

## Questions

1. Can you explain what the issue is with steep grades? And could you also explain the plan for the (now blank) blocks created by these proposed extended roadways?

*Steep grades can present a challenge for engineering vehicular and non-vehicular access routes. There is a grade change of 25 feet from Rogers St. to the intersection with future Jackson St. This is one of the steepest parts of the site. However, the consultant believes that with the proposed layout, grades of 5% or less should be achievable. Regarding blank blocks, please see slides 60-91 of the presentation and the discussion starting at minute 28.30 in the video recording of the forum for detail on potential block uses.*

2. When will the City start remediation after the hospital is relocated?

*IU Health is responsible for remediating the main part of the site. That won't happen until after they move, so likely in 2022.*

3. What are the plans for the space once remediation is complete and before development?

*Currently, there are no plans to use the site for any interim purposes other than to make it ready for development. This would include installing utilities and other public infrastructure necessary for the future development of the site.*

4. Can we assume existing overhead/alley utilities east of Madison can economically be relocated to the new ROWs?

*We are not sure about the utility relocates and cost at this time, but our goal would be to move them to the new ROW (right of way).*

5. Re: grade, is the grade higher than 4th St to 3rd St on Maple?

*The section of Maple Street between 4th and 3rd Street is approximately 480' long with a 33' (805' – 772') elevation change – roughly 6.9% slope (this is a fairly consistent slope).*

*In comparison, the section of the redevelopment site north of the proposed Jackson Street between the new greenway to 2nd Street that is approximately 320' long with a 25' (800' – 775') elevation change – roughly 7.8% slope (this is not a consistent slope), a steeper incline.*

6. Why couldn't the new greenway connect to Maple St?

*The concept is that the greenway would connect to Maple Street. However, note that the land at the far west end where the greenway would meet the proposed new Maple Street extension is not owned by the City as part of the 24 acres that are currently being considered for redevelopment.*

7. What is the need for parking on site?

*In the next phase of this design process we will be looking at parking.*

8. Can the 12' sidewalk accommodate additional modes, such as golf carts for seniors, pedi-cabs, etc.?

*Bicycles and other foot-propelled vehicles must follow local regulations when on sidewalks. See: [https://library.municode.com/in/bloomington/codes/code\\_of\\_ordinances?nodeId=TIT15VETR\\_CH15.56BISKOTFOO\\_PVE](https://library.municode.com/in/bloomington/codes/code_of_ordinances?nodeId=TIT15VETR_CH15.56BISKOTFOO_PVE). Golf carts are not allowed to operate on sidewalks per local Title 15 ordinance regardless of how wide the sidewalk is.*

9. Now the south side of 2nd St is great to walk in the winter, with the hospital clearing the sidewalk. That doesn't happen after snow falls on the Building Trades Park side of the street. With an even wider sidewalk who would be responsible, and would we be facing a hill turning to ice and leaving us stranded, walking in the street? And would the city be clearing the bike paths?

*The adjacent property owner is responsible for clearing the sidewalks in front of their property. Bike paths located in the public roadway would be cleared by the City.*

10. From where to where are you proposing the 1st St design?

*The proposed improvements are being considered for the section of 1st Street between Walker Street to Morton Street, the length of the area being studied for redevelopment and zoning updates.*

11. Why is street parking important adjacent to the preserved parking garage?

*As the site is developed, the parking need for residents, employees, and visitors may be greater than the parking garage can support. The on-street parking will support shorter term parking needs for visitors to residents, retail, destination and community uses, as well as, provide space for drop off and pick up for residential uses.*

12. Why were cars added to the new greenway? Could you offer a car-free option for the new greenway? Plenty of feedback has been collected supporting a bike-ped only street.

