



FOREWORD

page i

**PART 1:
Policy Essence**

page 1

**PART 2:
The Geography of
the Policies**

page 25

**PART 3:
Critical Subareas**

page 41

**PART 4:
Implementation Strategy**

page 69

**PART 5:
Master Thoroughfare Plan**

page 79

APPENDICES

page 95

Introduction

The policies and implementation measures contained in the Seven Guiding Principles are the foundation for determining the City's overall policy direction on planning issues. However, land use planning has a very important spatial component that must be represented in the comprehensive plan. The land use and development form in one location has a strong influence on future land use patterns in other geographic areas. As a result, it is important to identify, describe, and map the different land use patterns that are located throughout the community.



PART 2: The Geography of the Policies

The Growth Policies Plan identifies 11 discernible land use types within the community. These types are listed as follows:

1. Downtown	pg 28
2. Core Residential	pg 30
3. Urban Residential	pg 31
4. Conservation Residential	pg 32
5. Neighborhood Activity Center (NAC)	pg 33
6. Community Activity Center (CAC)	pg 35
7. Regional Activity Center (RAC)	pg 36
8. Employment Center	pg 37
9. Public/Semi-Public/Institutional	pg 38
10. Parks/Open Space	pg 39
11. Quarry	pg 40

Each of these land use types is identified geographically on the overall land use map on the following page. In addition, each of these land use types is described in terms of its general intent, overall land use policy, urban service or infrastructure issues, and site design recommendations. These sections are relatively broad, but should provide the necessary policy guidance to evaluate development projects.



PART 2: The Geography of the Policies

Downtown

Intent

Fostering a vibrant downtown area is crucial to the principle of compact urban form. The Downtown area is a mixed use, high intensity activity center serving regional, community-wide, and neighborhood markets. Bloomington must strive to improve downtown as a compact, walkable, and architecturally distinctive area in the traditional block pattern that serves as the heart of Bloomington while providing land use choices to accommodate visitors, business, shoppers and residents.

Land Use

A mix of office, commercial, civic, high-density residential and cultural land uses are recommended for the downtown. New residential, retail, and office growth must be redirected to the downtown if Bloomington is to slow the sprawl at the city's edge. Several land-use policies are necessary to achieve the active and engaging downtown that is so important to this community.

- *The Downtown area should be targeted for increased residential density (100 units per acre) and for intensified usage of vacant and under-utilized buildings.*
- *New surface parking areas and drive-through uses should be limited, if not forbidden, within the Downtown area.*
- *Office space along the Courthouse Square block faces should be limited at the street level and concentrated in upper stories of buildings, with retail activities preferred along the ground level of the Courthouse Square and Kirkwood Avenue between Indiana Avenue and Rogers Street.*
- *The mix of retail goods and services must be expanded and diversified at both the neighborhood and community scales of activity, including such uses as groceries, drug stores, and specialty item stores.*
- *Multi-story parking garages should be constructed as an alternative to surface parking lots, allowing for more land to be developed as mixed-use buildings.*

Urban Services

Downtown Bloomington, as the developed core of the City, has been provided with the full range of typical urban services. It has access to all sewer and water utilities, a developed roadway network, public open spaces, and transit services. However, if downtown is to continue to flourish, many of these services must be enhanced or expanded. As downtown develops and redevelops, the City must take advantage of opportunities to improve the entire portfolio of public urban services to meet growing demand. The following policies should guide such efforts.

- *Downtown streetscapes should be enhanced by identifying gateway corridors and developing streetscape improvement projects (i.e. the recently completed East Kirkwood Streetscape project).*
- *Utilities improvement projects, especially those dealing with stormwater drainage facilities, must be coordinated with streetscape improvement projects to minimize impacts on downtown businesses and residents.*
- *Transit facilities (i.e. benches, shelters, and pull-offs) must be integrated into the downtown streetscape to facilitate efficient public transit service.*
- *Appropriate areas must be identified within downtown for the expansion and development of open space, including linear greenways as well as spaces similar to People's Park.*
- *In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.*



PART 2: The Geography of the Policies

Site Design

Consistent site planning is crucial to maintaining the urban look and feel of the existing downtown as it is complemented by compatible future development. However, site planning standards must ensure the integration of retail, office, institutional, and residential uses that are compatible in scale and design to existing structures. Parking must be dealt with in a manner to not discourage or harm the pedestrian nature of the downtown while at the same time providing sufficient parking to support the diverse land use mix of the downtown.

