewalk

IDEA DETAIL

Trees on the street side of the sidewalk would make walking safer and cooler in the summer. Shade trees should have a broad canopy so they shade pedestrians and lower the city heat island effect. The trees should provide food for city squirrels and nesting habitat for birds.

ADDRESSED IN: 4.1.5

IDEA TITLE - Priorities...

IDEA DETAIL

Bill Williams has done a fantastic job of strategically investing precious infrastructure dollars, including Westside TIF district dollars into critical infrastructure. Streetscaping may or may not be the best use of taxpayer funds on the west side. For example, the Curry Pike corridor is a key source of tax base that pays for schools, community safety, etc. Might a better use of funds for this area be to invest in sanitary sewer upgrades? Pesently, much of Curry is a tangle of private force mains. As best I can tell, there is no strategic plan for sanitary sewer service on the west side. Overall, I'm concerned by MKSK's over focus on community aesthetics and form based development. Aesthetics certainly matter. But so do job creation, tax base retention, etc. How else are you going to pay for these streetscapes?

ADDRESSED IN: 4.1.8

IDEA TITLE - Prioritize walkability in retrofit

IDEA DETAIL

The proposed mixed-use retrofit already seems sound in terms of pedestrian comfort and development principles. The example from Oregon is attractive (although will surely attract complaints from those who already dislike the "feel" of the new downtown). I am concerned about bike/ped safety between the highway and Curry Pike (this may echo Jim S.'s argument for a dedicated bike/ped bridge between 2nd and 3rd). The existing retail (strip malls) are not a draw for me, but I can see taking a family bike ride via the Karst Farm Trail and wanting some kind of family-friendly destination, e.g. a nice lunch spot that would also provide local workers with healthier alternatives to the fast food out there now. Perhaps there would be demand for a far west side bike/fitness shop eventually. The mixed-use employment center sounds good, but I wonder how many of these kinds of sites Bloomington can sustain. Will development of this site compete with the downtown tech park, for example?

ADDRESSED IN: 4.1.8

IDEA TITLE - we don't want a bladerunner city.

IDEA DETAIL

You will change the rural beauty of our TOWN.

ADDRESSED IN: 4.1.8

IDEA TITLE - Plan Further Out

IDEA DETAIL

We must plan for future development all the way to the county line. If not, the developers will, and we will look like Evansville, perfectly dreadful!

ADDRESSED IN: 4.1.8

LOCALLY GROWN

IDEA TITLE - Goats or other small domesticated animals

IDEA DETAIL

Goats are being used in Portland Oregon to browse lawns -- this browsing eliminates the need for mowers and would lower carbon pollution. They can also be used to remove invasives in infested areas without the use of herbicides. Small pigs can also be introduced to turn the soil in a weedy garden. This would remove weeds and add fertilizer to the area without conventional tilling or herbicide. Both of these animals could be kept in small farms in this area

COMMENT

Yes, excellent alternative to both herbicide and hand labor! Most of what I've read about goats concerns phragmites, but apparently they love poison ivy and will eat multi-flora, too.

ADDRESSED IN: 4.1.6

IDEA TITLE - The plan should encourage small farms

IDEA DETAIL

The plan should encourage small farms and not penalize them. The planning dept. should work with small farmers and help them to provide local, nutritious food. The community wants more local food and this is much better use than development.

ADDRESSED IN: 4.1.6

IDEA TITLE - No

IDEA DETAIL

This is not a high priority for the urbanizing area and not something government needs to get involved in. Job creation, affordable housing, tax base, etc. are far higher priorities. If nothing else, of all the things we should be thinking about for an ""urbanizing area"" - this is very low on the list.

ADDRESSED IN: 4.1.6

IDEA TITLE - Yes!

IDEA DETAIL

Locally grown food is healthy, and fun. Food plots are also attractive.

ADDRESSED IN: 4.1.6

IDEA TITLE - Be idealistic!

IDEA DETAIL

How many more rounds of development on this scale can Bloomington and Monroe County realistically expect in this century given long-term trends and forecasts? This planning effort may not be explicitly or primarily framed in these terms, but this has to be a plan for adapting to climate change, which is why local food security is so crucial. Community gardens, private neighborhood gardens, food centers/incubators--to my mind these are more vital in the long-term than ground floor retail (but of course they need not be at odds). I would like to see strict animal welfare regulations which prevent CAFOs. Perhaps "eco-villages" will be the planning form that replaces new urbanism in the fringe.

ADDRESSED IN: 4.1.6

IDEA TITLE - Hoop house and greenhouse 'structures'

IDEA DETAIL

These will have an impact on drainage issues. Promote rain water collection systems (ex. rain barrels) with greenhouses to account for increased runoff from impervious surfaces.

