



BLOOMINGTON HOSPITAL SITE REDEVELOPMENT

Public Forum 3 Feedback

SOM



CORE
PLANNING STRATEGIES

MERRITT
CHASE

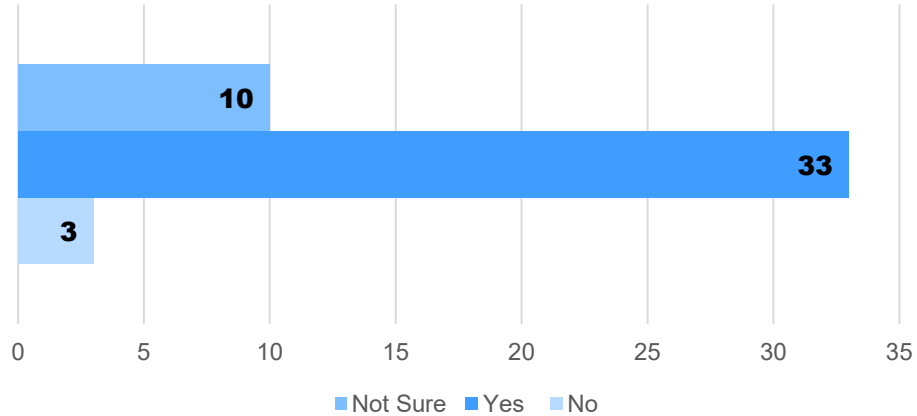


Workshop 1: Access + Connections

Polling Results



Do you feel that the roadways are in the correct alignment?



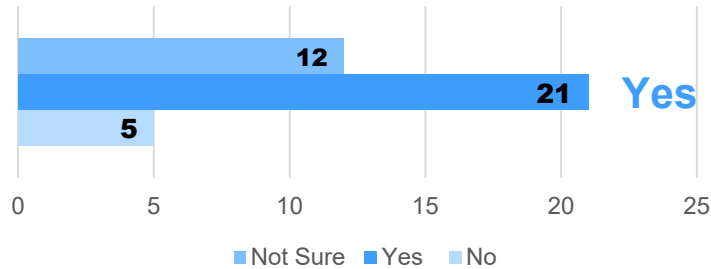
Yes

Workshop 1: Access + Connections

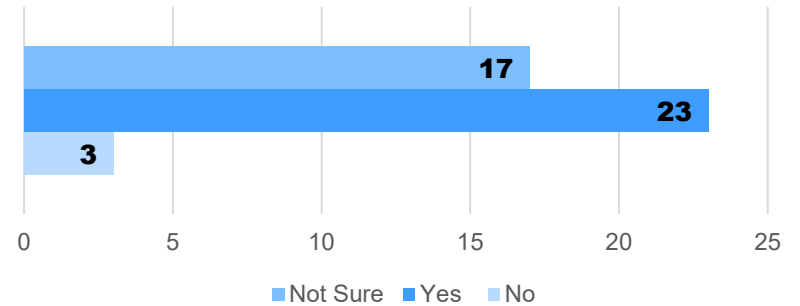
Polling Results



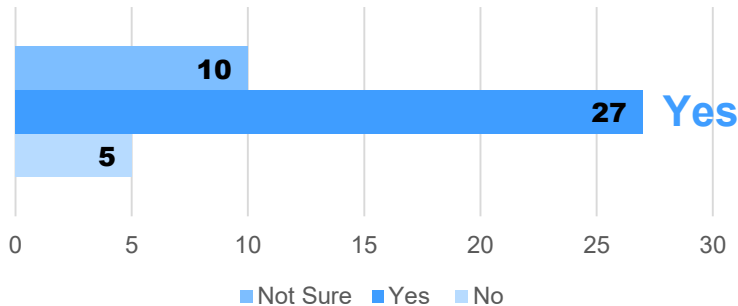
Do you feel that design solutions for 1st Street are correct?



Do you feel that design solutions for new North/South Streets (including New Fairview, New Jackson, and New Madison) are correct?



Do you feel that design solutions for Rogers Street are correct?



