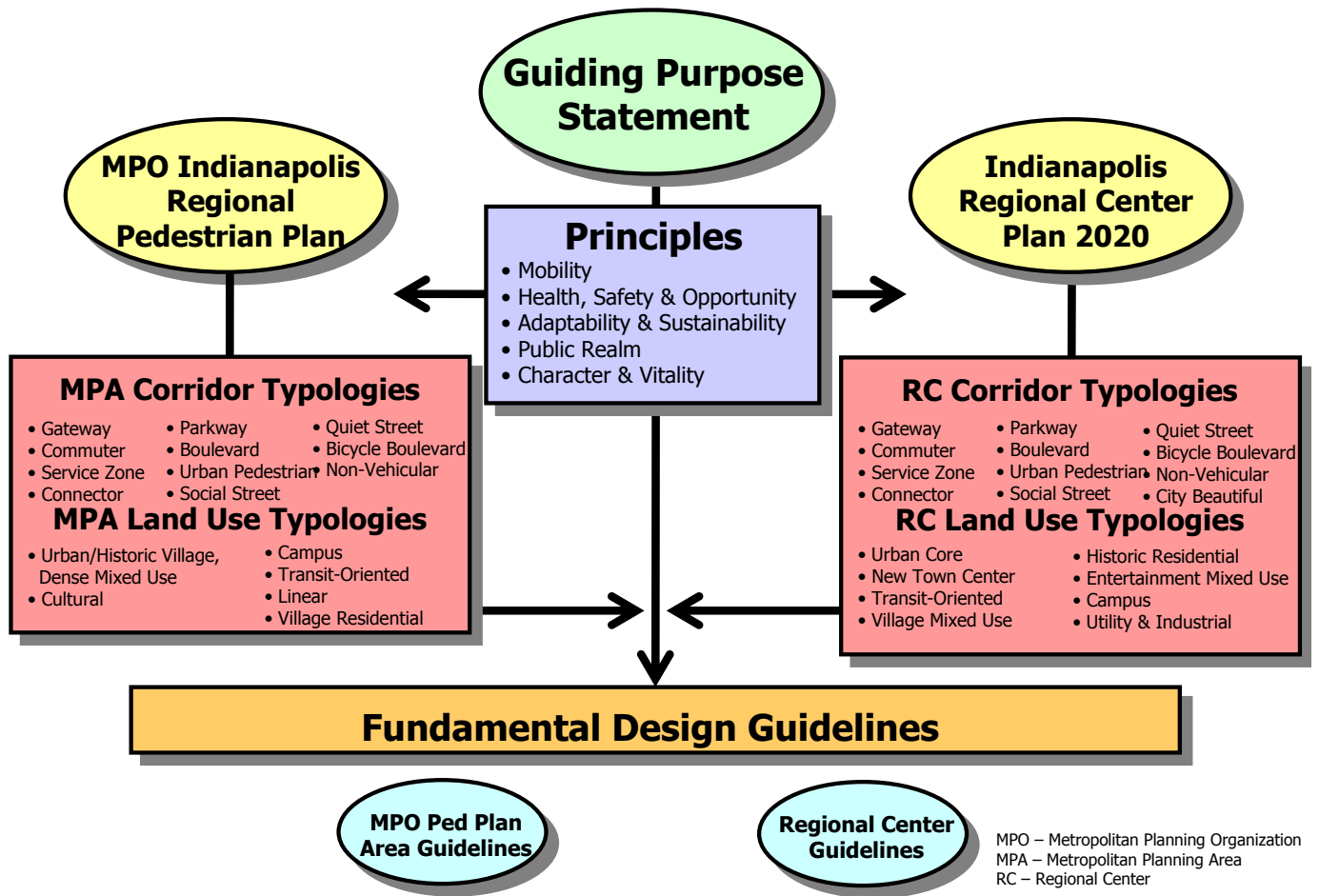


# Design Guidelines Approach



## Purpose of Design Guidelines

These design guidelines are a community standard for good design, that encourage creativity, interest, and variety, and that build upon local heritage and character to create efficient, sustainable, and livable places.



Following are the five Principles of the Indianapolis Regional Design Guidelines. These principles describe the community's standard for good design as the basis for the resulting design guidelines. All guidelines support one or more of these principles. Each principle is followed by a series of statements that further inform the user about the basis of the design guidelines.