*Vehicular access is envisioned as local access (not through traffic) and designed in a way to prioritize pedestrian use of the greenspace. Adding public access for vehicles addresses previous feedback that the greenway seemed private to the development and not open for public use. The consultant team has noted that it is important to get this right, and will further assess the functionality of the space with and without cars.*

13. Do the water features have to flow E-W?

*The fall of the land (topography) suggests that water will be moving in many directions, but there is an ability to capture and move water in the middle of the site in an east/west direction in conjunction with the greenway.*

14. And does the water feature recycle water or deal with run-off? How do we deal with mosquitos if it isn't moving?

*Design specifications for the water feature are outside of the scope of this master plan. Conceptually the meandering areas of water incorporated in the greenway are envisioned as carrying stormwater.*

15. Will the Kroger parking be filled instead of a parking garage?

*The Kroger parking lot is privately-owned and is not part of the 24 acres the City is redeveloping. The City does not control parking in the Kroger lot.*

16. Who owns Hunter School & what's its fate?

*MCCSC owns Hunter School. It is currently leased to IU Health. It is not part of the 24 acres that the City is redeveloping.*

17. How about a pedestrian plaza between the new Greenway and 2nd St that extends east midblock from the garage to Rogers?

*The preferred primary east/west pedestrian connections would be along the proposed Greenway or improved 2nd Street. A midblock connection between the parking garage and Rogers Street, however, could serve as a secondary connection and would be ideal for service and back of house access.*

18. Does the parking garage inform the location of community-featured vision buildings based on non-resident visitation? Who will use the garage (resident v. non-resident) is not part of this study. Generally speaking, having cultural and community amenities located within reasonable walking distance to the garage is a benefit as it increases the accessibility of these venues to a wide range of people.

19. I like the low-scale transition south to McDoel Gardens. However, the view from Building Trades Park is quite monolithic with a string of 5-story buildings. Can we mix 3- and 4- story max and move higher rise into the center of the site (as needed)?

*Other options for variation in height can be explored, including adding more height to the middle of the site. The team was testing maximum heights to achieve as many units as possible along 2nd Street, stepping up from 3 stories on Morton to 6 stories adjacent to the 7 story parking garage. This does not necessarily represent the final outcome.*

20. Could we save the four-story hospital office building [at 1st and Rogers] and convert it to housing?

*The City is looking at the feasibility of retaining the Kohr Building located at 1st Street and Rogers Street and will make a decision on that building by the end of this year. Other buildings, such as the building at 714 S. Rogers Street, will be evaluated at a later date in preparation for redevelopment of the site.*

21. Could we save some of the auxiliary buildings for renovating into low-income housing? I understand the main hospital building will be torn down. But what about the smaller surrounding buildings and houses the hospital uses?

*It's too early to determine the potential reuse of any of the other surrounding buildings and houses that the City will acquire from IU Health. The Master Plan will suggest how the site could be redeveloped. Depending on market conditions, and developer interest, some of the auxiliary buildings might have some potential interim uses.*

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## Comments

- I guess I didn't realize the current ER and its parking garage are not included in the site.
  - That's correct. The underlying land there is not owned by IUH.
- Will the current ER building be removed?
  - Unknown at this time. That's an IUH decision.
- That building would be ideal for the Healthcare clinic.
- I'd like to see more N-S thruway, so the neighborhoods could mingle more easily.
- Since Maple St and Euclid St would be offset from their counterparts north of 2nd St, and Fairview wouldn't go through Building Trades Park, it doesn't seem like there are particularly strong connections on the northwestern end of the site
- Let's look at all the potential advantages of grade, not see it as an obstacle. Good for exercise, water falling, sledding, scaling up to important public buildings that deserve to be honored.
- Bloomington is charmingly hilly.
- Definitely not a fan of staggered streets.
- This cross section of 2nd St looks very good overall.
- Raised crosswalk? Didn't we just note this is a relatively fast-moving street?
- That's exactly why a raised crosswalk would be a good idea here.