- *Downtown must continue to be developed at a human scale, with pedestrian amenities such as street trees, sidewalks, and lighting. Existing amenities should be targeted for improvement where necessary.*
- *Design standards must be developed that incorporate a broad spectrum of economic, architectural, engineering, aesthetic, and historic preservation considerations. For example, these design standards would address such elements as building setback, height, roof orientation and blank wall control.*
- *New construction in the downtown should conform to historic patterns of building mass, scale, and placement within a given site.*
- *Buildings must be constructed to match established setbacks from public streets, typically along the edge of the public right-of-way.*
- *In order for higher residential densities to be developed downtown, increased building heights should be encouraged beyond the Courthouse Square.*
- *Blank wall controls must be enacted to prevent large stretches of walls without architectural features (such as windows, doors, or other elements) along street frontages.*
- *Curb cuts along downtown streets are strongly discouraged. Rather, site access should be primarily from sidewalks for pedestrians or alleys for vehicles.*
- *Downtown greenspace should be improved by encouraging plazas and common streetscape themes, in coordination with new development and redevelopment.*
- *Develop revised parking requirements for the Downtown Commercial zoning district in order to provide appropriate levels of parking for high density residential development projects.*



PART 2: The Geography of the Policies

Core Residential

Intent

This category encompasses those neighborhoods surrounding Bloomington's downtown and Indiana University. These areas are neighborhoods of cottages and bungalows (some architecturally and historically distinctive) built at higher densities than more recent residential development. Core Residential areas are characterized by a grid-like street system, alley access to garages, small street setbacks, and a mixture of owner occupants and rental tenants. The unique character, urban form and land use pattern of the near-downtown residential areas must be protected and enhanced.

Land Use

The predominant land use for this category is single family residential; however, redevelopment has introduced several uncharacteristic uses such as surface automobile parking, apartments, offices, retail space and institutional activities. This district is designed primarily for higher density single family residential use. The existing single family housing stock and development pattern should be maintained with an emphasis on limiting the conversion of dwellings to multi-family or commercial uses, and on encouraging ongoing maintenance and rehabilitation of single family structures. Multi-family (medium and high-density) residential and neighborhood-serving commercial uses may be appropriate for this district when compatibly designed and properly located to respect and compliment single family dwellings. Neighborhood-serving commercial uses, and possibly even office uses, may be most appropriate at the edge of Core Residential areas that front arterial street locations. More specific land use policies include:

- *Allow multi-family redevelopment along designated major streets, in transition areas between the downtown and existing single family residential areas, and when appropriately integrated with adjacent uses per adopted form district requirements.*
- *Explore opportunities to introduce nodes of appropriately designed, neighborhood scaled commercial uses within the core neighborhoods.*
- *Discourage the conversion of single family homes to apartments.*

- *Utilize targeted tax abatements and grant programs in specific neighborhoods to provide incentives for increased owner occupancy and affordable housing construction.*

Urban Services

Core Residential Areas have full accessibility to necessary urban services. Therefore, the main objective for these areas is to maintain adequate levels of urban service and where possible to improve the capacity and aesthetics of all urban services. In some core neighborhood areas, existing utilities infrastructure is outdated and deficient, and must be upgraded, with assistance from the City, as a component of infill development.

- *Promote neighborhood enhancements of public improvements such as sidewalks, streetlights, street trees and landscaping, and playgrounds and play areas.*
- *Opportunities to repair and upgrade underground utilities must be pursued in order to preserve the capacity of aging utilities in the urban core.*
- *When major utilities projects are required, other urban amenities (sidewalks, landscaping, etc.) should be upgraded simultaneously to reduce the need for multiple construction processes.*
- *In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.*
- *The City should reduce cost barriers for affordable housing providers by upgrading deficient utilities in core neighborhoods.*

Site Design

The majority of core neighborhoods have been built out, so major changes will occur with redevelopment and property turnover. Redevelopment and rehabilitation of existing structures should respect the unique character and development pattern of the Core Residential areas. Core Residential development should emphasize building and site compatibility with existing densities, intensities, building types, landscaping and other site planning features.