# Principles of Design Guidelines

## MOBILITY

**Places promote and facilitate a variety of mobility options. Emphasis is placed on the coordination among these options to form a connected, functional, efficient, and integrated system.**

- There are options/choices for people to be multi-modal in their transportation.
- Wayfinding and information distribution systems make it easy to navigate a place via all mobility options.
- Multi-modal facilities have been integrated into the site plan.
- Land uses are designed to enhance ridership in public transportation.



*Transit options, such as this bus, give people many choices for mobility, simple commuting and reduce our dependence on cars.*



*Designing facilities that encourage mobility begins to breed a culture of multiple modes of transportation to areas of housing, working and playing.*

## HEALTH, SAFETY & OPPORTUNITY

**Safe and accessible places allow all individuals to participate regardless of social or economic resources, or physical or mental ability. They promote health and wellbeing and create opportunities for people to thrive.**

- The place supports activities that bring all types of people together.
- The place fosters economic opportunity for entrepreneurs, small businesses, and people of varying incomes.
- The place is accessible for people of all abilities.
- The place promotes personal safety, comfort, and security.



*Gathering of people allows the exchange of ideas and relationships. Understanding and being among people of diverse backgrounds expands horizons and widens our understanding of cultures.*

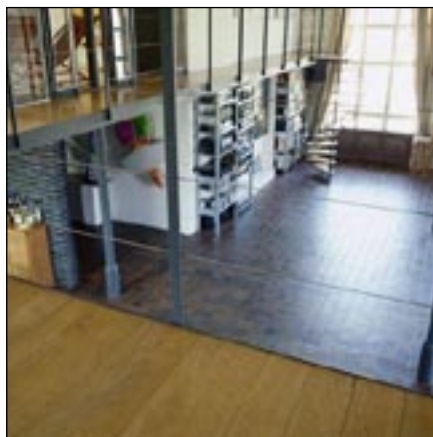


*Our built environment should be flexible in promoting all types of economic activity as well as accommodating all types of people.*

## ADAPTABILITY & SUSTAINABILITY

**Physical design anticipates and provides flexibility for the inevitable change places undergo. Places are sustainable economically, socially, physically, and ecologically.**

- The place has the ability to transform and adapt itself to change in market forces and to social and technological issues.
- It is possible to design new approaches to consistently reoccurring issues.
- The place is leaving a small "footprint" on the environment and taking measures to conserve resources rather than just use them.
- Maintenance requirements and life-cycle costs are considered in the design of the place.



*Flexibility of spaces is a concept that must be embraced at the commencement of the design process, not as an afterthought.*



*The urban environment must promote sustainability, not only in ecological and energy terms, but in social and economic terms as well.*

# Principles of Design Guidelines

## PUBLIC REALM

A community's shared spaces, whether publicly or privately owned, provide the setting for everyday life as well as more formal civic occasions. These social gathering places include a community's natural features, parks and recreational facilities, and streetscapes as well as everyday shopping, dining, and entertainment opportunities. These areas, whether bustling with activity or providing quiet repose, promote a dynamic social and civic experience, enhance the livability of a place, and provide diverse settings for community interaction.

- Through several mobility and connectivity options, services for everyday living are available and accessible in this place, such as dining, working, learning, recreation and shopping.
- There are shared spaces that allow for recreation and gathering that encourage interaction with all in the community.
- Public spaces are designed to create and enhance a sense of place.
- Private development positively contributes to the social, environmental, and civic experience of a place.
- Public art is encouraged.



*To encourage local mobility, high quality options for services must be created to compete with the large superstores that require an automobile to reach.*



*Public spaces that are USED are critical to bring people together, facilitate face to face conversation and require the community to give of itself for upkeep and maintenance.*

## CHARACTER & VITALITY

Places have a story, which is manifested through their physical design. Elements are authentic, rich in detail and diversity, and express their unique personality. They form a hub of activity in which economic, social, cultural and functional elements come together.

- The place has a unique identity and story that is its own, with a built and natural environment that responds to the place's authentic history and personality.
- The place and space are visually interesting for users and visitors.
- It is clear that those who built the place went "above and beyond" the basic models of development to create a place that matters.
- The place is rich in architectural and landscape detail and at appropriate scales and densities.
- The place is understandable and recognizable with unique features and landmarks that allow visitors to orient themselves.



*Special places have special histories and local stories that make them unique to a community. These are places that are individual to a community.*



*Great communities have public spaces that residents frequent in their daily lives, not just on special occasions. Using them becomes a part of the fabric of the community.*

# Conceptual Guideline Template

**Guideline Number (CT)**

**Guideline Section (Corridor Type)**

## **Guideline Statement-** *(More focused component of Corridor Type)*

---

**Rationale/ Need**

Text

*(Text explaining the rationale/  
need for this guideline.....)*

**Principles Supported**

Principles to be discussed....