ADDRESSED IN: 4.1.6

IDEA TITLE - Livestock

IDEA DETAIL

Livestock is not addressed in this section. There are many issues among neighbors regarding small and mid-sized to large animals. Setbacks, density and waste should be taken into consideration. There is a wide spectrum of intensity and scale within the MCUA.

ADDRESSED IN: 4.1.6

IDEA TITLE - Wildlife corridors badly needed

IDEA DETAIL

We could really use wildlife corridors so that deer and other animals could move safely to and from urban parks to county parks.

ADDRESSED IN: 4.1.6

TRAIL CONNECTIONS

IDEA TITLE - Put a Bicycle-Pedestrian Bridge Across I-69

IDEA DETAIL

"SR-37 serves as a bicycle-pedestrian barrier separating the west side of Bloomington from the rest of the city. The solution to connecting this region west of Bloomington to central Bloomington is to route bicycles and pedestrians from the west to a properly placed bicycle-pedestrian bridge. When the Karst Trail is completed there will be a good way of connecting to the low volume roads and large residential neighborhoods west of Bloomington. The Karst Trail will connect to Sierra Dr., which will lead to Liberty Dr. The route to the bridge goes straight across Liberty Dr. and continues on a path placed along the north edge of Coca-Cola property and the south edge of Author House property. The bicycle-pedestrian bridge should be placed across I-69 connecting the proposed bicycle-pedestrian trail west of the highway to Basswood Dr. east of the highway. From Basswood Dr. a cyclist can easily get to central Bloomington. There is a good route from the bridge to Third St now. There also now exists a route from Basswood Dr. to Wapehani Park and beyond to the Clear Creek Trail. A bicycle-pedestrian sidepath along Second St from Basswood Dr. is planned for the coming year (2015).

ADDRESSED IN: 4.1.4

IDEA TITLE - Connect Curry Pike to Hunter Valley R

IDEA DETAIL

There is now no way to get from N Curry Pike and SR-46 to Arlington Rd and Hunter Valley Rd by bicycle. A bicycle/pedestrian path connecting N Curry Pike to Hunter Valley Rd is needed. There should also be a paved path along Hunter Valley Rd.

ADDRESSED IN: 4.1.4

IDEA TITLE - Crossing Curry Pike and Liberty Dr

IDEA DETAIL

"Crossing Curry Pike and Liberty Dr. With the completion of the Karst Greenway there will be a lot of people wanting to cross Curry Pike and Liberty Dr. This calls for Hawk Lights and a refuge island. It is now very difficult for bicyclists and pedestrians to get from the low volume roads and large residential neighborhoods west of Bloomington to Liberty Dr. Except for Second St and Third St, with heavy traffic; there are no roads from the west that cross Curry Pike and connect to Liberty Dr. When the Karst Trail is completed there will be a good way of making this connection. It will make a bicycle pedestrian connection to Sierra Dr., which gives a route with little or no traffic to Liberty Dr. When this route becomes available it will get a lot of use.

ADDRESSED IN: 4.1.4

COMMENTS

The first part of the Karst Greenway is nearly complete, with links to the west side Y and Detmer Park. Private land lies between the end of Sierra Drive and the bend in the trail where it crosses the railroad tracks and Gifford/ Park Square. A traffic island would be needed at Curry Pk. to cross there.

ADDRESSED IN: 4.1.4

IDEA TITLE - Crossing Curry Pike and Liberty Dr II

IDEA DETAIL

For a short block it will use a sidepath along Curry Pike. To cross this busy highway a hawk light and a refuge island should be placed at Constitution Way. Along Constitution Way bicycles could ride in the quiet street while pedestrians could use the existing sidewalk. A hawk light should be placed at the intersection of Constitution Way with Liberty Dr. The route to the bridge goes straight across Liberty Dr. and continues on a path placed along the north edge of Coca-Cola property. Pedestrians will also be crossing here to use the sidewalk on the east side of Liberty Dr.

ADDRESSED IN: 4.1.4

IDEA TITLE - Everywhere

IDEA DETAIL

Build all of the trails and paths that have been visualized so far, and more.

ADDRESSED IN: 4.1.4

IDEA TITLE - wildlife corridors

IDEA DETAIL

I would like to see more WILDLIFE corridors rather than trails for people - wildlife across the globe is declining because of human impacts and development is one of these impacts. Allowing green trails - not paved trails - would encourage wildlife to move without being hit by cars.

ADDRESSED IN: 4.1.4

PARKS AND OPEN SPACE

IDEA TITLE - Extend all trails to their physical limits.

IDEA DETAIL

Parks around all abandoned quarries.

