Central State Site

CITY OF INDIANAPOLIS
DEPARTMENT OF METROPOLITAN DEVELOPMENT
DIVISION OF PLANNING
SEPTEMBER 1, 2011
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td>3</td>
</tr>
<tr>
<td>Boundary Description</td>
<td>4</td>
</tr>
<tr>
<td>Boundary Map</td>
<td>7</td>
</tr>
<tr>
<td>Site Context</td>
<td>9</td>
</tr>
<tr>
<td>Site Context Map</td>
<td>11</td>
</tr>
<tr>
<td>Site Conditions and Data</td>
<td>13</td>
</tr>
<tr>
<td>Site Conditions Map</td>
<td>15</td>
</tr>
<tr>
<td>Existing Land Use Map</td>
<td>17</td>
</tr>
<tr>
<td>Site Conditions Photographs</td>
<td>19</td>
</tr>
<tr>
<td>Land Use Plan</td>
<td>22</td>
</tr>
<tr>
<td>Project Summary and Budget</td>
<td>25</td>
</tr>
<tr>
<td>IMPLEMENTATION POLICY</td>
<td></td>
</tr>
<tr>
<td>1. Comprehensive Plan Policy</td>
<td>27</td>
</tr>
<tr>
<td>2. Primary Transportation Corridors</td>
<td>30</td>
</tr>
<tr>
<td>3. Development Guidelines</td>
<td>32</td>
</tr>
<tr>
<td>4. Development Concepts</td>
<td>54</td>
</tr>
</tbody>
</table>
FOREWORD
The City of Indianapolis has been working with communities to stimulate and support reinvestment in the old commercial corridors that form the edges of many neighborhoods. These corridors were once the primary neighborhood resource for transportation, shopping, commercial services and public services. The corridors developed with street-car lines and with parallel railroad lines for goods movement. The land use patterns that developed placed shopping at major streetcar stops and industries near where they had access to workers and goods. Apartments, schools and churches located nearby because of the public transportation access. Washington Street was the National Road and developed as the “Main Street” of Indianapolis. Thousands of pioneers bought provisions and stimulated the development of major retail and business facilities. This corridor developed in the 1840’s as a section of the National Road. Washington Street was the route that thousands of pioneers used to travel west to the new territories that were opening up to homesteaders. The commercial uses on the corridor developed to provide needed supplies and services to the travelers. The corridor became US 40 as a part of the National Highway System which was established by the Federal Aid Highway Act of 1925 and Indianapolis continued as a major transportation hub as railroads in 1859 and airways in the 1920’s became important carriers. Union Station and the Indianapolis International Airport are accessible from the Corridor. Street car lines linked from Central State Hospital on West Washington out to east of Arlington in the Irvington neighborhood. Washington Street still contains streetcar lines underneath the asphalt street pavement and brick pavers in certain areas. Street-car lines maintained this momentum until after World War II. Improvements to the West Washington Street Corridor will contribute to the quality of life in the much larger neighborhood areas that it serves. Instead of creating “edges” the corridor can be a “seam” that links communities. The improvement of the corridor can be a first step in enhancing access to public transportation and reducing dependence on the automobile.

Much of the development in this corridor is suffering from some degree of obsolescence. As people shifted to private automobiles the commercial sites found themselves with inadequate parking supplies. As retailers went to larger and larger stores, many of the commercial sites were too small. As industry shifted to over-the-road trucking and air transport the industrial sites often were not in prime locations. Now, contaminated sites are being cleaned up. Obsolescent property has reverted to public ownership including the Central State Hospital Site.

Many of the businesses in the corridors are locally owned and operated. They provide local economic and creative opportunity. Pedestrian and bicycle access along with public transportation improvements are being studied. The purpose of this project is to provide the basic tools for reinvestment. Therefore the project is intended to:

- Provide better neighborhood services.
- Provide tools for stimulating private investment.
- Protect and create jobs.
- Recycle obsolescent public property.
- Upgrade infrastructure.
PROJECT AREA BOUNDARY DESCRIPTION
Boundary Description for the West Washington Street Economic Development Area:

Beginning at a point at the intersection of the extension of the south boundary line of West Washington Street with the centerline of Harding Street; thence south along the centerline of Harding Street to the intersection of the first CSX Railroad south of Washington Street; thence east along the north boundary of the intersection of that CSX Railroad approximately 2,102 feet to a point thence north to the south boundary line of the Indianapolis Zoo and following that boundary line west and north to the intersection with W. Market Street; thence west along the centerline of W. Market Street to the east boundary line of the CSX Railroad; thence northwest approximately 702 feet along that east boundary line to a point of intersection with a north-south CSX Railroad line; thence south along that Railroad to the intersection with Market Street; thence west along the south boundary of Market Street to the west boundary line of 1639 W. Market Street and south along that west boundary to the centerline of Court Street; thence west along the centerline of Court Street to the west boundary line of Miley Street and south along that west boundary line to the north boundary line of W. Washington Street; thence west along the north boundary line of W. Washington Street to the east boundary line of Traub and north along the east line of Traub to the intersection of Alley 25 (north), which is the first alley north of Washington Street; thence continuing west along the centerline of Alley 25 to Alley 2425, the first alley west of Mount Street; thence north along the centerline of Alley 2425 to the intersection with another alley and thence east along that centerline to the intersection of the centerline of Mount Street; thence north along the centerline of Mount Street to the intersection of the centerline of Ohio Street; thence west along the centerline of Ohio Street to the intersection of the centerline of Belleview and thence south along the centerline of Belleview to the intersection of the centerline with Alley 25; thence generally west along the centerline of Alley 25 to the east boundary line of Warman Street; thence north along the east boundary line of Warman Street to the north boundary line of Vermont Street; thence west along Vermont Street to the intersection of the west boundary line of Tibbs; thence following the west boundary of Tibbs and extending that line south to Little Eagle Creek and following the centerline of Little Eagle Creek to the extended centerline of Alley 50 (the third alley north of W. Washington Street); thence west along the centerline of Alley 50 to a point in an abandoned railroad line approximately 84 feet west of the west bank of Eagle Creek; thence generally south to the centerline of the CSX Railroad; thence west along CSX Railroad to a point approximately 290 feet west of the centerline of Holt Street; thence south to the centerline of Old Rockville Road; thence northwest along the centerline of Old Rockville Road to the intersection with McClure; thence south along the centerline of McClure to the north boundary line of W. Washington Street; thence northwest following the north boundary line of Washington Street to the intersection of the centerline of Robton; thence north along the centerline of Robton to the extended north boundary of 3912 W. Washington; thence generally following the outer boundary lines of 3912, 3924, 4002 and 4004 W. Washington Street to the north boundary lines of 4014 W. Washington Street; thence west to the centerline of Wischer and north on Wischer to the north boundary of 366 Wischer; thence west along that boundary line to the west boundary line of 366 Wischer thence south along that boundary line and west boundary line of 4050 W. Washington to the north boundaries of 4056 W. Washington; thence west along that north boundary and the north boundaries of the properties immediately west of 4056 to the centerline of the Alley 4125 (the 1st alley west of Barton Street); thence jogging south to the intersection of alley 375 (the first alley north of Washington Street) and following that alley west to the east boundary of 4170 W. Washington Street and following the boundary line of said parcel to the centerline of Bertha Street then west to the centerline of Roena and south on the centerline of Roena to the north boundary line of 4200 W. Washington; thence following that boundary line to the centerline of Alley 4250 and thence north to the north boundary of west along the north boundary of 519 S. Taft Street; thence generally west along that boundary and the north boundaries of 530 S. Taft and 523 S. Fleming to the centerline of Fleming Street; thence following the
centerline south for 3 lots and thence east along the north boundary line of 535 S. Fleming to the centerline of Alley 4250; thence south along the centerline of Alley 4250 to the centerline of Alley 575 (the first alley north of W. Washington Street); thence generally following Alley 575 southwest to the centerline of the first alley east of Edgehill thence south along that alley to Alley 625 (now the first alley north of W. Washington Street); thence continuing to follow the first alley north of W. Washington Street westerly to the centerline of Auburn; thence following the north boundaries of 5004 through 5050 W. Washington Street to the centerline of Fuller and north on Fuller to the north boundary of 740 S. Fuller; thence west along the north boundary and thence south along the west boundary of 740 Fuller to the north boundary of 815 Gerrard; thence west along the north boundary of 815 Gerrard across Gerrard Street to the north boundary of 828 Gerrard; thence west along the north boundary of 828 Gerrard to the centerline of Alley 5250 (the first alley east of Lynhurst) and following Alley 5250 south to Alley 850; thence west to the centerline of Lynhurst and south on the centerline of Lynhurst to the intersection of Alley 875 (the first alley north of W. Washington Street); thence generally following the first alley north of W. Washington Street southwest to where it intersects Mickley Street; thence north along the centerline of Mickley Street to the north boundary of Cloveleaf Apartments parcel and following those boundary lines west and south to a point in the exit ramp B to 465 north thence west across the interstate to a point at the northeast corner of 1193 Faculty Drive; thence south following the boundary of the interstate to a point in the centerline of Morris Street; thence following the centerline of Morris Street to the centerline of S. High School Road; thence south to the northern boundary of 1262 S. High School Road and thence west along that boundary to the first north property south of and adjacent to W. Morris going east to the centerline of Auburn; thence south along Auburn to the centerline of W. Morris Street; thence west on W. Morris Street to the intersection of the centerline of Dunlap and south on Dunlap to the Alley bordering the north boundary of the CSX Railroad; thence northeast along the alley to the east boundary line of 4953 W. Morris; thence north along the east boundary line to the centerline of W. Morris Street; thence east along the centerline of W. Morris Street to the intersection of the east boundary line of 4826 W. Morris; thence north along that east boundary line and continuing along the east boundary line of 4830 W. Morris and 4727 Wilkins extending past Wilkins Street to the centerline of 1075 (the first alley north of Wilkins Street); thence west along the extended centerline of Alley 1075 to the centerline of Laclede; thence north along the centerline of Laclede to the intersection of the centerline of Alley 825 (the first alley south of W. Washington Street) and continuing east along the centerline of Alley 825 to the centerline of the first alley west of Denison Street; thence east along the south boundary line of 4505 W. Washington Street and jogging slightly to the northeast along the south boundaries of the properties immediately south of and adjacent to W. Washington Street; thence following the centerline of Fleming Street to where it intersects
the first alley south of W.Washington Street and continuing east along that alley with a slight jog north to where it intersects the centerline of Oliver Street; thence east along the centerline of Oliver Street to the intersection of the first alley west of Rybolt; thence north along that alley intersecting with the first alley south of W. Washington Street and following that alley’s centerline extended across Rybolt and the south boundaries of 515 S. Rybolt and 416 Collier to the intersection of the centerline of Collier; thence north along the centerline of Collier to the intersection with the south boundary line of 3929 W. Washington Street; thence east along that boundary line connecting with the first alley south of W. Washington Street and continuing along that alley to the intersection of the centerline of Foltz; thence south along the centerline of Foltz to the centerline of Oliver; thence east along the centerline of Oliver to the west boundary lines of the properties located on the west side of McClure Street; thence north along those west boundaries to the south boundary line of 416 S. McClure thence going east along that boundary line to the centerline of McClure; thence north along the centerline of McClure to the intersection of the centerline of the first alley south of W. Washington Street; thence east following the centerline of that first alley south of W. Washington Street a distance until it intersects with the centerline of Exeter; thence continuing east along an extended line from the south boundary of 90 S. Tibbs; thence north along the east boundary line of 90 S. Tibbs to the intersection of the centerline of Tibbs Avenue; thence east following a line generally parallel with the north boundary line of Tibbs Avenue to Eagle Creek and following the west boundaries of Eagle Creek to the east boundary line of 600 S. Tibbs; thence south to the north boundary line of the CSX Railroad and thence east along that boundary line to the west boundary line of Harris; thence north along the west boundary line of Harris to the south boundary line of Victoria; thence west along the south boundary line of Victoria to the intersection with Hancock; thence north along the centerline of Hancock to the centerline of Ida and west along the centerline of Ida to Alley 3025 (the first alley west of Hancock); thence north along that centerline of Alley 3025 to the railroad and across the railroad to the north boundary line of the railroad; thence west along that north boundary line to the east boundary line of 3135 W. Jackson Street; thence north along that boundary line to the centerline of Jackson Street; thence east along the centerline of Jackson Street to an extension of the west boundary line of 3016 W. Jackson Street; thence north along that west boundary line to the centerline of the first alley south of W. Washington Street; thence east for a distance following the centerline of that first alley south of W. Washington Street across Tremont to the west boundary line of 2215 W. Washington Street; thence following that boundary line north to the south boundary line of W. Washington Street; thence east along the south boundary line of W. Washington Street to the west boundary line of Sheffield; thence south along that west boundary line of Sheffield to the first alley south of W. Washington Street; thence east along the centerline of that said alley to the west boundary line of Belmont Street and thence south along that boundary line to a point intersecting with the extended south boundary line of 2001 W. Washington Street and following the south boundary lines of 2001 W. Washington Street to the intersection with the centerline of Maryland Street; thence following the centerline of Maryland to the Elder and north along the east boundary line of Elder to the south boundary line of W. W. Washington Street; thence east along that boundary to the west boundary line of Neal; thence south and east generally following the boundaries of 1811 W. Washington Street to the south boundary line of W. Washington Street again; thence east to the west boundary line of Reichwein; thence south and west following the boundaries of 1717 W. Washington Street and 140 Neal to the north boundary of the CSX Railroad; thence east along that boundary of CSX Railroad to the west boundary line of 1501 W. Washington Street; thence north and east following the boundaries of said 1501 W. Washington Street to the centerline of Harding Street which is the point of beginning.

(End of Boundary description)
WEST WASHINGTON STREET ECONOMIC DEVELOPMENT CORRIDOR - SECTION TWO

Legend
- CCGIS.Landmarks
- CCGIS.Greenway
- CCGIS.Parks

TOTAL ECONOMIC DEVELOPMENT AREA 767 ACRES
PLATTED AREAS 597 ACRES
RIGHT-OF-WAY 170 ACRES

BOUNDARIES
CITY OF INDIANAPOLIS
DEPARTMENT OF METROPOLITAN DEVELOPMENT
DIVISION OF PLANNING
ECONOMIC DEVELOPMENT PLAN FOR THE WEST WASHINGTON STREET CORRIDOR

SITE CONTEXT

### SCHOOLS

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<th>SCHOOL</th>
<th>ADDRESS</th>
<th>TYPE</th>
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<tr>
<td>Padua Academy</td>
<td>349 N Warman Ave</td>
<td>Private</td>
</tr>
<tr>
<td>Ben Davis High School</td>
<td>1155 N High School Rd</td>
<td>Public</td>
</tr>
<tr>
<td>National Barber College</td>
<td>2051 W Washington St</td>
<td>College</td>
</tr>
<tr>
<td>Providence Cristo Rey High School</td>
<td>75 N Belleview Pl</td>
<td>Private</td>
</tr>
<tr>
<td>George Washington Community High School</td>
<td>2215 W Washington St</td>
<td>Public</td>
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### PARKS