*(Principles chosen from the  
master list of principles)*

**Examples**

*(Example photographs of  
1. a need situation and  
2. a built model of the guideline,  
if available)*

*Need Situation Photograph,  
illustrating conflict that would be  
resolved by this guideline*

*Built Model Photograph,  
illustrating resolution, if available*

**Recommendations**

List of Goals specific to guideline

*(Goals of the guideline)*

# Conceptual Guideline Template

**Guideline Number (CT)**  
**Guideline Section (Corridor Type)**

---

**Guideline Statement-** *(More focused component of Corridor Type)*

**Guideline Number (CT-##)**

**Framework**

*(Specific Fundamentals, Standards, Codes that guided the development of this guideline)*

**Guideline Number (CT-##)**

*(Specific Fundamentals, Standards, Codes that guided the development of this guideline)*

*(Repeat pages as diagrams and drawings require)*

# Typologies of Districts

## 1. URBAN CORE



- Highest-density development.
- Pedestrian oriented and transit supportive.
- High-volume arterial streets.
- Mixed-use, but dominated by office uses.
- Also contains major convention facilities, sports venues, hotels, and/or memorials.
- Often used as venue for festivals and other public events.
- The community's "postcard".

Comparative Local Examples

- Traditional Downtown core

## 2. NEW TOWN CENTER



- Contains mixed uses in an urban configuration, but not to the density and scale of those found in the "urban core" typology.
- Often smaller town cores or newer planned development.
- Generally pedestrian oriented while accommodating the automobile.
- Transit supportive.

Comparative Local Examples

- None Identified

## 3. TRANSIT ORIENTED



- Mixed-use development **oriented around a central transit node.**
- Development is primarily destination-based, such as office, cultural, or retail center.
- Usually pedestrian oriented with multi-modal facilities, and may also include significant parking.
- Medium to high density.
- May be new development or redevelopment where a transit node serves as a catalyst.

Comparative Local Examples

- None Identified

## 4. VILLAGE MIXED USE



- Commercial **corridor** with mixed-use development.
- Primarily retail uses on ground floors.
- May have specialized uses such as arts, entertainment venues, inns, and some higher density residential development.
- Pedestrian-dominated and oriented.
- Supported primarily by **surrounding neighborhood.**
- Transit supportive.

Comparative Local Examples

- Irvington
- Mass Ave
- Broad Ripple Village

# Typologies of Districts

## 5. HISTORIC RESIDENTIAL



- Primarily pre-WW2 construction, or “new urbanist” development.
- Medium density.
- Single-family, townhomes, or apartment buildings.
- Parcels typically deep with narrow street frontage.
- Pedestrian-dominated and oriented.
- Homes have small setbacks/front yards.

### Comparative Local Examples

- Chatham Arch
- Ransom Place
- Fall Creek Place

## 6. ENTERTAINMENT MIXED USE



- Mixed-uses with concentration of entertainment or cultural destinations.
- Primarily retail uses on ground floors.
- Pedestrian-dominated.
- Geared toward visitors and tourists, as opposed to being supported by surrounding neighborhoods.

### Comparative Local Examples

- Wholesale District

## 7. CAMPUS



- Campus-style orientation of buildings, often organized around a central node such as a plaza or open space.
- Pedestrian-dominated and oriented.
- Clustered parking.
- Typically a single-owner, but not exclusively.
- May be educational, corporate, government, or other master-planned area.

### Comparative Local Examples

- Lilly Corporate Center
- IUPUI & Med Center
- Indiana Government Center

## 8. UTILITY AND INDUSTRIAL



- Primarily industrial, utility, transportation, and communication uses.
- Auto and truck-dominated, sometimes with freight rail service.
- Often includes larger areas of parking and vacant land or buffers.

### Comparative Local Examples

- General Motors plant vicinity

# Typologies of Corridors

## 1. GATEWAY



### Thoroughfare Application

- Expressway/Freeway
- Arterial (1 & 2-way)
- Collector

### Critical Design Elements

- Edge/barrier
- Portal/gateway
- City image
- Entry experience
- Speed transition zone
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane
- Transit Travel Lane
- Bike Lane & Collector Sidewalk
- Multi-Use Path
- Off-Street Greenway

## 2. COMMUTER



### Thoroughfare Application

- Expressway/Freeway
- Arterial (1 & 2-way)
- Parkway
- Boulevard

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Vehicular level of service
- Relationship of structures to R/W
- Parking needs
- Service access
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane
- Transit Travel Lane
- Bike Lane & Collector Sidewalk
- Multi-Use Path
- Off-Street Greenway
- Urban Greenway