- *The Zoning Ordinance should include new site planning standards that reflect existing patterns of development in core neighborhoods (Form Districts).*
- *Residential parking should be encouraged to utilize garages accessed by alleys to the rear of properties, while front yard parking shall be prohibited.*



PART 2: The Geography of the Policies

Urban Residential

Intent

Urban Residential areas include those parts of the city developed after the Core Residential areas were built-out. Some minor development is still taking place in these areas. This category identifies existing residential areas, with densities generally ranging from 2 units per acre to 15 units per acre. Additionally, this category also includes some large underdeveloped parcels, known as new urban growth areas as well as individual vacant lots and smaller acreages, known as neighborhood conservation areas. Urban Residential areas have good access to roads, public water and sewer, and other public services.

When development occurs in new urban growth areas, the goal should be to encourage higher densities, ensure street connectivity, and protect existing residential fabric. For particularly large parcels such as the Ramsey Farm (corner of Sare Road and Moores Pike), zoning incentives to allow for a mixed-use development pattern should be established.

Neighborhood conservation areas encompass neighborhoods with established and stable residential environments. The vast majority of these areas are fully developed or expected to be developed in a relatively short timeframe. The fundamental goal for these areas is to encourage the maintenance of residential desirability and stability. Where new infill development is proposed, it should be consistent and compatible with preexisting developments.

Land Use

Single family residential development is the primary land use activity for this category with some additional uses such as places of religious assembly, schools, home occupations, and multifamily housing. For development in new urban growth areas, the GPP recommends:

- *Develop sites for predominantly residential uses; however, incorporate mixed residential densities, housing types, and nonresidential services where supported by adjacent land use patterns.*

Urban Services

Urban Residential Areas have full accessibility to all modern urban services. Thus, the main objectives for these areas are to maintain adequate levels of service and

when possible improve the capacity and aesthetics of all urban services. Examples of new infrastructure projects include the provision of new sidewalk links, the construction of new bike paths, and the replacement of utility infrastructure. In addition, participation in programs such as the City’s Council of Neighborhood Improvements Grant Program can allow neighborhoods to upgrade street lighting, signage, and landscaping.

- *In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.*

Site Design

Urban Residential Areas contain a mixture of densities, housing types (single family vs. multifamily), and street networks (grid-based vs. curvilinear). The site design goals for development in urban growth areas and neighborhood conservation areas are different.

Site design goals for future development in new urban growth areas include:

- *Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as to commercial activity centers.*
- *Ensure that each new neighborhood has a defined center or focal point. This center could include such elements as a small pocket park, formal square with landscaping, or a neighborhood serving land use.*
- *Ensure that new common open space is truly usable and accessible. Provide linkages between such open space and other public spaces.*
- *Provide for marginally higher development densities while ensuring the preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between the new development and adjacent existing neighborhoods.*

Site design goals for neighborhood conservation areas acknowledge that the majority of these neighborhoods have been built out and that changes will probably occur with redevelopment or rehabilitation. Redevelopment or rehabilitation of existing structures or development of single lots or small parcels should respect the unique character and development pattern of the neighborhood. The development should emphasize building and site compatibility with existing densities, intensities, building types, landscaping and other site planning features.



Conservation Residential

Intent

This category identifies areas possessing special natural environmental characteristics that require careful attention with regard to development proposals. It includes areas within the Lake Monroe and Lake Griffy watersheds as well as areas containing steep slopes and woodlands. This category also identifies areas that may be poorly served by public water, sewer, and roads. Any development in Conservation Residential areas should be low in density and clustered in a manner that protects environmentally sensitive lands and preserves infrastructure capacity.

Land Use

Due to the environmental characteristics of these areas, large lot single family development should be permitted and urban densities discouraged. The minimum lot size should be at least 2.5 acres.

Urban Services

Conservation Residential areas are typically located on rural roads, with County services and access to City water. Sewer service in these areas is spotty. With respect to new development, all sewer service requests should be closely scrutinized. Other public facilities, such as sidewalks and drainage structures, should be required to ensure that there are no incentives to develop substandard subdivisions.