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<tr>
<td>Hawthorne Park</td>
<td>75 N Belleview Pl</td>
</tr>
<tr>
<td>Stringtown Park</td>
<td>1605 W Ohio St</td>
</tr>
<tr>
<td>Indianola Park</td>
<td>1900 W Washington St</td>
</tr>
<tr>
<td>Christina Oaks Park</td>
<td>4205 W Washington St</td>
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### HISTORIC RESOURCES

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<th>RESOURCE</th>
<th>ADDRESS</th>
<th>RATING</th>
<th>YEAR_BUILT</th>
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<tr>
<td>Washington Street Methodist Church</td>
<td>2801 W Washington St</td>
<td>Notable</td>
<td>c.1930</td>
</tr>
<tr>
<td>Public School #50</td>
<td>61 Belleview Pl</td>
<td>Notable</td>
<td>c.1904/1911/1914</td>
</tr>
<tr>
<td>John McCormick School No. 30</td>
<td>40 N Miley Ave</td>
<td>Outstanding</td>
<td>1924</td>
</tr>
<tr>
<td>H. Lauter Company</td>
<td>101 S Harding St</td>
<td>Notable</td>
<td>c.1900/1920</td>
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<tr>
<td>Oscar Deitch School No. 16</td>
<td>1402 W Market St</td>
<td>Notable</td>
<td>1892/1901</td>
</tr>
<tr>
<td>Church</td>
<td>20 Addison St</td>
<td>Notable</td>
<td>1909</td>
</tr>
<tr>
<td>Apartment Building</td>
<td>18 N Belmont St</td>
<td>Notable</td>
<td>c.1900</td>
</tr>
<tr>
<td>Mt. Jackson Cemetery</td>
<td></td>
<td>Notable</td>
<td>1821-present</td>
</tr>
<tr>
<td>Washington High School</td>
<td>2215 W Washington St</td>
<td>Notable</td>
<td>1927/1938</td>
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<tr>
<td>Old Pathology Building</td>
<td>3000 W Washington St</td>
<td>Outstanding</td>
<td>1895</td>
</tr>
<tr>
<td>House</td>
<td>202 Mount St</td>
<td>Notable</td>
<td>1890</td>
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<tr>
<td>Duesenberg Factory Machine Shop</td>
<td>1511 W Washington St</td>
<td>Outstanding</td>
<td>1922</td>
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<td>Central State Hospital Administration</td>
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<tr>
<td>Building</td>
<td>3000 W Washington St</td>
<td>Outstanding</td>
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**INDIVIDUAL HISTORIC RESOURCES:** Changes to the exterior of historic resources shall be reviewed for negative effect to the historic character of the building. Historic resources shall be defined as buildings or areas:
- Listed on the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (individual property or contributing property in a Register District), Or
- Listed in the – Indiana Historic Sites and Structures Inventory as notable or outstanding, or
- Determined by the Director of the Department of Metropolitan Development in consultation with the administrator of the Indianapolis Historic Preservation Commission (IHPC) and/or the Indiana State Historic Preservation Office to be potentially eligible for the NRHP.

When reviewing historic resources, Redevelopment staff shall consult with IHPC staff and shall consider the General Principles in the Secretary of the Interior’s Standards for Rehabilitation. When considering the general principles of the Secretary of the Interior’s Standards, staff may consult the Secretary of the Interior’s Guidelines for further detail, but those guidelines are not...
incorporated in these Redevelopment Guidelines and staff is not required to impose every treatment suggested in them.
EXISTING CONDITIONS:

The West Washington Street Corridor Economic Development Area is approximately 5.2 miles in length. The Corridor runs from the White River on the east to High School Road on the west, connecting the Regional Center to airport related development. The Indianapolis Public Transportation Corporation provides bus service in the corridor from downtown to the Airport Terminal. Approximately 1224 people board or alight in the Project Area each weekday. The total area contained within the boundaries is 767 acres.

<table>
<thead>
<tr>
<th>NEIGHBORHOOD AREA</th>
<th>COMMUNITY BASED STUDIES AND PRECEDENTS</th>
<th>PROJECT SIZE IN PLATTED ACRES</th>
<th>EXISTING TAX BASE</th>
<th>GROSS ASSESSED TAX PER ACRE</th>
<th>COMMERCIAL INDUSTRIAL APARTMENT Gross Assessed Valuation</th>
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<tr>
<td>Hawthorne - Nearwestside</td>
<td>Central State - Central Greens - Playing Fields Studies</td>
<td>598</td>
<td>$121,604,100</td>
<td>$203,491</td>
<td>$96,470,100</td>
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VICINITY IMPACT AREA DATA

10 MINUTE WALK = 2000 FT

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<tr>
<th>IMPACT AREA 2010 POPULATION</th>
<th>IMPACT AREA 2010 HOUSING UNITS</th>
<th>IMPACT AREA VACANT HOUSING UNITS</th>
<th>IMPACT AREA PERCENT VACANT HOUSING UNITS</th>
<th>IMPACT AREA SIZE IN ACRES</th>
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<tbody>
<tr>
<td>18,503</td>
<td>7,959</td>
<td>1,366</td>
<td>17.16%</td>
<td>3,545</td>
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SITE CONDITIONS DATA

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<tr>
<th>JANUARY 2011 POSTAL VACANCY PROPERTIES</th>
<th>JANUARY 2011 POSTAL VACANCY ACRES</th>
<th>GIS EXISTING VACANT PARCELS ACRES</th>
<th>IDEM BROWNFIELD LOCATIONS</th>
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<tbody>
<tr>
<td>85</td>
<td>42</td>
<td>88</td>
<td>45</td>
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SITE CONDITIONS DATA

<table>
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<tr>
<th>PARCELS VACANT, PUBLIC, OR CONTAMINATED</th>
<th>TOTAL PARCELS IN PROJECT AREA</th>
<th>PERCENT OF PARCELS VACANT, PUBLIC, OR CONTAMINATED</th>
<th>TOTAL ACRES IN PROJECT AREA VACANT, PUBLIC, OR CONTAMINATED</th>
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<tbody>
<tr>
<td>78</td>
<td>296</td>
<td>890</td>
<td>33.26%</td>
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Page 13 of 54
EXISTING CONDITIONS (cont.)

Over 18,000 people live within a 10 minute walk of the Project Area. There are over 560 vacant housing units in the impact area. In the Project Area there are 45 sites listed as potential brownfields and over 33% of the parcels require remediation, infrastructure improvements, or economic development incentives.
EXISTING LAND USE MAP
PHOTOGRAPHS

Thriving collection of Latin America businesses.

Hawthorne Center, a community resource.
PHOTOGRAPHS

Lack of sidewalks and curbs with right of way encroachment by businesses.

Bus Stop with inadequate access and connectivity.
PHOTOGRAPHS

Dilapidated building on Central State campus.