## 3. SERVICE ZONE



### Thoroughfare Application

- Arterial (1 & 2-way)
- Collector
- Local
- Alley

### Critical Design Elements

- Encroachments
- Vehicular speed
- Relationship of structures to R/W
- Service access
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane
- Transit Travel Lane
- Bike Lane & Collector Sidewalk

## 4. CONNECTOR



### Thoroughfare Application

- Arterial (1 & 2-way)
- Collector
- Parkway
- Boulevard

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Vehicular level of service
- Relationship of structures to R/W
- Parking needs
- Service access
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane
- Transit Travel Lane
- Bike Lane & Collector Sidewalk
- Multi-Use Path
- Urban Greenway
- Off-Street Greenway

# Typologies of Corridors

## 5. PARKWAY



### Thoroughfare Application

- Arterial (1 & 2-way)
- Collector

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Vehicular level of service
- Relationship of structures to R/W
- Parking needs
- Traffic calming potential
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane
- Transit Travel Lane
- Bike Lane & Collector Sidewalk
- Multi-Use Path
- Off-Street Greenway

## 6. BOULEVARD



### Thoroughfare Application

- Arterial (1 & 2-way)
- Collector

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Vehicular level of service
- Relationship of structures to R/W
- Parking needs
- Traffic calming potential
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane
- Transit Travel Lane
- Bike Lane & Collector Sidewalk
- Multi-Use Path
- Off-Street Greenway

## 7. URBAN PEDESTRIAN



### Thoroughfare Application

- Arterial (1 & 2-way)
- Collector

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Vehicular level of service
- Relationship of structures to R/W
- Parking needs
- Service access
- Activity/ gathering space
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane
- Transit Travel Lane
- Bike Lane & Collector Sidewalk
- Off-Street Greenway

## 8. SOCIAL STREET



### Thoroughfare Application

- Local
- Alley

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Relationship of structures to R/W
- Traffic calming potential
- Connectivity potential
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane

# Typologies of Corridors

## 9. QUIET STREET



### Thoroughfare Application

- Local
- Alley

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Relationship of structures to R/W
- Traffic calming potential
- Connectivity potential
- Service access
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane

## 10. BICYCLE BOULEVARD



### Thoroughfare Application

- Local
- Alley

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Relationship of structures to R/W
- Parking needs
- Traffic calming potential
- Connectivity potential
- Service access
- Urban forestry

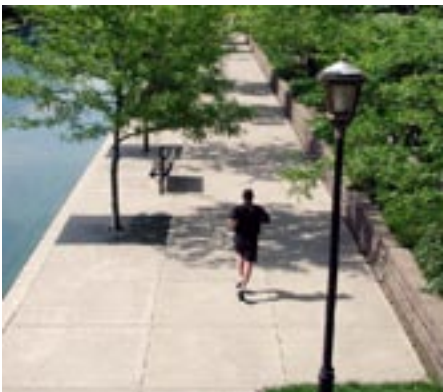
### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)
- Utility

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane

## 11. NON-VEHICULAR



### Thoroughfare Application

- Rail corridors
- Utility corridors
- Waterways
- Non-vehicle connectors

### Critical Design Elements

- Rail/utility
- Available R/W for multi-modal co-location
- Ownership status
- Connectivity potential
- Waterway
- Navigable
- Floodplain characteristics
- Ownership
- Daylighting potential
- Urban forestry

### Users (optimal multi-modal)

- Transit
- Bicycle & Pedestrian
- Person Assisted Device (PAD)
- Utility
- Equestrian
- Boat

### Toolkit (potential multi-modal use)

- Rail Tracks (if active)
- Transit Travel Lane
- Multi-Use Path

## 12. CITY BEAUTIFUL



### Thoroughfare Application

- Arterial (1 & 2-way)
- Parkway
- Boulevard
- Collector

### Critical Design Elements

- Traffic volume
- Vehicular speed
- Vehicular level of service
- Traffic calming potential
- Adjacent architecture & landscape architecture
- Urban forestry

### Users (optimal multi-modal)

- Vehicle & Transit
- Bicycle & Pedestrian
- Personal Assisted Device (PAD)

### Toolkit (potential multi-modal use)

- Vehicle Travel Lane
- Transit Travel Lane
- Bike Lane & Collector Sidewalk
- Multi-Use Path
- Off-Street Greenway