Site Design

As development in Conservation Residential Areas will be single-family residential in nature, dwellings and structures will comply with the development standards as set out in the Zoning and Subdivision Ordinances. Further, dwellings and structures shall be sited so not to hinder any environmentally sensitive areas or conditions. Access to property located within these areas should be from existing streets and roads. The development and construction of new public roadways within these areas should be discouraged. Development standards should encourage clustering of homes in order to limit the consumption of open space as much as possible. Subdivision regulations should require that designated common open spaces not include open areas of private lots.



PART 2: The Geography of the Policies

Neighborhood Activity Center (NAC)

Intent

The Neighborhood Activity Center (NAC) is a mixed commercial node that serves as the central focus of each neighborhood. The NAC must be designed so that it serves the neighborhood adequately without attracting an influx of usage from surrounding areas. It must also be located so that it is easily accessible by pedestrians, minimizing automotive traffic throughout the neighborhood. The Neighborhood Activity Center will provide small-scale retail and business services within the context of neighborhoods while maintaining compatibility within the existing fabric of development. It should be noted that while several NACs have been identified on the land use map, more could be designated in the future as further study is done and appropriate locations have been identified.

Land Use

A NAC should contain a mix of neighborhood scale retail and office space, as well as services such as day care and higher density housing. Housing elements are ideally integrated with nonresidential elements such that housing units are situated above commercial and office space. In some cases, a NAC can be located within the center of a Core Residential or Urban Residential area, most probably through the redevelopment of an existing non-residential use (i.e. the K & S Country Market on East 2nd Street). In other cases, a NAC will need to be located closer to the neighborhood edge in order to ensure greater compatibility and financial viability.

- *The main focus of the NAC should be commercial uses at a scale that serves the immediate neighborhood, including such services as small food stores, video rental, or small cafes.*
- *Office uses and public/semi-public uses are acceptable when built to generate minimal traffic attraction to the neighborhood.*
- *Residential uses should be limited to multifamily development, ideally on floors above street level commercial uses.*
- *Commercial uses should be restricted to ensure their neighborhood focus.*

Urban Services

A Neighborhood Activity Center will be placed in a developed neighborhood, where most urban services have been previously provided. This includes access to sewer, water, electricity, and gas lines that should already be serving the existing neighborhood. This type of development is intended as an alternative to new

commercial growth in areas where such utilities do not already exist.

- *Public Transit as an urban service must be a key element in the location of the NAC, providing access to people outside the neighborhood without the need for personal vehicles. All newly developed NAC's must be located within walking distance (5-10 minutes) of a major public transit stop.*
- *The roadways that a NAC is developed around should be Collectors (Secondary or Primary) as designated on the City's Master Thoroughfare Plan.*
- *The development of an NAC should include coordination on the completion of an adequate sidewalk network throughout the immediate neighborhood it serves, if no such network exists at the time of development.*
- *In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.*

Site Design

Compatibility with surrounding established neighborhoods is one of the most important factors in the development of a Neighborhood Activity Center. Although it represents the smallest scale of commercial land use, the NAC is a high-density node of activity that will affect a neighborhood. The introduction of a commercial node into a primarily residential area requires great sensitivity to the design and scale of the existing structures, as well as responsiveness to the needs of the surrounding residents. NAC's must relate to surrounding residential neighborhoods and not adversely affect the livability of these neighborhoods through traffic, lighting, noise, litter or other impacts. The careful combination of pedestrian facilities and structural features will help to define the streetscape of the NAC.