- You want to slow the traffic down?
- A raised crosswalk will help slow 2nd St down, good!
- If this is a place where many people will be crossing the street, traffic should absolutely be slowed down, yes.
- Won't traffic back up?
- 5' bike lanes with no protection from traffic is NOT best practice design; these lanes should be physically protected
- What kinds of trees can be grown on a 5' buffer?
- Ask yourselves: would you feel safe having young children use unprotected bike lanes on Rogers?
- Mick: Note that these are still concepts. Traffic studies still have to be completed to have data to determine feasibility of some of these concepts.
- Again, sharrows = NOT best practice!
- How about a bike redesign & put the main bike lanes here (1st St): safer for cyclists, less congestion on 2nd St?
- A street with 12-foot lanes and lane markings is automatically a sign that sharrows are NOT a good idea!
- Just say NO to 12-foot lanes!
- "Why 12-Foot Traffic Lanes Are Disastrous for Safety": <https://www.bloomberg.com/news/articles/2014-10-06/why-12-foot-traffic-lanes-are-disastrous-for-safety-and-must-be-replaced-now>
- Yes. The slow, narrow roads slow traffic nicely, encouraging people to walk.
- Do you envision 10' midblock alleys as with other 276x276 blocks downtown?
- Connectivity is crucial to the grid and alleyways are consistent with the adjacent neighborhoods.
- Mick's comment about data and feasibility of these concepts makes me worry that all of our conversation may be for naught.
  - Not at all. Just pointing out that we need more information and that's being gathered. Your feedback is important.
- Green space and open space are less important than high density low income housing.
- AGREED
  - We'll be focusing on housing and ideas about density in the next workshop! stay tuned
- But if we marginalize residents due to affordability and create non-green, less desirable spaces to live, how does that benefit their quality of life?
- Green space and open space makes it liveable. It would be good to increase density all the way through a 2-mi radius.
- A good European style campo at the B-line would be good
- Good concepts but I think there still needs to be more focus on Building Trades Park, which is a huge existing green space that is currently under-utilized
- For a good internal courtyard, the surrounding housing needs to be dense and all ages.
- Great idea on incorporating the limestone.
- See the neat water slide in Bristol, championed by Mayor George Ferguson:  
[https://www.google.com/search?q=bristol+water+slide&rlz=1C5CHFA\\_enUS859US859&oq=Bristol+water+slide&aqs=chrome.0.0.3998j0j7&sourceid=chrome&ie=UTF-8](https://www.google.com/search?q=bristol+water+slide&rlz=1C5CHFA_enUS859US859&oq=Bristol+water+slide&aqs=chrome.0.0.3998j0j7&sourceid=chrome&ie=UTF-8)
- This doesn't look like a 'greenway' at all, this just looks like an ordinary complete street w/ full motor vehicle access and through traffic
  - I agree.
  - This is not "green".
- If the point here is to be bike/ped priority, there should not be THROUGH traffic at all! Vehicle access is fine, especially for deliveries/drop-offs. But through traffic should not be designed for here
- Slowing vehicles to walking speed.
- We don't want fast bicycles going through either.