Former Target shopping center, now under used as a flea market.
LAND USE PLAN DESCRIPTION

The Land Use Plan for the Economic Development Area is the same as the adopted Comprehensive Plan Segments for:

The Nearwestside:
Near Westside Neighborhood Quality of Life Plan (08-CPS-R-007) 8/20/08

Wayne Township:

The Regional Center Plan:
Indianapolis Regional Center Plan 2020 (04-CPS-R-001) 3/3/04

The Minnesota Street Washington Street Corridor:
Minnesota St./Washington St. Corridor Study (90-CPS-R-003) 5/2/1990

West Indianapolis:
West Indianapolis Neighborhood Quality of Life Plan (08-CPS-R-006) 8/20/2008

See the Economic Development Land Use Plan Map on the following page.
## PROJECT SUMMARY AND BUDGET:

### WEST WASHINGTON ECONOMIC DEVELOPMENT AREA

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<th>VICINITY IMPACT AREA DATA 10 MINUTE WALK = 2000 FT</th>
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<th>PARCELS VACANT, PUBLIC, OR CONTAMINATED</th>
<th>TOTAL PARCELS IN PROJECT AREA</th>
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### PROJECT ACTIVITIES

<table>
<thead>
<tr>
<th>Infrastructure improvements supporting Development, Job Retention and Job Creation. Projects supporting remediation and the reuse of excess public property.</th>
<th>BUDGET</th>
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<tbody>
<tr>
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<td>$35,000,000</td>
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| Infrastructure Improvements Corridor Landscaping, Lighting, Curbs, Sidewalks, Parking and Bus Shelters. | $25,000,000 |

| Commercial and Neighborhood Services Development | $10,000,000 |

| TOTAL | $70,000,000 |

**EXAMPLE OF POTENTIAL REINVESTMENT:** The long term reinvestment in the Corridor could add as much value as $9,830,880 if the vacant land in the Project Area were developed at the average assessed value for Marion County or $25,367,556 if the entire area were to increase in value equal to the Marion County average.
PROJECT SUMMARY AND BUDGET (cont.)

Over 18,000 people live within a 10 minute walk of the Project Area. There are over 560 vacant housing units in the impact area. In the Project Area there are 45 sites listed as potential brownfields and over 33% of the parcels require remediation, infrastructure improvements, or economic development incentives.
IMPLEMENTATION POLICY

1. COMPREHENSIVE PLAN POLICY
The recommendations contained in this Redevelopment plan are consistent with the Marion County Comprehensive Plan.

The following recommendations are contained in the Marion County Comprehensive Plan. They establish policies that are relative to the documentation and designation of Redevelopment Areas and Economic Development Areas in Marion County. The recommendations in the West Washington Street Corridor Economic Development Area are consistent with the Comprehensive Plan. Indianapolis Insight – The Comprehensive Plan for Indianapolis-Marion County: Community Values Component (Adopted by the Metropolitan Development Commission February 20, 2002)

Redevelopment Issue Committee Report August 2001: As cities age, certain areas become blighted, stagnant and deteriorated. When it is recognized that the ordinary operations of private enterprise are not stemming or reversing blighted conditions, cities may exercise their powers of clearance, replanning and redevelopment.

Traditionally cities have focused their redevelopment efforts in older areas of the central city where regulatory controls alone cannot remedy the situation. Other types of redevelopment activities are emerging outside the central city. Older industrial sites may need to be reassembled into more marketable sizes and shapes. Early versions of shopping centers may now be functionally obsolete and require public support to make the transition to new uses. Certain public and institutional sites periodically become outdated and surplus. Many redevelopment sites must be provided with more modern infrastructure and land use controls to successfully accommodate new uses in their neighborhood setting.

The City of Indianapolis must plan for continued redevelopment activities to attract new businesses and encourage existing businesses to remain, increase employment opportunities, protect and increase the tax base and encourage overall economic growth. Such efforts must be consistent with an overall Comprehensive Plan. The City is empowered to undertake such activities within its comprehensive planning program.

Indianapolis Insight Community Values Report
Chapter 6 Land Use - Goals
P.71 Incorporate a mix of uses where applicable, in the planning, design, development, and/or redevelopment of neighborhoods, support multi-accessible amenities such as neighborhood shopping, schools, libraries, parks and quality employment.

P.72 Land Use Recommendations: Encourage brownfield redevelopment through the development and implementation of financial incentives to address barriers to redevelopment.

P.75 Continue to redevelop blighted and deteriorating areas proactively and in partnerships among the City, local non-profit developers, neighborhood associations, community centers and for-profit developers.

P.75 Provide flexible zoning districts and procedures to attract new uses for obsolete structures and sites. Consider a planned unit development approach for the special needs of redevelopment projects.

P.76 Return relatively new but, large vacant or under-used structures and the land they sit on to productive use and the generation of tax revenues. These areas are often called greyfields. They are frequently large retail spaces fronted by large “fields” of gray asphalt parking lots.

P.76 Preserve the city’s stock of affordable housing; existing housing for the elderly and special needs persons is frequently convenient to relevant personal services and should be preserved as such.

Comments: Some housing types may be especially good fits for redevelopment areas where shopping, transit and other services are existing or improving.

Standards for land use mapping
P.80 Look for rational boundaries inside which non-residential land uses have room to grow. Do not sacrifice stable residential areas. Comments: Redevelopment areas are more likely to have residences located very close by, with predictable conflicts.
COMPREHENSIVE PLAN POLICY (cont.)

Chapter 7 Development Methods
P 93 Revise policies regarding targets of incentives to include all older suburban areas, not just those within the pre-Unigov corporate limits. Comments: Blighting and disinvestment is now occurring in areas outside the “Old City”.
P.93 Make maximum use of public transit and alternative modes of transportation in redevelopment plans. Coordinate site planning to increase the convenience of transit riders, bicyclists and pedestrians. Comments: Redevelopment sites may be more likely than “greenfield” sites to already have mass transit nearby.
P.93 Using neighborhood plans, corridor plans and plans for historic districts, identify properties that are vacant, obsolete or substandard and can be eligible for tax abatement or other incentives. Comments: Target development and redevelopment in areas that are served with all City services

Chapter 8 Supporting Issues Goals
P.97 Establish effective tools to strengthen existing housing, retailing, commercial uses, industries, and cultural facilities within redevelopment areas and to encourage new investment in those areas experiencing disinvestment. Refine existing city codes and procedures to make efficient use of public, private for-profit and non-profit resources for redevelopment

Recommendations
P.98 Promote the use of brownfields through subsidizing new or updating existing infrastructure. Rezone brownfield sites to more flexible/favorable districts as appropriate as a method to hasten re-use.
P.101 Develop a “tool kit” of city resources and contacts to assist brownfield redevelopment.
P.102 Increase City’s capacity to aid private property owners in finding new uses for brownfield sites; establish a city “ombudsman” for brownfield affected sites.
P.103 Coordinate the city’s mass transit services and other modes of transportation to complement redevelopment plans.
P.106 Create and support a countywide entity to support mixed use redevelopment activities. Comments: This entity would serve to: advise and advocate for business community-based development groups and businesses, disseminate information on available redevelopment sites and prospects, offer expertise in marketing, financing and leasing, especially to small scale commercial and retail operations.
P.111 Create a task force to explore the reasons that property owners do not reinvest in their properties. Examine the different ways to encourage investment such as information campaign, low interest loans, grants, and tax incentives as well as other means.
P.111 Support opportunities for residents to engage in neighborhood level planning in identifying assets and services important to that neighborhood. Link neighborhood residents to these assets through intensive coordination and promotion of existing resources.
P.111 Consider a hierarchy of City redevelopment incentives, based on the scope of the project, impact on the neighborhood and extent of community participation
P.112 Keep or expand programs such as retail tax abatement and façade improvements assistance
P.112 Advance the retention and expansion of existing employers who need additional land area around their facilities. Comments: Note that some viable businesses need to expand but cannot do so without city help.
P.112 Encourage business start-ups and locally owned businesses in redevelopment projects. Comments: Local and small businesses are key to successful retail redevelopment efforts.
P.112 Recruit neighborhood residents to fill construction jobs and new permanent jobs that are generated from redevelopment activities. Coordinate redevelopment with employment and training programs.
P.112 Use geographic information systems (GIS) to look for indicators of blight in order to identify likely “redevelopment” areas. It is also possible to track indicators of positive change and analyze if land use and zoning policies are having the desired effects. Comments: An “early warning system” would be helpful to the city, with the intent to avert further decline.
P.112 Use GIS to better identify active redevelopment areas, indexed with the pertinent city agencies, neighborhood based organizations, Economic Improvement Districts (EIDs) and other adopted plans for the areas. Comments: This information should be available on-line to all interested parties. Provide maps with brochure-type information to attract potential buyers and tenants.
COMPREHENSIVE PLAN POLICY (cont.)

