IDEA Commons Design Charrette

Closing Session

September 9, 2010
Overview

- Charrette objectives & process
- Small group designs
- First Friday open house
- Questions & Comments
Charrette Schedule

- Charrette Opening Session – August 31
- Walking tour & exercise – September 1
- Charrette Design Session 1 – September 1
- Charrette Design Session 2 – Cancelled
- First Friday Open House – September 3
- Charrette Closing Session – September 9
Charrette Objectives

- Further the IDEA Commons Plan vision
  - Encourage compact land use
  - Create a sense of community & livability
  - Promote transportation choices
  - Provide housing choices
- Promote context-sensitive infill (sensitivity to historic fabric)
- Develop design elements for a potential form-based code zoning district
IDEA Commons Plan
Form-Based Code Overview

- Form-based codes are multi-disciplinary zoning codes that link the design of circulation and public space networks to the design of private buildings and lots.
- It is the high quality of these interconnections – the connections between public space and private buildings – that makes great cities and towns.
Form-Based Code Communities/Transect Zones
The Transect

Development Characteristics Along the Transect

- Street System
- Development Pattern
- Housing Density
- Commercial Development
- Open Space
- Parking
- Transit
- Setback
- Public Services
- Commercial and Personal Services

Source: Duany Plater-Zyberk & Co.
T-4 General Urban: Historic Settlement

- Avenues dominate
- Strong village centers
- 6-11 du/acre
- Town centers
- Many parks, plazas
- Parking on streets, lots
- 30-minute, express
- 10-15-foot setback
- Full service
- Services most place

Source: Duany Plater-Zyberk & Co.
T-5 Urban Center: Significant Settlement

- Avenues dominate
- Dense village centers
- 13-45 du/acre
- Large town centers
- Many plazas, parks
- Garages and on streets
- 10-20-minutes, rail
- No setback
- Expanded services
- Services most blocks

Source: Duany Plater-Zyberk & Co.
T-6 Urban Core: Dense Settlement

- Low speed boulevards
- High density living
- 45+ du/acre
- Metro centers
- Many plazas, large park
- Mostly garage parking
- Maximum service
- No setback
- Maximum-city services
- Services all locations

Source: Duany Plater-Zyberk & Co.
Regulating Plan

Understanding the Regulating Plan

Building Envelope Standards by Street Frontage

IDEA Commons Regulating Plan

Drawing for Ciding Purposes Only. Dimensions are subject to change. Consult City of Springfield for Specifications.
Urban Design Matters

- **Current paradigm**
  - Urban design is not important
  - Public space is primarily to serve private land development

- **Proposed paradigm**
  - Urban design is important
  - Public space is designed to create community
  - The design of public space and private space compliments each other

- Neither paradigm is better; it is a choice

- Optional through the proposed form-based code overlay district
Density Without Design

Source: Dover Kohl & Partners
Density with design
Design Session Sites
Site A: Boonville Ave. & Chestnut Expressway
Site A: Boonville Ave. & Chestnut Expressway
Site A: Boonville Ave. & Chestnut Expressway
Site A: Boonville Ave. & Chestnut Expressway

Chestnut Expressway facing southeast
Site A: Boonville Ave. & Chestnut Expressway

Chestnut Expressway facing southeast
Site A: Boonville Ave. & Chestnut Expressway

Facing east on Chestnut Street
Site A: Boonville Ave. & Chestnut Expressway

Boonville Avenue frontage facing north
Site A: Boonville Ave. & Chestnut Expressway

Chestnut frontage facing west
Site A: Boonville Ave. & Chestnut Expressway

Boonville frontage facing east
Site A: Boonville Ave. & Chestnut Expressway

Green space facing south from Chestnut Expwy.
Site A: Boonville Ave. & Chestnut Expressway

Green space facing north
Site A: Boonville Ave. & Chestnut Expressway

Boonville and Chestnut facing south
Site A: Boonville Ave. & Chestnut Expressway

Design solution #2
Site A: Boonville Ave. & Chestnut Expressway

Design solution #2
Site A: Boonville Ave. & Chestnut Expressway

Design solution #2
Site A: Boonville Ave. & Chestnut Expressway

Design solution #2
Site A: Boonville Ave. & Chestnut Expressway

Design solution #2
Site A: Boonville Ave. & Chestnut Expressway

Design solution #2
Site A: Boonville Ave. & Chestnut Expressway

Design solution #3
Site A: Boonville Ave. & Chestnut Expressway

Design solution #3
Site A: Boonville Ave. & Chestnut Expressway

Design solution #3
Site A: Boonville Ave. & Chestnut Expressway

Streetscape solution #1
Site A: Boonville Ave. & Chestnut Expressway

Streetscape solution #2
Site A: Boonville Ave. & Chestnut Expressway

Streetscape solution #3
Site D: Benton Ave. & Chestnut Expressway
Site D: Benton Ave. & Chestnut Expressway
Site D: Benton Ave. & Chestnut Expressway

Initial concepts
Site D: Benton Ave. & Chestnut Expressway

Initial concepts
Site D: Benton Ave. & Chestnut Expressway
Site D: Benton Ave. & Chestnut Expressway

Chestnut Expressway facing southeast
Site D: Benton Ave. & Chestnut Expressway

Tampa Street facing north
Site D: Benton Ave. & Chestnut Expressway

Benton facing south
Site E: Washington Ave. & Chestnut Expressway
Site E: Washington Ave. & Chestnut Expressway
Site E: Washington Ave. & Chestnut Expressway
Site E: Washington Ave. & Chestnut Expressway

Chestnut Expressway facing west
Site E: Washington Ave. & Chestnut Expressway

Chestnut Expressway facing east

Washington & Tampa facing northwest
Site E: Washington Ave. & Chestnut Expressway

West Side of Complex

North Elevation

Facing Southeast

East Elevation
Site E: Washington Ave. & Chestnut Expressway

Street views
First Friday Open House

- Received comment cards from 96 people (5-point scale)
  - Site A score: 3.96
  - Site D score: 3.54
  - Site E score: 3.83
How can we improve the process?

- Avoid heavy rains
- Extend design period
- Better engage stakeholders, particularly property owners
Next steps

- Make revisions to the proposed form-based code zoning district
- Adopt the proposed form-based code zoning district
- Continue to refine the designs from the initial design charrette
- Consider adopting a form-based code district for the IDEA Commons
- Put information from the design charrette on the City’s IDEA Commons web site
Design Charrette Closing Session

Questions & Comments

*** Complete comment forms ***