ADDRESSED IN: 4.1.7

IDEA TITLE - Wapehani

IDEA DETAIL

Expand Wapehani Mountain Bike Park. Repair the lake!
2666 S Weimer Rd 47403, United States

ADDRESSED IN: 4.1.7

HOUSING OPTIONS

IDEA TITLE - yes

IDEA DETAIL

I think a mix of all the above mentioned is really what true urbanization is all about as long as you have walkable access to all the amenities a family or individual would need. Examples would include shops, restaurants, healthcare including a pharmacy, dog parks, parks and of course other forms of transportation for those who are unable to walk or ride a bike. I love the idea of Urban Gardens also!

ADDRESSED IN: 4.1.9

IDEA TITLE - Affordable housing

IDEA DETAIL

There is strong demand for single family housing on the east side. This plan needs to show more opportunities for families to purchase affordable homes.

ADDRESSED IN: 4.1.9

GREEN INFRASTRUCTURE

IDEA TITLE - Following the code

IDEA DETAIL

I'd like to see County and City projects comply with their own ordinances and green infrastructure requirements. Local government projects do not provide adequate, if any, storm water quality treatment or detention.

ADDRESSED IN: 4.1.5

IDEA TITLE - Water

IDEA DETAIL

Detain as much water as is financially feasible

ADDRESSED IN: 4.1.3

IDEA TITLE - Retain stormwater

IDEA DETAIL

Where possible, install storm water retention features in parks, and deliver run-off to them. This is done in Chicago suburbs.

ADDRESSED IN: 4.1.5

IDEA TITLE - create raingardens, butterfly and natural gardens

IDEA DETAIL

Encouraging raingardens would mitigate flow of water in wet areas and allow it to drain rather than flow into streets and roads. Butterfly gardens would provide food and shelter for butterflies especially the Monarch butterfly which is declining because of the loss of milkweed plants. Butterfly weed is a native milkweed that is short, bushy and beautifully orange. Encouraging wild areas rather than managed lawn would decrease the amount of fertilizer, pesticides and other destructive runoffs. Encouraging milkweed plants along roadsides would also help the Monarch butterfly by providing food for the larvae and nectar for the adults. Pervious pavement would also be a perfect way to allow rainwater to infiltrate rather than run off and bioswales would work with the lay of the land to allow water penetration rather than run-off. Portland incorporates bioswales on streets and corner lots.

ADDRESSED IN: 4.1.5

IDEA TITLE - City....stay out of our private properties in the country.

IDEA DETAIL

Or we will finally have to fire you and/or poke you.Our Constitutional rights still exist as inalienable rights. These we are allowed to defend with force.

ADDRESSED IN: 4.1.5

NORTH PARK LAND USE PLAN

IDEA TITLE - No, thank you!

IDEA DETAIL

No public infrastructure should be provided to this site. The developer should have to pay for all of that, not us.

ADDRESSED IN: 4.1.3

IDEA TITLE - This plan should encourage less growth

IDEA DETAIL

I would like to see more open space rather than more hardscape. Indiana is prone to flooding and the more built environment the more flooding. What we need is more open space especially around the city. There is already the feeling that we are crowded -- there are more cars and more homes and more people. We need to step back and protect the environment by having more open space; protect the other organisms by allowing them space and generally stopping growth. We live on a finite planet and the more we build -- the less nature can do the ecosystem work that helps us survive.

ADDRESSED IN: 4.1.3

IDEA TITLE - Connectivity!!!!!!!!!

Idea Detail: If I'm reading this correctly, there will be only one entrance -- "the entry boulevard", they call it. So literally the only way to get there will be to travel along Curry Pike or SR 46. Especially if they build the hospital there, this will cause a lot of traffic along Curry Pike and SR 46. This traffic will be largely motorized, because this is far from any existing urban area. This volume of motorized traffic will make Curry Pike and SR 46 very uninviting and unsafe for cyclists. So if you are a cyclist who lives in Bloomington, Ellettsville ,or even nearby Forest Park, you will hate to visit your suburban friends in this fake city. Please hire an engineer who has studiied bicycle-oriented development. I'm not saying connectivity will be easy. But connectivity is the definition of a city. If you bottleneck all of the traffic to a single intersection, it is not urban and it is not inviting to nonmotorized transport.

ADDRESSED IN: 4.1.1

IDEA TITLE - Maybe connectivity is already on their minds??

IDEA DETAIL

On second look: the map on page 7 of the draft plan appears to show connections to N Stoneybrook Blvd and Hunter Valley Rd. If these are implemented, they would double the access possibilities -- now cyclists could come by Arlington Rd instead of Curry Pike. Arlington is no panacea, but it is to someone's credit that the proposal seems to include these. They are by far the most single important aspect of urban character in this proposal. The apparent connection to W Nelson Ln is also promising. If this proposal is acted on, please see that these connections are not abandoned. They are the barest minimum of improvement over the status quo, and without them this is an unmitigated step backwards.