P. 113 Refine City and County land disposal procedures to encourage redevelopment of the buildings and sites. Index properties to adopted city redevelopment and neighborhood improvement plans. Notify CDCs and neighborhood organizations of available properties. Comments: Encourage prospective buyers to investigate the adopted plans for the area

P.113 Include libraries, cultural institutions, parks and recreation and education providers in redevelopment planning. Comments: These non-commercial land uses can add amenities and attractions to commercial redevelopment

P.113 Convene the leaders of neighborhood organizations and districts representing older suburban areas to coordinate revitalization and economic development efforts, including the identification of sources of funding for redevelopment and incentive procurement. Comments: Use economic development incentives as a tool for revitalization and redevelopment efforts, decreasing the rate of decline of these older neighborhoods

P.113 Use incentives to encourage infill developments by the private sector in neighborhoods experiencing disinvestment.

P.114 Create strategies for the application of tax incentives for redevelopment that are competitive with those for new development.

P.114 Prioritize city infrastructure improvements to make redevelopment sites and their environs more attractive and competitive. Comments: Some older areas need significant improvements to streets, sidewalks, storm sewers

P.114 Develop stabilization plans for neighborhoods that are experiencing disinvestment. Prioritize DMD’s neighborhood planning services based on need and the availability of support systems such as CDCs to assist in the revitalization or an anchor reinvesting in the area.

END (Comprehensive Plan excerpt)
2. PRIMARY TRANSPORTATION CORRIDORS

The Indianapolis Regional Center and Metropolitan Planning Area Multi-Modal and Public Space Design Guidelines have been used to establish the scope and quality of work recommended in this Redevelopment Plan. It is understood that individual site circumstances and system designations vary and that implementation activities will need to respond to those constraints. See: [http://www.indympo.org/Plans/Documents/MM_DesignGuidelines.pdf](http://www.indympo.org/Plans/Documents/MM_DesignGuidelines.pdf)

**EXCERPT FROM**: "INDIANAPOLIS REGIONAL CENTER & METROPOLITAN PLANNING AREA MULTI-MODAL CORRIDOR AND PUBLIC SPACE DESIGN GUIDELINES (August 2008)

**EXECUTIVE SUMMARY**

These Design Guidelines establish a common family of elements to assist the Indianapolis Regional Center and Metropolitan Planning Area in becoming a regional network of diverse, walkable, bikeable, and transit-friendly communities. It is envisioned that these communities will be linked by a comprehensive multi-modal transportation system that provides access to home, work, education, commerce, and recreation.

This vision recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development is sustained by the region’s quality of life and environmental health.

A balanced transportation system and quality of life in the Indianapolis region are linked. The needs of pedestrians, bicyclists, transit users and automobile operators are valued equally. Providing transportation choice will enhance both the function and aesthetics of the region’s land uses and transportation system. These Design Guidelines establish a common family of elements to assist the Central Indiana Region in becoming a network of diverse, walkable, bikeable, and transit-friendly communities. Establishing guidelines for a balanced transportation system promotes safety and accessibility throughout the region. Ultimately, a balanced transportation system will provide access to home, work, education, commerce, and recreation through transportation choice.
2. PRIMARY TRANSPORTATION CORRIDORS (cont.)

BASIC CONCEPTS OF MULTI-MODEL CORRIDORS AND DISTRICTS
The Guidelines are organized around Multi-Modal Districts and Corridors. These districts and corridor guidelines:
- Are identified based on land use character and transportation function.
  • Explain connectivity requirements for a balanced transportation system.
  • Leverage transportation infrastructure to concentrate land use intensity and economic development opportunities.
- Districts are walkable and highly connected places. Nodes are hubs of intense activity and the most accessible place for people, goods, jobs and services. A transit hub, parking resources, and land use intensity are keys to district node success.
- Corridors define the center and edges of districts.
- Placemaking Corridors support intense commercial and residential nodes at the center of the district with many people and modes converging on traffic-calmed streets.
- Thru Corridors form district edges and connect districts.
- Connector Corridors convey travelers from district edge to district center. Local corridors provide connectivity within the district.
- These guidelines aspire to make the Central Indiana Region a series of connected roads and a mosaic of connected places where people want to live, work, learn, play, and invest.

(End excerpt)
IMPLEMENTATION POLICY

3. COMPREHENSIVE PLAN POLICY

The recommendations in this Redevelopment Plan are consistent with the Indianapolis-Marion County Comprehensive Plan (Indianapolis Insight – The Comprehensive Plan for Indianapolis-Marion County: Community Values Component adopted by the Metropolitan Development Commission February 20, 2002). The following recommendations are excerpted from the Comprehensive Plan. They establish policies that are relative to the documentation and designation of Redevelopment Areas and Economic Development Areas.

**Redevelopment Issues Committee Report** (August 2001): As cities age, certain areas become blighted, stagnant and deteriorated. When it is recognized that the ordinary operations of private enterprise are not stemming or reversing blighted conditions, cities may exercise their powers of clearance, replanning and redevelopment.

Traditionally cities have focused their redevelopment efforts in older areas of the central city where regulatory controls alone cannot remedy the situation. Other types of redevelopment activities are emerging outside the central city. Older industrial sites may need to be reassembled into more marketable sizes and shapes. Early versions of shopping centers may now be functionally obsolete and require public support to make the transition to new uses. Certain public and institutional sites periodically become outdated and surplus. Many redevelopment sites must be provided with more modern infrastructure and land use controls to successfully accommodate new uses in their neighborhood setting.

The City of Indianapolis must plan for continued redevelopment activities to attract new businesses and encourage existing businesses to remain, increase employment opportunities, protect and increase the tax base and encourage overall economic growth. Such efforts must be consistent with an overall Comprehensive Plan. The City is empowered to undertake such activities within its comprehensive planning program.

**Indianapolis Insight Community Values Component:**

**Chapter 6 Land Use**

- Incorporate a mix of uses where applicable, in the planning, design, development, and/or redevelopment of neighborhoods, support multi-accessible amenities such as neighborhood shopping, schools, libraries, parks and quality employment (Page 71).
- Land Use Recommendations: Encourage brownfield redevelopment through the development and implementation of financial incentives to address barriers to redevelopment (Page 72).
- Continue to redevelop blighted and deteriorating areas proactively and in partnerships among the City, local non-profit developers, neighborhood associations, community centers and for-profit developers (Page 75).
- Provide flexible zoning districts and procedures to attract new uses for obsolete structures and sites. Consider a planned unit development approach for the special needs of redevelopment projects (Page 75).
- Return relatively new but, large vacant or under-used structures and the land they sit on to productive use and the generation of tax revenues. These areas are often called greyfields. They are frequently large retail spaces fronted by large “fields” of gray asphalt parking lots (Page 75).
- Preserve the city’s stock of affordable housing; existing housing for the elderly and special needs persons is frequently convenient to relevant personal services and should be preserved as such (Page 76).
- Look for rational boundaries inside which non-residential land uses have room to grow. Do not sacrifice stable residential areas (Page 80).
1. COMPREHENSIVE PLAN POLICY (cont.)