Workshop 1: Access + Connections

Questions



- Why couldn't the new greenway connect to Maple Street?
- Raised crosswalk? Didn't we just note (2nd Street) this is a relatively fast-moving street? Do we want to slow traffic? Won't it back up?
- Why is street parking important adjacent to the preserved parking garage?
- Can the 12' sidewalk accommodate additional modes, such as golf carts for seniors, pedi-cabs, etc. ?
- How about a bike redesign & put the main bike lanes here (1st Street): safer for cyclists, less congestion on 2nd street?
- These are streets with houses? Do you envision curb cuts for private garages?
- Why were cars added to the new "green" way street? Could you offer a car-free option for the new greenway?
- Do you envision 10' midblock alleys as with other 276x276 blocks downtown?
- Can we assume existing overhead/alley utilities east of Madison can economically be relocated to the new ROWs?

Workshop 1: Access + Connections

Comments

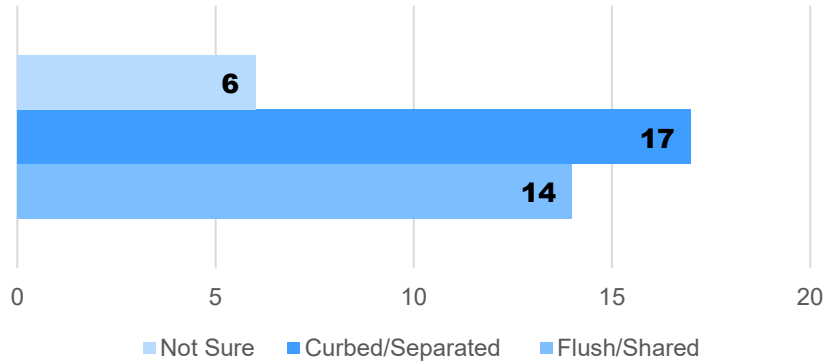


- Since Maple street and Euclid street would be offset from their counterparts N of 2nd St, and Fairview wouldn't go through Building Trades Park, it doesn't seem like there are particularly strong connections on the northwestern end of the site
- Let's look at all the potential advantages of grade, not see it as an obstacle. Good for exercise, water falling, sledding, scaling up to important public buildings that deserve to be honored.
- Definitely not a fan of staggered streets.
- I'd like to see more N-S thruway, so the neighborhoods could mingle more easily.
- This cross section of 2nd St looks very good overall.
- Concern for slowing down traffic on 2nd
- A5' bike lanes with no protection from traffic is NOT best practice design; these lanes should be physically protected
- Street with 12-foot lanes and lane markings is automatically a sign that sharrows are NOT a good idea!
- Concern for who will be clearing the bike paths
- The slow, narrow roads slow traffic nicely, encouraging people to walk.
- Connectivity is crucial to the grid and alleyways is consistent with the adjacent neighborhoods.

Workshop 2: Open Space Polling Results

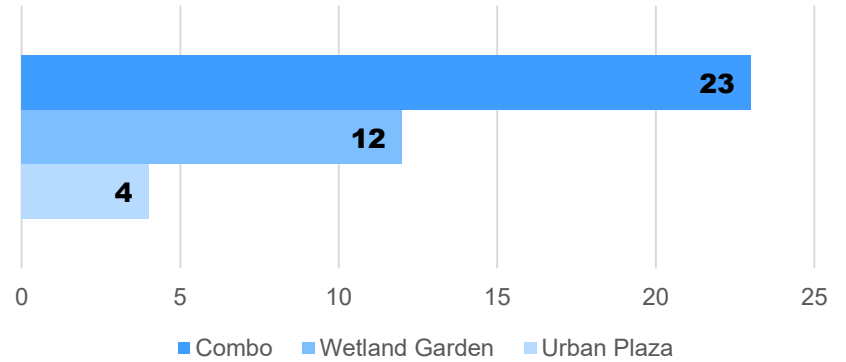


What is your preference for greenway street design?



Curbed / Separated

What is your preference for open space design?



**Combination of Wetland Garden
+ Urban Plaza**

Workshop 2: Open Space

Questions



- Why cars at all on the new greenway? Plenty of feedback has been collected supporting a bike-ped only street.
- 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.
- Do the water features have to flow E-W?
- I don't have a strong feeling about whether there should be vehicles, but what's the parking for?
- And does the water feature recycle water or deal with run-off. How do we deal with mosquitos if it isn't moving?
- Yes, we may need a raised crossing from Seminary Sq. to Kroger behind the post office?
- Will Kroger parking be filled instead of parking garage?
- Could the new streets and connections have permeable surfaces?
- How about a ped plaza between New Greenway and 2nd that extends east midblock from the garage to Rogers?