- Indiana state law prohibits cities from signing public streets with speed limits any lower than 20 mph. so the design team needs to take a long, hard look at how this street would really function if there is full vehicle access.
- I think we're asking a lot of this greenway space. Agree that vehicular traffic should be limited - perhaps 1-way only heading east toward Rogers? Not 2-way.
- All four in the poll have cars.
  - The premise of this question is flawed!
  - I agree. Can't answer the poll because your definition of greenway is problematic
  - Agreed.
- I don't have a strong feeling about whether there should be vehicles, but what's the parking for?
- Disagree with non-car sentiment. A standard 60' 2-way neighborhood street ROW is needed. Respectfully I think the bike/ped amenities are overdone. There won't be much traffic here.
- If there are cars coming through, what's to attract pedestrians?
- There will be a lot of cars if this becomes a "destination" neighborhood with splash pads etc.
- Yes please. Further study, further analysis, further input. I hope the priority is not for cars.
- Limited auto traffic except at crossings: Rogers, Fairview
- Previous input requested that the greenway be multi-modal.
- Actually, I would love to see owner of Krogers lot provide pedestrian throughway from Seminary to the B-line
- Yes, we may need a raised crossing from Seminary Sq. to Kroger behind the post office?
- I would hope green space isn't dominated by paving.
- I am imagining terraced farming on the steeper slopes.
- Could the new streets and connections have permeable surfaces?
  - Yes permeable
  - Yes, definitely.
- I'm not sure we need any retail uses here.
- We have so much expensive vacant commercial space downtown that rents are out of reach for local businesses. Is there something to incentivize occupancy? (both for residents and local businesses?)
- A 'fine-grained' development pattern with narrow lots and buildings is friendly to small-scale businesses, and is just plain more interesting than a single block-long building aimed at big businesses/retailers
- Culture/Arts across from the park could be a good idea.
- Consider a physical connection between community center and senior/multi-generational housing
- I agree that this huge blob of "destination retail" is off-putting.
- Destination Retail would be my least desired amenity for this site.
- yes. destination chain retail, not desired
- Mick: Let's not forget, this area will take many years, maybe a decade or more, to develop. What do we want this area to be like 20, 30 or 40 years from now? What will Bloomington look like in that time?
- If Hunter could be made ADA compliant - it could be the site of the Arts center
- I think smaller retail with 2-3 upper floors for apartments. Will there be some inexpensive "rooms" for tenants? We have hard working citizens who cannot afford a "larger" apartment, but could be satisfied with a smaller one. Could administration building used?
- I'd like to see the retail move south a block or so on Rogers, create movement to new directions.
- Would love to see a deeper greenspace ... perhaps a good strategy to combine the wetland garden and urban plaza concepts.
- Bloomington has too much empty retail space. Brick 'n mortar retail has a very limited future.
- The community will need services: dry cleaners, coffee shop, print shop
- Maybe destination retail could be an internal market of booths sort of like the great one in Philly. Small market, local vendors. I think the appropriate term would be bazaar.



- I want to point out that America has a TON of retail square footage per capita. We don't necessarily need more square feet. but we should want to create affordable spaces for small neighborhood businesses, nonprofits, etc.
- Include adult day care
- Maybe another co-working space.
- Barber/salon is good. Flower shop essential.
- Meeting space
- And since vacant spaces are tax deductible, not attractive and taking away from downtown local businesses. new ways to do businesses, like Phil suggested. Booths.
- DMV, utilities bill pay, FSSA office, social services
- Some uses can overlap. A cafe could include a teaching kitchen.
- Government services: WorkOne, DMV, drug rehab
- Does Hunter School belong to the Hospital? It was used for day care of the medical staff.
  - The Hunter School parcel is owned by the MCCSC and is leased to IU Health.
- And there are already so many unhoused in our community.
- Food hall
- By "This site," you mean the entire 76 acres, not just the immediate 24 acres, correct?
- 1000 units sounds good. I would like to see a future diagram with all the different housing types mixed together.
- The monolithic suggestions along Second Street are off-putting, not inviting.
- Row houses are a great way to create affordable single-family homes at high densities that support walkability and transit, and yet there are VERY few row houses in Bloomington. Almost all housing is either single-family detached, or it's multi-family apartments.
- I like it that housing surrounds and hides the parking garage.
- And not an integration to surrounds. almost another downtown. since we still have vacancies in the many new apartment bldgs, not attractive. and not community building.
- I favor wrapping the parking garage with buildings, but buildings along 2nd St should vary more in massing.
  - Great idea
- I will reiterate my concern from a previous meeting about wrapping the garage with permanent housing when garage shelf life may only be another 15-20 years.
  - The City will deem it "unrepairable" before its time.
  - Right! Parking garage shelf life!!!!
- While we're on that point...the usable life of multi-family housing, as it's built these days (especially for rentals) is 30-40 years.
- As I look at that huge space designated for the arts, it seems like we should be supporting our existing art spaces and organizations, and use that space for housing.
- That curved street west of ambulance building is interestingly nice.
- I'd like to know what the "arts" use actually is.
- The way the difference in density here is not illustrated well
- Would love to see more penetration between 2nd St facing structures
- Again reiterating a concern from earlier meetings: I hope we do not marginalize affordable housing all into the high-rise residences on noisy 2nd St.
- 2nd St is a major thoroughfare. It needs to stay a major thoroughfare. It's an appropriate street for dense housing to front on.
- The community needs workforce housing
- The high structures/density along 2nd St goes completely against knitting together the neighborhoods.
- How many wanting huge apartments on 2nd St living in subdivisions?
- Once again there is empty retail at the base of developments citywide.