Chapter 7 Development Methods
- Revise policies regarding targets of incentives to include all older suburban areas, not just those within the pre-Unigov corporate limits (Page 93).
- Make maximum use of public transit and alternative modes of transportation in redevelopment plans. Coordinate site planning to increase the convenience of transit riders, bicyclists and pedestrians (Page 93).
- Using neighborhood plans, corridor plans and plans for historic districts, identify properties that are vacant, obsolete or substandard and can be eligible for tax abatement or other incentives (Page 93).

Chapter 8 Supporting Issues
- Establish effective tools to strengthen existing housing, retailing, commercial uses, industries, and cultural facilities within redevelopment areas and to encourage new investment in those areas experiencing disinvestment. Refine existing city codes and procedures to make efficient use of public, private for-profit and non-profit resources for redevelopment (Page 97).
- Promote the use of brownfields through subsidizing new or updating existing infrastructure. Rezone brownfield sites to more flexible/favorable districts as appropriate as a method to hasten re-use (Page 98).
- Develop a “tool kit” of city resources and contacts to assist brownfield redevelopment (Page 101).
- Increase City’s capacity to aid private property owners in finding new uses for brownfield sites; establish a city “ombudsman” for brownfield affected sites (Page 102).
- Coordinate the city’s mass transit services and other modes of transportation to complement redevelopment plans (Page 103).
- Create and support a countywide entity to support mixed use redevelopment activities (Page 106).
- Create a task force to explore the reasons that property owners do not reinvest in their properties. Examine the different ways to encourage investment such as information campaign, low interest loans, grants, and tax incentives as well as other means (Page 111).
- Support opportunities for residents to engage in neighborhood level planning in identifying assets and services important to that neighborhood. Link neighborhood residents to these assets through intensive coordination and promotion of existing resources (Page 111).
- Consider a hierarchy of City redevelopment incentives, based on the scope of the project, impact on the neighborhood and extent of community participation (Page 111).
- Keep or expand programs such as retail tax abatement and façade improvements assistance (Page 112).
- Advance the retention and expansion of existing employers who need additional land area around their facilities (Page 112).
- Encourage business start-ups and locally owned businesses in redevelopment projects (Page 112).
- Recruit neighborhood residents to fill construction jobs and new permanent jobs that are generated from redevelopment activities. Coordinate redevelopment with employment and training programs (Page 112).
- Use geographic information systems (GIS) to look for indicators of blight in order to identify likely “redevelopment” areas. It is also possible to track indicators of positive change and analyze if land use and zoning policies are having the desired effects (Page 112).
- Use GIS to better identify active redevelopment areas, indexed with the pertinent city agencies, neighborhood based organizations, Economic Improvement Districts (EIDs) and other adopted plans for the areas (Page 112).
- Refine City and County land disposal procedures to encourage redevelopment of the buildings and sites. Index properties to adopted city redevelopment and neighborhood improvement plans. Notify CDCs and neighborhood organizations of available properties (Page 113).
1. COMPREHENSIVE PLAN POLICY (cont.)

- Include libraries, cultural institutions, parks and recreation and education providers in redevelopment planning (Page 113).
- Convene the leaders of neighborhood organizations and districts representing older suburban areas to coordinate revitalization and economic development efforts, including the identification of sources of funding for redevelopment and incentive procurement (Page 113).
- Use incentives to encourage infill developments by the private sector in neighborhoods experiencing disinvestment (Page 113).
- Create strategies for the application of tax incentives for redevelopment that are competitive with those for new development (Page 114).
- Prioritize city infrastructure improvements to make redevelopment sites and their environs more attractive and competitive (Page 114).
- Develop stabilization plans for neighborhoods that are experiencing disinvestment. Prioritize DMD’s neighborhood planning services based on need and the availability of support systems such as CDCs to assist in the revitalization or an anchor reinvesting in the area (Page 114).

(End of excerpt from Comprehensive Plan)
4. PRIMARY TRANSPORTATION CORRIDORS

The proposals of the report *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines* (August, 2008) (see: [http://www.indympo.org/Plans/Documents/MM_DesignGuidelines.pdf](http://www.indympo.org/Plans/Documents/MM_DesignGuidelines.pdf)) have been used to establish the scope and quality of public right-of-way work recommended in this Redevelopment Plan. It is understood that individual site circumstances and system designations vary and that implementation activities will need to respond to those constraints. The following are excerpted from the *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines*:

These Design Guidelines establish a common family of elements to assist the Indianapolis Regional Center and Metropolitan Planning Area in becoming a regional network of diverse, walkable, bikeable, and transit-friendly communities. It is envisioned that these communities will be linked by a comprehensive multi-modal transportation system that provides access to home, work, education, commerce, and recreation.

This vision recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development is sustained by the region’s quality of life and environmental health.

The needs of pedestrians, bicyclists, transit users, and automobile operators are valued equally.

Providing transportation choice will enhance both the function and aesthetics of the region’s land uses and transportation system.

(Concept sketch showing the possible treatment of a multi-modal corridor
Source: *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines*)
2. PRIMARY TRANSPORTATION CORRIDORS (cont.)

BASIC CONCEPTS OF MULTI-MODAL CORRIDORS AND DISTRICTS:

The Guidelines are organized around Multi-Modal Districts and Corridors. These districts and corridor guidelines:

- Are identified based on land use character and transportation function.
- Explain connectivity requirements for a balanced transportation system.
- Leverage transportation infrastructure to concentrate land use intensity and economic development opportunities.

Districts are walkable and highly connected places. Nodes are hubs of intense activity and the most accessible place for people, goods, jobs, and services. A transit hub, parking resources, and land use intensity are keys to district node success. Corridors define the center and edges of districts. Placemaking Corridors support intense commercial and residential nodes at the center of the district with many people and modes converging on traffic-calmed streets. Through Corridors form district edges and connect districts. Connector Corridors convey travelers from district edge to district center. Local corridors provide connectivity within the district.

![Map of proposed multi-modal districts and corridors](Proposed multi-modal districts and corridors
Source: Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines)

(End of excerpt from Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines)
3. DEVELOPMENT GUIDELINES

All economic development activities that are located within any project area(s) that require public funding, or public improvements shall be reviewed for consistency with the following guidelines. These Guidelines also should be considered by any petitioners requesting rezonings, variances, or approvals within the area.

3-1. CONSISTENCY WITH ADOPTED PLANS
Proposed development also shall be consistent with the Marion County Thoroughfare Plan and the Indianapolis Marion County Park, Recreation and Open Space Plan. The policy recommendations of the Comprehensive Plan also shall be used to guide new development proposals.

3-2. BOUNDARIES & EDGES
The mixed-use nature of many corridors sometimes produces incompatible land use neighbors, and the incompatible elements should be minimized. See the primary zoning district requirements for transitional yards and setbacks.

- Buffers consisting of berms, evergreens, and/or walls should be constructed in cases where residential development or campus development is adjacent to industrial development, railroads, or Interstates and as the right-of-way or site permits.

- Development adjacent to, or near, low-density residential development is to be designed to minimize traffic congestion on local streets, noise, glare, and other negative impacts.

- Only deciduous trees are permitted to be planted in the Public Sphere (typically the public right-of-way) or adjacent to the Pedestrian Way (area where pedestrians travel, typically the public sidewalk).

3-3. GATEWAYS
Gateways create a sense of arrival at a place. They can be (1) transitional corridors such as the College Avenue corridor linking the downtown and the adjacent neighborhoods, (2) a physical element marking a point of transition between districts, such as the Interstate or railroad underpasses, or the 3) the sequence of views leading to a destination

- Existing physical elements in the public sphere, such as bridges and underpasses, are to be designed to be safe for pedestrians, bicycles and vehicles.

- The design of bridges, underpasses, and other gateways should incorporate unique lighting, painting, graphics and materials.

- All gateway projects that are proposed by “grassroots” initiatives will be reviewed for contextual relationships, durability, and cultural relevance to the area.

