Millersville at Fall Creek Valley
Village and Corridor Plan
Village Work Group Meeting
July 12, 2011

Approximately 16 people attended the Village Work Group meeting at Cathedral High School.

Keith Holdsworth introduced himself and Gina Bush Hayes and began by updating the attendees on the previous meetings. Mr. Holdsworth summarized the results from the visual preference survey.

Generalized results

High ratings for curbed streets with sidewalks, landscape beds with simple, curvilinear designs, moderate to narrow building set-backs and an activity zoned such as dining or sitting areas between buildings and the street.

Low ratings for poor maintenance, uncurbed streets and extensive front parking lots.

Seven development principles were derived from the survey results

1. Neighborhood-level retail
2. Businesses are well-connected physically and visually
3. The business area is pedestrian friendly
4. The business area is well-connected to the Fall Creek Trail
5. Streetscape is attractive, practical, and reinforces the identity of the area
6. Historic buildings are preserved
7. Outdoor social spaces are provided

Question: Have you had any comments on the billboard in the village area? Mr. Holdsworth, yes the new ordinance would not allow that large of a billboard.
Comment, The property has a variance from 2001-2, Mr. Holdsworth said that staff will look into it. Another sign is going up at Lincoln Square strip mall area.

Mr. Holdsworth explained the difference between Indianapolis’s current Euclidean Zoning (separated land uses) verses Form Based Zoning, which is based on controlling the physical form and lesser focus on land use. Speedway is the only place within Marion County that has adopted Form Base zoning. Indianapolis is looking at adopting a hybrid type of Form Based zoning for areas within Indianapolis. Broad Ripple is moving towards adopting Form Based Zoning.

Question: Who decides if an area moves to Form Based Zoning? The Metropolitan Development Commission (MDC). They will not adopt it unless a significant number of property owners want it. Neighborhoods and businesses will have to come to consensus if this is something they want to pursue.

Question: How has it changed Speedway or is it just maintaining? Only a few cases have come in for rezoning to date so it is too early to tell.
Question: How do developers feel about Form Based Zoning? Here in Indianapolis, we don’t really know but a really detailed ordinance might be undesirable. Miami and Denver have adopted this type of zoning and it appears to be working.

The next topic was the lack of density in Millersville Village area to be a self-sustaining pedestrian village. A density of 2000-7000 people in a quarter mile walk is what is necessary to be self-sustainable. Millersville area has a population of 850, there is no realistic way we can crank up the density so we will have to accommodate vehicles but we still want to make the village safe for pedestrians and bicyclists.

The group was show a map of four types of Street Typologies. Staff showed another map which highlighted the recommendations for each street in the village.

**Suburban commercial medium intensity** is a commercial hub for surrounding neighborhoods

**Suburban commercial low intensity** is intended to ensure that new development contributes positively to established residential neighborhoods and character and improves the transition between more intense commercial developments adjacent to residential neighborhoods.

**Traditional parkway** is intended to be a pleasure drive with continuous park space on one side. The other side of the parkway should complement the park space.

**Village lane** is intended to preserve and enhance the character of historic town of Millersville’s last remaining street. It is intended to be low-speed, low traffic and pedestrian-oriented.

The group reviewed and discussed two lists of proposed and potential design elements. The group chose to include all the proposed elements: setbacks, streetscape, pedestrian connections, building orientation and building height. The group preferred closer setbacks, tree lawns, mid block crosswalks and to limit building heights.

The group agreed that they would like more information on fenestration, rooflines, parking, and gateways/public art.

Mr. Holdsworth concluded the meeting and agreed to bring back descriptions for the list of potential design elements. At the next meeting, we will also discuss traffic calming measures.