- Narrower buildings on 2nd!
- There is nothing wrong with 4 story buildings but when they are too wide, they look huge!
- The terracing idea is very popular and does mitigate the iconoclastic "feel" of larger buildings.
- Very well done. I really like the direction. More townhouses, and I favor height next to the garage.
- Do we want another downtown?
- Retail on the north side of 2nd--is it too much competition for existing buildings?
- We want another development node here, taking pressure OFF downtown.
  
- Want to clarify that the space labeled as Ambulance Wing is the current ED and Labor and Delivery at the current hospital. It is currently located on land leased by IU Health from MCCSC as part of the Hunter School parcel. Future use of that land is currently under study as part of the IU Health master real estate planning project and has not been finalized as an Ambulance Wing.
- Ground floor residential across from the park could be nice.
- Illustrating these buildings as single giant blocks is distracting and counter-productive here. it's hard for people to look at a rendering of huge cube but imagine attractive buildings there instead
- Residents will want shops
- Or thinking about base levels as indoor community spaces
- Can the chat be available to us afterwards? It's full of good ideas, too hard to follow while we listen
  - The chat results will be posted with the presentation on the website.
- Think about green roofs, active rooftops
- High density is what is needed. However it can be pulled off, I am in favor of it. As long as it is not luxury, high end housing, which this firm doesn't determine. It needs to be mixed income, with high percentage low-income. Don't need a lot of retail, need things like daycare, workforce development, addiction treatment, community clinic, social services and low cost food like soup/sandwich shops, etc. If you gentrify this area it becomes unaffordable.
  - I'm not clear on how new construction is ever actually affordable.
- Please add large shade trees to the maps. Killing them to plant 15 ft decorator trees will affect temperature. Those old trees are decades old, well established. Killing them to add cement, however permeable, is not helpful nor sustainable.
- Everyone is going to say 'too tall' because you've made 4-story development look huge and blocky
- I think highest at 2nd & Rogers makes most sense. But we also have to remember that 5 stories is very tall in Bloomington. It is not "mid-rise."
- Would love to see the heights distributed throughout the lot, not piled in their own separate areas.
- SOM, City of Blgtn, + team .... nice work - thank you!
- It has to be supported by the city and county, etc. The community has to decide if housing for all of our neighbors really is a priority or if we are content to have many in our community unhoused, or priced out.
- How many support huge buildings live nowhere near the area and want it to carry the whole load of density.
- The big issue will still be that this housing will not be affordable for those most in need.
- I live a block away and want density
- I support four to six stories in the right places.
- I also live one block away and want density and affordability
- Thank you very much for a great presentation. Well done!!
- I want to put a plug in for owner occupied middle class townhouses and condos. Catalent is growing and nearby. Great opportunity to walk to work downtown or to Catalent.
- I want density and affordability too
- Please size the plazas correctly, considering sky view, shade, sociality, animation, etc.
- Thanks to all for hard work and diligence in presenting so many ideas for discussion.



- Keep the concept of a lifetime neighborhood in mind.
- Tonight we had many questions about density, but none about granularity. if anyone is interested in understanding what that means, might I suggest this article:  
<https://www.strongtowns.org/journal/2015/10/21/granularity>
- thanks for the hard, well-intentioned work.
- So the beige areas are hardscape? I like that there is not over reliance on green as green space is not very accessible for people with limited mobility.
- The idea of enhancing mental health is perfect for the entryway of Centerstone. And this space belongs to the community, whether one has a home or is currently struggling with insecurity.
-