3-4. PUBLIC ART
Art should be an integral part of infrastructure improvements and new construction. Interactive art, fountains, paving, landscaping, graphics, lighting, and sculpture can communicate our culture’s values and create a more vital environment. Art (for the purposes of these guidelines) is defined as original works created by an individual or team that is experienced in their discipline. The following disciplines are included as having the potential for producing original creative works: (1) Artists - visual arts, performing arts and literary arts, (2) Craftsmen - glass, metal, weaving, quilting, pottery, etc., or (3) Design professionals - architecture, landscapes, interiors, engineers, etc. In general, art is a creative expression by an individual or design team that also ultimately controls the aesthetic outcome.

- Support for the arts is recommended to be integrated into the design of every new public and new commercial project with a floor area over 50,000 square feet in size or having a construction cost of over $1,000,000.
Public Art is recommended to be integrated with all new public institution and government construction projects greater than $1,000,000 in value. Public Art is art that is located on public property and/or integrated with public construction projects. Public Art can include all forms of original works of art, exterior or interior, which are accessible to the public during normal hours of operation. The Arts Council of Indianapolis’ Public Art Advisory Group (or its successor) will be solicited for comment and advice regarding acquisition, disposition and/or commissioning of Public Art.

All permanent installations of art located in the Public Sphere or Quasi-Public Sphere (typically the area of a development that is available for access by the general public) shall be constructed of durable materials, not interfere with public safety, and be free of advertising. The installation shall provide access for as many individuals as possible (the provision of access for the mobility, hearing, and vision impaired is encouraged), consider public safety and liability issues, consider vehicular and pedestrian traffic patterns, consider the relationship to architectural and natural features, landscape design, environmental impact, and future plans for the area. Art should promote interaction and communication among people who use a Pedestrian Activity Zone (an area for public gathering in both the public and quasi-public spheres) and the Landscape/Plaza Zone (typically the area of a development used as lawn, plaza, park, or recreation area). Interaction can be by means of touch, movement and play that offer different day and night experiences. The social context and other uses of the space including existing artwork within the proposed site vicinity shall be taken into consideration. Art should also reflect the unique character, heritage, and place of the Indianapolis region. Petitioners are encouraged to develop a long-term maintenance program for all permanent installations. Also see the Sign Ordinance for definitions and regulations related to signs.

All temporary installations of art shall not interfere with public safety and be free of advertising. Petitioners are encouraged to develop a long-term maintenance program for any such installation that uses recurring temporary or non-durable elements (such as flags or banners).

Large scale installations of landscaping (environmental art), urban graphics, or art consisting of dispersed components are encouraged. Projects will be reviewed for compatibility with these guidelines. The Arts Council’s Public Art Advisory Group (or its successor) will be solicited for comment and advice regarding acquisition, disposition, and/or commissioning of Public Art. This group has been established as was recommended in the Indianapolis Public Art Master Plan.

3-5. HISTORIC DISTRICTS
Development in a National Register of Historic Places (NRHP) or locally protected Indianapolis Historic Preservation Commission (IHPC) historic district should be contextually sensitive.

Districts can be nominated and placed on the NRHP independent of local review. Districts can also be locally designated by the IHPC which is a unit of local government that has review and approval authority. Development in an historic district locally designated by the IHPC requires a Certificate of Appropriateness from the IHPC. Such development shall be subject to design guidelines in the adopted historic district plan. Staff of the IHPC will also consult these Development Guidelines when reviewing projects in IHPC districts, especially projects that involve non-historic elements such as parking lots, new development, rezonings, and variances.

3-6. INDIVIDUAL HISTORIC RESOURCES
Changes to the exterior of historic resources shall be reviewed for negative effect to the historic character of the building. Historic resources shall be defined as buildings or areas:

- Listed on the NRHP or the Indiana Register of Historic Sites and Structures (individual property or contributing property in a Register District), or
• Listed in the Indiana Historic Sites and Structures Inventory (Historic Landmarks Foundation of Indiana and the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology) as notable or outstanding, or

• Determined by the Director of DMD in consultation with the administrator of the IHPC and/or the Indiana State Historic Preservation Office to be potentially eligible for the NRHP. When reviewing historic resources, Redevelopment staff shall consult with IHPC staff and shall consider the General Principles in the Secretary of the Interior’s Standards for Rehabilitation.

When considering the general principles of the Secretary of the Interior’s Standards, staff may consult the Secretary of the Interior’s Guidelines for further detail, but those guidelines are not incorporated in these Development Guidelines and staff is not required to impose every treatment suggested in them.

**General Principles for Historic Preservation:**

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

**3-7. DEMOLITION**
Demolitions are necessary for the evolution of the urban environment. Buildings that are functionally obsolete, unsafe, or economically obsolete can negatively affect the potential for orderly transition in
growth areas. Demolitions must be done in a manner that is supportive of proposed land use, environmental goals, and conservation goals and does not significantly impact the community’s cultural heritage preserved in historic buildings. A demolition should be pursued only out of necessity and not simply out of convenience.

3-8. MIXED-USE DEVELOPMENT SITE CONFIGURATION
Mixed-use Corridors are places where live, work, and play space is closely related. Development should be mixed-use in character to reinforce this environment and to spread economic viability over several categories of markets.

In buildings that are designed primarily for a single use, such as industry, garages, apartments, or office buildings, active grade level uses such as retail, restaurants, cafeterias, lobbies, security, and other similar uses will be considered as mixed-use. Exhibit windows and public art may also be acceptable for areas where retail and commercial uses are not currently feasible. Special uses, such as places of worship are exempt from this guideline.

- New residential development, including conversions of existing buildings with more than ten units, shall provide 32 square feet of usable outdoor, tenant/owner accessible, plaza space per unit. This area should be designed for active use by residents, and may be associated with outdoor common areas associated with the entry, in a rooftop zone, adjacent to a pedestrian way, or adjacent to a Parking Zone (on-site surface parking area). It shall contain benches, paving, screening, lighting, and landscaping. This requirement may be waived if public park, trail, or plaza space is within 400 feet (linear along the public sidewalk or pedestrian way) of the primary entrance or if private patios, porches, and/or balconies provide at least 32 square feet of usable space for each unit. This requirement will not be applicable to a project that involves the conversion or reuse of an existing building when conditions prevent implementation.

3-9. ENVIRONMENTAL SITE CONTEXT
Many sites have location-specific characteristics that may require unique design accommodation. Adjacency to streams, railroads, levees or greenways, locations in Wellfield Protection or Airspace Zoning Districts, and changes in the grade level all require special consideration.

- The design, character, grade, location, and orientation of all uses is to be appropriate for the uses proposed, logically related to existing and proposed topology, and other conditions.

- Development adjacent to a public waterway or public greenway shall not prohibit or substantially hinder public access to such features.

- Development regulations established by wellfield protection districts, adjacency to waterways or flood hazards, air space districts, and other environmental regulations may require deviation from some guidelines. Petitioner is to provide documentation for any requested exemption of these guidelines because of such regulations.

3-10. SITE CIRCULATION CONTEXT
The typical public right-of-way pattern in Indianapolis forms a one-tenth of a mile grid. This pattern allows flexibility in movement and access, flexibility in corridor typography, and flexibility in connectivity from one site to another.
New development proposals (1) in cases where public right-of-way is proposed to be vacated or reduce access to nearby sites, (2) in situations where there are multiple public street frontages, **shall not create a “back door” image** by placing service or security systems exclusively on one frontage, and (3) reduce the alternative routes available to accommodate traffic, service access, or provide emergency access in the vicinity of the site.