- *The height of new commercial structures in a NAC shall be limited to three stories in order to minimize the impact of such uses on surrounding residents.*
- *Sidewalks, street trees, pedestrian-scale lighting and other decorative features must be standard elements of the NAC streetscape.*
- *Bus stops, bus pull-offs, or shelters shall be incorporated to maximize transit trips to the NAC.*
- *In order to define the center, buildings should be pushed to the front edge of the site, framing the four corners of the commercial node at the street intersection*



PART 2: The Geography of the Policies

- *Any parking that is provided for a NAC should be primarily serving any residential units that are a part of the development rather than used as an attractor for commercial users.*
- *Parking should be located in the side or rear of buildings, and can be made accessible from an improved alley system in order to minimize street cuts in front of buildings.*
- *All parking areas should also be heavily landscaped in order to soften their impact on the neighborhood.*



PART 2: The Geography of the Policies

Community Activity Center (CAC)

Intent

The Community Activity Center is designed to provide community-serving commercial opportunities in the context of a high density, mixed use development. The CAC must be designed to serve not only the pedestrian traffic from nearby neighborhoods, but also a community-wide group of users that may drive a personal vehicle to the CAC. Parking will become more important in this area than the NAC, but should still be kept to reasonable levels and skillfully designed to avoid large open areas of asphalt.

Land Use

The Community Activity Center is a mixed commercial node, larger in scale and higher in intensity than the Neighborhood Activity Center. The CAC will incorporate a balance of land uses to take advantage of the proximity to goods and services. Rather than serving a single neighborhood, commercial uses in and surrounding the CAC will be developed so as to be accessible to multiple neighborhoods by non-motorized means, without becoming a major destination for the entire City and/or region. As the central commercial node of the surrounding area, public gathering space is an ideal addition to the mix of uses. Residents will need outdoor space to access, and public open space can provide a valuable amenity to customers of the commercial units. In accordance with their greater scale, commercial uses in a Community Activity Center will have more intense site development. Average square footages of commercial spaces should be greater than those of the Neighborhood Activity Center.

- *The primary land use in the CAC should be medium scaled commercial retail and service uses*
- *Residential units may also be developed as a component of the CAC, and would be most appropriate when uses are arranged as a central node rather than along a corridor.*
- *Provision of public spaces should be used as an incentive to allow additional residential units or commercial space to be developed as part of the planning approval process.*

Urban Services

Like Neighborhood Activity Centers, Community Activity Centers should be located within or very near to existing developed neighborhoods. This is essential in reducing the need for extensions of sewer, water, and

road facilities. The City may consider upgrading utilities in areas designated for Community Activity Centers in order to provide an incentive to develop or redevelop these locations.

- *Public Transit access should be a major component of the urban services provided for any Community Activity Center.*
- *Community Activity Centers should be connected to a future city-wide greenway system in order to create adequate public recreation space as well as an alternative means to access the development.*
- *A Community Activity Center should be located at an intersection which is made up of designated Collector or Arterial streets, in order to provide automobile access without overwhelming the pedestrian aspects of the development.*
- *In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.*

Site Design

Community Activity Centers will be integrated into existing development, and CAC design should be sensitive to the surrounding context. As with similar land use districts defined in this plan, an increased emphasis must be placed on urban design and the creation of a distinctive design style in each area. A formal streetscape will help to define a Community Activity Center as a distinct node of activity serving a group of neighborhoods. The CAC should take on the form of an urban center, with a pedestrian focus and several floors of usable space, both commercial and residential.

- *Buildings should be developed with minimal street setbacks to increase pedestrian and transit accessibility.*
- *Parking should be located and designed with an emphasis on minimizing pedestrian obstacles to accessing businesses.*
- *Street cuts should be limited as much as possible to reduce interruptions of the streetscape.*
- *Incentives should be created to encourage the inclusion of second-story residential units in the development of Community Activity Centers.*
- *In order to buffer pedestrians on busy corridors as well as reduce off-street parking needs, on-street parking and tree plots should be encouraged in new developments and maintained on built roadways.*



PART 2: The Geography of the Policies

Regional Activity Center (RAC)

Intent

The Regional Activity Center (RAC) is a large regional commercial area that provides the highest intensity of commercial development in the activity center scheme. The RAC serves both the Bloomington community, as well as other smaller communities in the immediate region. This district is the most automobile oriented of the activity centers, but should not exclude facilities for bicycle and pedestrian access. Housing may also be provided here, but integration of such housing into a very intense commercial node may be challenging. While the RAC must provide adequate amounts of parking spaces for users, such parking must be sensitively designed to minimize of automobile impacts. A Regional Activity Center will consist of aggregated uses that require several hundred thousand square feet of building square footage.