ADDRESSED IN: 4.1.1

ECONOMIC DEVELOPMENT

INSTANT POLL

Manufacturing and Warehouse - 3
Fabrication and Business Service - 3
Other - 3
Office - 2
Retail and Consumer Service - 2

COMMENTS

Free market can handle this, no government dictates needed. The wisdom of everyone vs. the dictates of the few.

HiTech manufacturing and services, I.T., Life science, logistics support

High tech, I.T., etc

ADDRESSED IN: 4.1.8

URBANIZING AREA PLAN OBJECTIVES AND STRATEGIES

INSTANT POLL

Interconnect Streets and Roadway Network - 8
Adopt Multi-Modal Transportation - 8
Promote Green Infrastructure - 8
Integrate Parks and Recreation - 6
Optimize Sewer and water Services for Development and Environmental Goals - 5
Encourage Agriculture - 5
Define Character and Sense of Place - 4
Increase Historic and Cultural Preservation - 3
\Incentivize Economic Development - 3
Promote Diverse Housing Choices - 1

COMMENTS

It's essential to balance economic development, which is necessary to provide a stable employment base, with long-range planning to protect our natural resources and community character. The free market can be very efficient, but it operates in the short-term and is short-sighted about the future about the future.

ADDRESSED IN: 4.1.8

ADDITIONAL THOUGHTS AND COMMENTS ON THE URBANIZING AREA PLAN

IDEA TITLE - Jobs? Infrastructure? Workforce housing?

IDEA DETAIL

The plan is woefully lacking on economic development strategies. Tremendous effort was put into to drawing mixed use neighborhoods at North Park and West Third. But very little attention was paid to identifying location for a variety of industrial building types: office/warehouse, flex, industrial building 10-50,000 SF, industrial buildings over 50,000 SF. Bloomington has basically 100% occupancy of industrial buildings now. Do we want jobs for the next generation, particularly the next generation that doesn't have an advanced degree? If so, we need to plan areas where such job creation can occur. I don't know the difference between green and regular infrastructure. But we need sanitary sewer upgrades in a variety of places. How about a plan for that? Tract home subdivisions are disfavored by form based planners. But there is strong demand, and undeniable affordability. What is the strategy for providing homes with prices under $200,000 for working families?

ADDRESSED IN: 4.1.8

COMPLETE DRAFT LAND USE PLAN DOCUMENT FOR REVIEW

IDEA TITLE - Emphasize stormwater treatment

IDEA DETAIL

Use multiple structure types to manage storm water quality and quantity, including vegetated ditches rather than storm sewers wherever possible.

ADDRESSED IN: 4.1.5

Participants

TOTAL

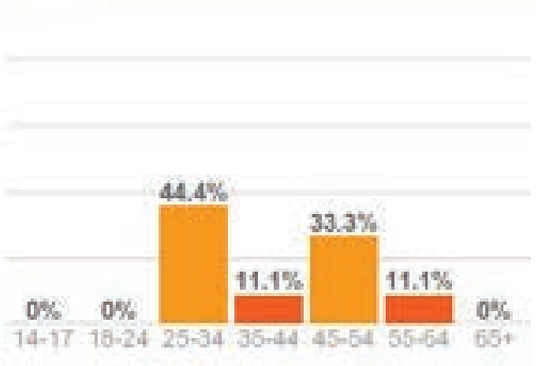
38
Participants

GENDER

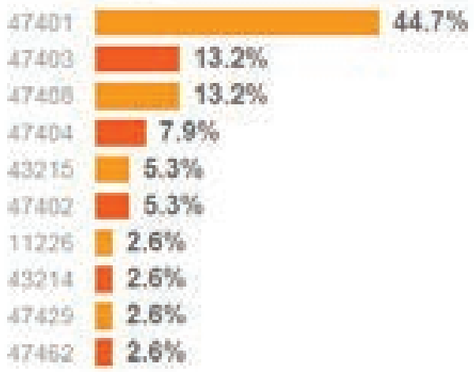
58% Male

42% Female

AGE



POSTAL CODE



TOTAL TRAFFIC

Unique Visitors 699

Page Views 6,777

YOUR AVERAGE PARTICIPANT IS...

Male

40 Years Old

Living in these Postal Codes:
47401, 47403, 47408

SHARING

Facebook 6

Google+ 0

Twitter 2

Email 6

LinkedIn 4

Top Shared Item
http://monroecounty...