Workshop 2: Open Space

Comments



- Green space and open space is less important than high density low income housing.
- 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?
- I like that there is not over reliance on green as green space is not very accessible for people with limited mobility.
- 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
- 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
- For a good internal courtyard, the surrounding housing needs to be dense and all ages.
- Great idea on incorporating the limestone.
- 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
- Concern for it not being "green" enough
- Slowing vehicles to walking speed.
- We don't want fast bicycles going through either.

Workshop 2: Open Space

Comments



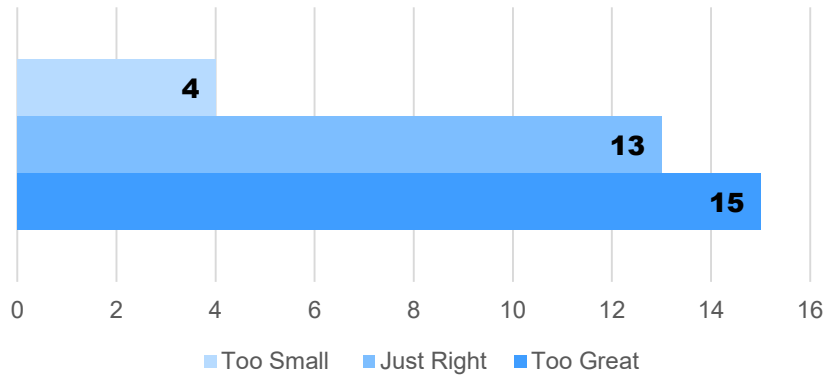
- I think we're asking a lot of this greenway space. Agree that vehicular traffic should be limited - perhaps 1-way only heading east toward Rogers? Not 2-way.
- Can't answer the poll because your definition of greenway is problematic
- Disagree with non-car sentiment. A standard 60' 2-way neighborhood street ROW is needed. Respectfully I think the bike/ped amenities its a overdone. There won't be much traffic here.
- 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.
- Yes please. further study, further analysis, further input. I hope the priority is not for cars.
- There will be a lot of cars if this becomes a "destination" neighborhood with splash pads etc.
- 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
- 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.
- I would hope green space isn't dominated by paving.
- I am imagining terraced farming on the steeper slopes
- Please size the plazas correctly, considering sky view, shade, sociality, animation, etc.

Workshop 3: Land Use + Neighborhood Character

Polling Results

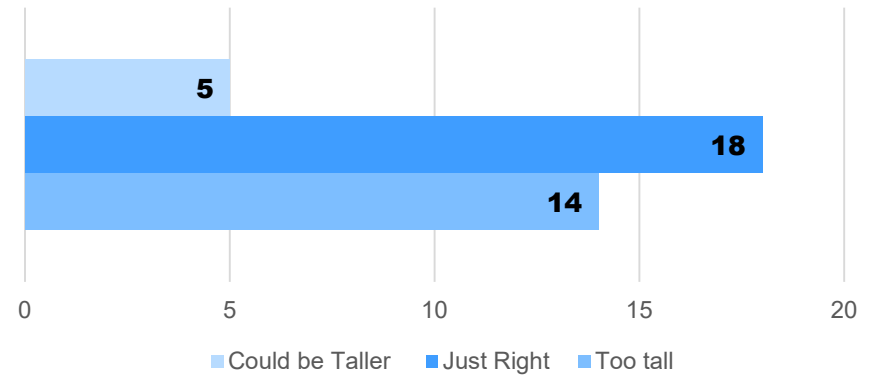


What is your reaction to the density being shown on site? Is it...



Too Great

How do you feel about the height of development being shown?