Land Use

Uses in the Regional Activity Center will be of the typical “destination commercial” nature. Large-scale department stores, movie theatres, hardware/home improvement stores, and similar uses are typically located in these centers. The RAC also includes accessory uses, such as restaurants, banks, or additional retail stores. Commercial uses in and surrounding the RAC will be developed so as to be accesible to multiple neighborhoods by non-motorized means. Less intense commercial uses should be developed adjacent to residential areas to buffer the impacts of such development. Multifamily residential and office uses could be used as transitional land uses as well. The land use goal for the RAC is as follows:

- *Like other activity centers, the RAC should be a mix of predominantly retail uses, although the scale of uses will obviously be much higher than a neighborhood or community level center.*

Urban Services

Since no new RAC’s are being proposed within the Planning jurisdiction, development in these areas will be oriented toward infill and redevelopment projects. As this activity occurs, the City should continue its policy toward upgrading transportation infrastructure. Examples of such projects include the future widening of College Mall Road, the construction of Clarizz Boulevard, and the creation of a Tax Increment Finance (TIF) district along West Third Street. Since the RAC

will be focused around an intense center, it also presents an important opportunity to integrate a transit center to provide greater access and reduce automobile traffic.

- *In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.*

Site Design

The typical “big box” site design should not be an element of new construction within a Regional Activity Center. Infill and redevelopment projects within this area should work toward creating a more unified urban design theme. One purpose for the RAC should be to provide a semi-urban center away from the Downtown. Therefore, the downtown should be considered in creating design elements for new construction.

- *New “big box” design standards should be enacted to address such issues as parking and building orientation, pedestrian access, and blank wall control.*
- *Development in the RAC should be encouraged to grow vertically, with the possibility of two or three story buildings to accommodate denser office development with structured parking.*
- *Internal roadway networks must provide sidewalks so that once a user has parked, they can circulate throughout the development on foot.*
- *Public open spaces should be a standard element of redevelopment within a Regional Activity Center. This open space could come in the form of public plazas, as well as greenways that connect the RAC to nearby neighborhoods.*
- *The eventual goal of RAC redevelopment shall be to create high-density nodes and corridors, with gradually decreasing density away from the center to help to achieve compatibility at the development edges.*



PART 2: The Geography of the Policies

Employment Center

Intent

The Employment Center district should contain a mix of office and industrial uses providing large-scale employment opportunities for the Bloomington community and the surrounding region. Bloomington must continue to stress job creation as the community grows, and the provision of well-planned employment centers will allow Bloomington to keep pace with the new economy. These centers must be carefully designed to provide essential services such as sewer, water, and fiber optic connections to the internet, as well as aesthetic amenities like landscaping and bicycle/walking paths. These elements will work together to create high quality development sites where large-scale employers may locate their facilities and offices.

Land Use

Employment Center land uses should focus on corporate headquarters and industrial uses, which will provide a stable employment base for the greater Bloomington community. The concept is similar to the traditional business or industrial park, but with the inclusion of supporting commercial uses and a higher degree of planning for the entire development. The commercial uses integrated within an employment center must be at a scale that serves the employment center but does not generate significant additional business from the community at large. Land use goals for Employment Centers include:

- *Development phasing must emphasize the creation of the office and industrial base before the commercial areas are developed to serve them.*
- *Employment Centers should be located in close proximity or contain commercial and housing opportunities to minimize the traffic generated by their employee base.*
- *Locations with easy access to State Road 37 should be emphasized in efforts to recruit Employment Center site users. Development of employment center sites shall be consistent with the policies outlined in the State Road 37 Corridor Plan, which is referenced in this document.*

Urban Services

The provision of urban services is essential to the development of Employment Center sites. Large conglomerations of corporate headquarters and industrial buildings will need a high level of service from utilities and roadways. Likewise, businesses must have access to new technologies such as fiber optic connections in

order to be successful in developing markets. The City must take a proactive role in extending such services to high profile, high priority Employment Center sites as an incentive for recruitment.

