

Meeting Notes
Regional Center Urban Design Oversight Committee
Critical Connectors Subcommittee Meeting
CAP/IC
October 6, 2005
11:30 AM

Subcommittee Attendance: Gus Miller, Lori Miser, Meg Storrow

Staff Attendance: Brad Beaubien, Jenelle Collins, Dave DiMarzio, Amy Inman, Harold Rominger, Rachel Uthe, and Bob Wilch

Planning Process Status Update

Storrow Kinsella Associates provided a review of the information presented at the October 5 CAP:IC Issue Development Workshop. There was general consensus that the development of corridor typologies is making progress. The need to incorporate multiple transportation modes in each corridor and share the right of way to accommodate all modes was identified.

Principles

Six principles of urban design were presented to the committee. These principles have been presented at UDOC meetings and will be used to inform the development of the design guidelines. Several committees will review these principles. It is intended that there will be general agreement by the end of the year, prior to the creation of the guidelines. These principles will apply for the design guidelines created for the Regional Center, as well as the design guidelines created for the Metropolitan Planning Organization's (MPO) planning area.

Corridor Types

Storrow Kinsella Associates provided handouts describing 11 corridor typologies. Each typology included a generic description of where that particular corridor could exist as well as critical design elements that will be considered in the creation of the corresponding design guideline. The group discussed applying these typologies to streets within the Regional Center. The current street network plan for the Metropolitan Planning Area has transportation classifications only for the arterials and freeways. The typologies are difficult to apply to all existing roadways without creating a detailed network plan for the Regional Center. This will be a separate effort that will need to occur later. For now, the group proposed limiting application to likely examples in order to illustrate the typology definitions. This effort will not attempt to address every street.

Additional Comments

Downtown needs to be accessible to potential customers from elsewhere in Marion County as well as surrounding counties. The subcommittee concluded that downtown Indianapolis commercial destinations probably could not survive with support from the existing residential and daytime employment populations alone. That means accommodating the car, without significant inconvenience, in the design guidelines. Indianapolis lacks the density and foot traffic to support retail that is accessible only by pedestrians. In other matters, the subcommittee:

- Changed the name from "district" typologies to "land use" typologies, since land use primarily influences the corridor type.
- Decided to confer with Edwards & Kelsey about design guidelines for bus transit stops and shelters.
- As proposed, the "Transit Street" can currently only work with a bus (does not consider rapid transit).
- Decided to use a disclaimer to introduce rapid transit, due to uncertainties about the use of this technology and to try to develop guidelines for several types of rapid transit options. Amy Inman will provide information to assist SKA in this.
- Considered how to apply psychology to get guideline users to respect the downtown pedestrian.
- Decided to use a "plug and play" approach to developing guidelines employing "if, then" statements. For example, if there is a certain set of conditions (ROW, traffic count, traffic speed), then this guideline applies.
- Discussed the difference between guidelines and standards, and determined that the guidelines need to remain fairly generic and encourage design creativity. Therefore, the guidelines will not give fixed dimensions, but will have indications with minimums and maximums. Also determined that some guideline variations may need additional land/space (private land) in addition to the existing rights of way.

Purpose Statement Review

The current version of the purpose statement was distributed and briefly discussed. Subcommittee members are welcome to suggest additional revisions if they wish to do so.

Next Steps

The group felt there is a need to convey to other subcommittees how the design guidelines will be used. This should be addressed via the Urban Design Oversight Committee. Corridor and Pedestrian Zone fundamentals and details will be discussed at the next meeting – Thursday, November 3, 11:30 AM @ CAP/IC.