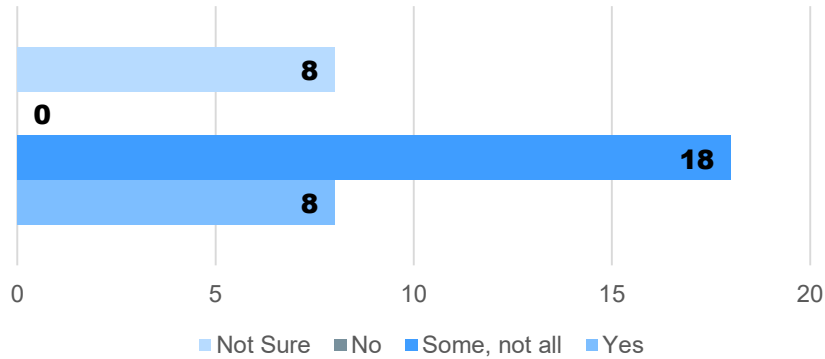
Just Right

Workshop 3: Land Use + Neighborhood Character

Polling Results

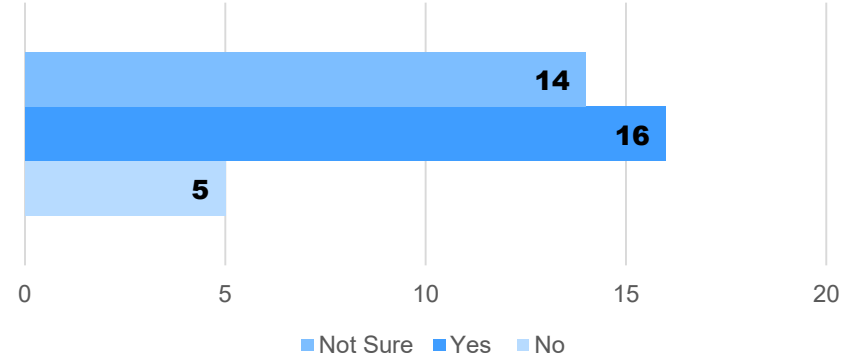


Are the community anchors / destinations being planned in the right location?



Some, not all

Are there other community uses that you'd like to see on site?



Yes

Workshop 3: Land Use + Neighborhood Character

Questions



- 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?)
- Does the parking garage inform location of community featured vision buildings based on non-resident visitation?
- By "This site," you mean the entire 76 acres, not just the immediate 24 acres, correct?
- Could we save the four-story hospital office building and convert to housing?
- 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 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)?
- 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?
- How many support huge buildings live nowhere near the area and want it to carry the whole load of density.

Workshop 3: Land Use + Neighborhood Character

Comments



- Consider a physical connection between community center and senior/multi-generational housing
- 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
- 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.
- If Hunter could be made ADA compliant - it could be the site of the Arts center
- Culture/Arts across from the park could be a good idea.
- I'd like to see the retail move south a block or so on Rogers, create movement to new directions.
- Other Community Uses include:
 - Include adult day care
 - Maybe another co-working space
 - 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
 - The community will need services: dry cleaners, coffee shop, print shop
 - Affordable spaces for small neighborhood businesses, nonprofits, etc
 - Barber/salon is good. Flower shop essential
 - Food hall
 - Ground floor as indoor community spaces
- 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.

Workshop 3: Land Use + Neighborhood Character

Comments



- 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.
- The monolithic suggestions along Second Street are off-putting, not inviting.
- I like it that housing surrounds and hides parking garage.
- I favor wrapping the parking garage with buildings, but buildings along 2nd st should vary more in massing
- Concern for the “shelf-life of the garage
- Again reiterating a concern from earlier mtgs: I hope we do not marginalize affordable housing all into the high-rise residences on noisy 2nd St.
- 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.
- Would love to see more penetration between 2nd street facing structures
- 2nd 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
- 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 bldgs.

Workshop 3: Land Use + Neighborhood Character

Comments



- Very well done. I really like the direction. More townhouses, and I favor height next to the garage.
- We want another development node here, taking pressure OFF downtown.
- 1000 units sounds good. I would like to see a future diagram with all the different housing types mixed together.
- 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.
- Could we save the four-story hospital office building and convert to housing?
- 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 day care, work force 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.
- 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.

Workshop 3: Land Use + Neighborhood Character

Comments



- Would love to see the heights distributed throughout the lot, not piled in their own separate areas.
- 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.
- 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
- I strongly encourage a serious look at having in-person meetings (maybe smaller) so we can actually converse about these important ideas.
- I want to put a plug in for owner occupied middle class town houses 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.
- 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>