- *The City must continue its policy of including fiber optic conduit with roadway projects, as well as build upon the initial fiber optic ring that has been installed in the community.*
- *Utilities must be judiciously extended to important employment sites to remove a portion of the cost barrier to the development of new Employment Centers.*
- *Employment Center developments must not have an undue impact on existing local roadway networks, and should also have carefully planned internal roadway systems to create efficient flows of traffic.*
- *Coordination with Public Transit as well as providing support for bicyclists and pedestrians will create a wider employee base as well as reduce the traffic impacts of an Employment Center.*
- *In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.*

Site Design

Compatibility for employment centers refers as much to a consistent design theme throughout the center as to its compatibility with surrounding land uses. With the exception of high-intensity, mixed-use sites in and around the downtown area, employment centers will require large tracts of land in order to be usefully developed. Many of the areas designated have not had significant development in their vicinity at this time, so off-site impacts on surrounding uses will be measured over time. A significant focus of these developments must then be internal planning and design.

- *Recreational trails should be incorporated in order to provide open space as well as an alternative means of travel to work if connected to a city-wide system of trails.*
- *Common space serving the various areas of the development should also be provided to allow employees to eat meals or take a brief break.*
- *Landscaped, boulevard style entrances should be incorporated to provide distinctive entry features and provide site users with a means to identify the development.*
- *Where Employment Center sites have exposure to multiple street frontages, a 360 degree building profile should be utilized. Building architectural themes should be replicated throughout the Employment Center site.*



PART 2: The Geography of the Policies

Public/Semi-Public/Institutional

Intent

The intent of the Public/Semi-Public/Institutional area is to provide adequate land to support compatible government, non-profit and social service land use activities. These uses are distributed community-wide, and special attention should be paid to how these uses interact with adjacent properties, especially residential uses.

Land Use

The Public/Semi-Public/Institutional designation encompasses properties controlled by public and private institutions and developed for: 1) schools (including Indiana University), 2) non-profit facilities, 3) government facilities, and 4) hospitals, medical parks, and assisted care facilities. In order to better address land use impacts that result from institutional uses, the following strategies should be utilized:

- *City Planning Department staff should meet regularly with institutional organizations such as Indiana University, Monroe County Community School Corporation (MCCSC), Monroe County government, and Bloomington Hospital to coordinate future facilities needs in advance of land acquisition/construction.*
- *Non-profit land uses should be located in every sector of the community to provide a balanced distribution of services.*
- *Bloomington Hospital and its ancillary medical district are encouraged to expand without encroachment into established residential neighborhoods such as McDoel Gardens and Prospect Hill.*

Urban Services

No Public, Semi-Public, or Institutional use should be allowed to locate at a site which does not already have adequate public services to support the use. In particular, it is critical that new schools developed by MCCSC as well as new medical and assisted care facilities be easily accessible via all modes of transportation. Additionally, the City should emphasize the construction of greenways and sidewalks to ensure that existing and proposed MCCSC facilities are easily accessed by bicyclists and pedestrians.

- *In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.*

Site Design

All uses in this category should respect and compliment the existing character of their surrounding land uses. In particular, the following site design guidelines should be incorporated into facility development.

- *Uses in this category should provide measures to mitigate undesirable operational impacts such as light and noise pollution, traffic congestion, and spillover parking.*
- *Assisted care facilities should contain sufficient room for parking expansion and recreational space to ensure the possibility of future conversions to multi-family use.*



PART 2: The Geography of the Policies

Parks/Open Space

Intent

Parks/Open Space areas should provide opportunities for both active and passive recreation activities, as well as be accessible to people throughout the community. This requires a system of parks of various sizes at convenient locations. There should be large community parks accessible on a community scale, as well as smaller neighborhood sized parks that are focused more on serving their immediate surroundings. The intent of this land use category is to maintain and expand the inventory of public/private open spaces and recreational opportunities for the citizens of Bloomington.

Land Use

The Parks/Open Space land use category encompasses both public and private open spaces and recreational areas. On the public side, it includes all parks and recreational facilities owned and operated by the City of Bloomington. In the private realm, it includes floodways, areas designated in developments as large conservancy easements, and private golf courses. The City of Bloomington Parks Department has a master development plan for its facilities which should be recognized as a guiding force for future Parks/Open Space development. Land use goals for future Parks/Open Space development include:

- *Create a large neighborhood or even community-scale park facility in the eastern portion of the Planning jurisdiction. A potential location for such a facility is the northeast corner of Smith Road and Moores Pike.*
- *Increase the size of the existing Southeast Park by requiring land dedication at the northwest corner of the Ramsey Farm (Property located at the southwest corner of Moores Pike and Sare Road).*
- *Link existing and future City Parks with greenway trail facilities through the implementation of the Alternative Transportation & Greenways System Plan.*
- *Expand the acreage of the Twin Lakes Park facility through additional land dedication or conservation easements on the Brown and Ooley properties (north and west of the Park).*
- *In coordination with the City Parks Department, analyze the proximity of park facilities to existing and future residential development. Use this analysis to establish possible Parks Department priorities for future facility development.*
- *Require new subdivisions and land developments to set aside easily accessible and usable common open space.*

- *Increase the amount of preserved land for parks and open space in the southwest portion of the City where there are large portions of greenspace. This may be done by requiring developments to dedicate land or use conservation easements for preservation.*

Urban Services

While most urban services are not necessary for the use of land as parks or open space, there are several issues that must still be considered. Urban services relating to accessibility of park spaces as well as on-site convenience facilities are important to the development of successful parks.

- *All Parks/Open Space areas should be made accessible for public use through the provision of sidewalk or greenway facilities.*
- *Parks planning should coordinate closely with existing and future transit routes so that people without access to cars can reach community-scale parks.*
- *Because restroom facilities are typically provided in larger parks, availability of City sewer and water services is important.*

Site Design

Traditionally, parks and open spaces have not had to struggle with issues of compatibility with surrounding uses. The vast majority of community residents are very accepting of such facilities, and would gladly live in close proximity to a park or other open space. The key in developing such sites is to maximize accessibility by creating them at the proper scale in convenient locations relative to neighborhoods.

- *Park facilities should be designed to provide a mixture of both passive and active recreation experiences.*
- *Common open space which is set aside as part of new development should be easily accessible to pedestrians and bicyclists, should feature both passive and active amenities, and should be centrally located within development areas.*
- *During the development review process, floodways and other environmentally constrained areas should be placed in conservancy easements in order to protect these environmentally sensitive features.*



PART 2: The Geography of the Policies

Quarry

Intent

The purpose of the Quarry category is to identify properties that are important for providing desirable architectural limestone. Several quarries still contain economically valuable limestone within the Bloomington planning jurisdiction. There are many quarries in the City that are now dormant, and represent opportunities for infill development. Any new urban growth adjacent to active quarries will develop with full knowledge that the quarries will be safeguarded and that the new developments will be impacted by quarrying activities (truck traffic, noise, dust, vibration).

Land Use

Economically viable limestone quarries should be maintained as natural resource areas to provide dimensional/architectural limestone as the construction market demands. It should be clearly understood that these quarries are an important segment of the local economy.

- *As existing quarries lose their economic feasibility, the City should evaluate a portion of each site for its potential for passive or active recreation, educational open space, or cultural needs.*
- *Potential sites that will allow the future re-use of quarries include the area between Bloomington North High School and the Stonelake Development (Reed Quarry); the area between Kinser Pike, Old State Road 37 and north of the SR 45/46 Bypass; and the area south of Tapp Road and east of Weimer Road (Hoadley Quarry).*

Urban Services

As properties transition from active quarries to re-use opportunities, adequate urban utilities and services shall be provided to support the use of the property. Since other development will likely occur around active quarries, urban services will be in close proximity as sites become available for redevelopment.

- *Quarry properties should not be redeveloped until urban services are provided.*

Site Design

Site design should focus on maintaining current operations while providing adequate buffering from adjacent development. As urban growth continues, more uses will interact with quarries. Many quarries will lend themselves to redevelopment as other uses. At the time of redevelopment, the quarry should be evaluated and given a new land use designation reflecting appropriate redevelopment opportunities which are compatible with surrounding uses. Site design for these quarries would then reflect the standards of the new land use designation.

- *Development proposed adjacent to functional quarries should make use of landscaping and buffering measures to mitigate quarry operation impacts until such quarries are redeveloped.*
- *At the time of redevelopment of quarry sites, an appropriate streetscape should be developed that compliments the proposed re-use, adjacent land uses and the local character.*