Primary pedestrian access to the site is to be from the public pedestrian way. However, **additional pedestrian** connections are also encouraged to be made in non-public right-of-way from one site to another.

### 3-11. ORIENTATION

Buildings in the commercial parts of the corridor should be urban in nature and located to maintain a sense of defined urban space along the primary pedestrian corridor.

- It is recommended that mixed-use buildings have a **minimum of two levels** and that the building be built to minimum height of 26 feet along the front property line(s) and is to be increased in height at a ratio of one foot vertical for each three feet horizontal if the building facade is set back from the property line. Grade level uses shall be designed to relate to the public pedestrian way and the street grid. The minimum height of 26 feet should be exclusive of sloped roof forms.

- In all areas with recommended land use of Residential, buildings shall be set back consistent with the “established setback” of adjacent buildings. Major structures related to parks, plazas, monuments, churchyards, and other formal, site-related elements shall not be used to establish setbacks.

- Entry plazas, colonnades, programmed outdoor space, and sidewalk circulation related development may be permissible in establishing the build-to line.

### 3-12. SITE UTILIZATION, MAINTENANCE & SAFETY

The urban environment is a mix of public, quasi-public (such as entries, front yards, parking areas, etc.), and private uses and users, and sites should be designed to **improve utilization, maintenance, and safety**.

- Sites shall be designed to clearly define proposed site utilization and treated accordingly. The tenant/owner private space may be secured and/or treated as quasi-public space. Guest and visitor quasi-public space is to be supervised, lighted, landscaped, and clearly marked. Publicly accessible space in the quasi-public areas is to be treated compatibly with the street and pedestrian way treatment. When establishing any quasi-public area, ensure that the **ownership/maintenance of that space** is arranged prior to opening up such a space to the public.

- Portions of the site which are **“leftover” spaces** such as: (1) weed lines in the space between the fence and the alley, (2) spaces between closely adjoining buildings, (3) offsets and notches at the base of the building, and (4) emergency egress and loading areas, shall be designed to require low maintenance.
Each public right-of-way frontage with secured fenced or walled areas shall have at least one access gate per frontage to encourage owner maintenance and litter removal.

3-13. ADAPTABILITY
Buildings inevitably undergo change as economic conditions change. Buildings should be designed from the beginning to maximize their adaptability to different configurations and uses. Buildings that are difficult to adapt often fall into blight and have negative impacts on surrounding properties.

- New development that has “zero lot line” sideyards abutting existing development is to be designed so that floor heights align on as many floors as possible. At a minimum, the grade level and one additional level must be aligned with adjoining buildings.

- Commercial and institutional buildings should be designed to accommodate change associated with new technologies, future needs of owners, and potential reuse.

- All new commercial development, including parking structures, shall be designed and constructed with provisions for active grade level uses adjacent to primary pedestrian ways.

- The primary pedestrian access to a building should be easily identifiable and directly accessed from the public pedestrian way. In no case shall primary access across a parking zone be permitted. In situations where the primary pedestrian access to a building is not directly on the public pedestrian way, landscaped pedestrian corridors or plazas shall link entrances directly to the primary pedestrian way serving the use.

3-14. REQUIRED PARKING
Each Primary Zoning classification sets forth requirements for parking. On-street parking, shared parking, and commercial parking availability may be considered in granting variances in commercial areas. Existing parking located on the same parcel as new development shall be upgraded to meet all development standards and these Guidelines when there is a greater than 15 percent change in the number of parking spaces. Existing parking that will serve the new development and that is located on other parcels that are unaffected by the new development will not require special approval.

- Provide bio-swales at regular intervals to reduce the heat island effect and improve stormwater management as well as provide places for snow storage during the winter.

- Exits and entrances shall be designed to minimize pedestrian conflicts. When the right-of-way permits, alley access and parking facilities located in the interior of the block are encouraged.

- Parking lot screening is required if parked vehicles are visible from a public street or pedestrian way. It shall be designed to be permeable, considering visibility and safety.

- Entrances to parking areas should be designed for their intended audience. Public entrances should have a higher-profile entrance than an entrance to a restricted parking area.

3-15. DRIVETHRU WINDOWS
Commercial convenience drive-thru pick-up windows are permitted only when not located facing a public street (public right-of-way that is greater than 40 feet in width). Multi-family residential
development may provide convenience drop-off and pick-up improvements for residents. The improvements shall not reduce or impede pedestrian or vehicular effectiveness.

3-16. CONSTRUCTION SITES
Construction sites shall be fully secured. Construction fences may have creative artwork or informational material specifically about the project under construction. Chainlink fencing will be allowed along a pedestrian way to secure a site during construction provided it is covered with canvas or a similar material which may display artwork or informational material specifically about the project under construction.

3-17. SERVICE AREAS
All service and delivery access shall be on site and fully screened, contained within the building, or located below grade, and accessible from the alley when alleys serve the site.

- No trash dumpsters shall be placed directly adjacent to a pedestrian way.
- Permanent security fencing shall be designed to enhance the building design.
- No chainlink fencing is to be visible from a sidewalk or pedestrian way.
- No barbed wire or razor wire is permitted.

3-18. PUBLIC AREA MAINTENANCE
Each public right-of-way frontage with secured fenced or walled areas shall have at least one access gate per frontage to encourage owner maintenance and litter removal.

3-19. SECURITY BARRIERS
Vehicle security barriers or planters are to be designed into the site, and all pedestrian ways must remain Americans with Disabilities Act (ADA) accessible. New development is encouraged to use site design (such as raised steps or planting beds) in lieu of prefabricated security barriers or planters.

3-20. MASSING AND DENSITY
The form and massing of a building should be designed to enhance wayfinding and to define corridors and gateways. The corners of buildings located at the intersection of two arterial streets should be emphasized in order to create identity, take advantage of the high visibility, and enhance wayfinding.

3-21. STYLE
The architectural style of a building should reflect the time in which it was constructed, but should also be respectful of surrounding styles.

- New development will be reviewed for its contextual relationship with nearby development. New design should make a conscious effort to relate in some meaningful way to its surroundings. The potential for the reinforcement of exterior space (corridors, plazas, and historic sites), the incorporation and allusion to details in the existing environment, the use of contextual colors and materials, the reinforcing of landscape precedents, the contribution to the social environment, and the design response to seasonal change and the day-night cycle will be considered in the design review. This may result in new design that is reflective of the surrounding built environment, or it may result in new design that contrasts but complements the surrounding built environment.
• Buildings should be designed as a whole and in general should not attempt to mix diverse architectural styles.

• Literal replication of historic styles is discouraged.

3-22. THEME
Many urban areas have very distinct districts that are identified by a unique architectural style, streetscape, or other physical design. The identity of such districts should be enhanced by new development. Historic themes and district themes related to documented initiatives (such as designated Cultural Districts or community based initiatives) are encouraged to be promoted in site and building design. Petitioner shall cite the initiative and their design response.

3-23. FAÇADE CHARACTER
The facades of buildings are one of the most important contributors to the urban environment. From the interaction with a building at the pedestrian level to the appearance of tall buildings from a distance, building facades contribute significantly to the character of an area.

• All new buildings shall have a cohesive architectural treatment on all facades as well as on any solid screening elements such as walls. The colors, patterns, and quality of materials shall create a unified building form. In situations where there are “zero lot lines,” the sides and rear of buildings may conform to the dominant contextual precedent. This guideline is not intended to prohibit variation in the facade treatment that sensitively responds to context, to building code requirements, to service access, or to limit the variation in facade design that is large in scale and forms the wall(s) of exterior spaces.

• The facades of buildings shall be designed to have three-dimensional interest. Transparent facade treatment may be used. Flat and minimally textured facades are discouraged.

• In new commercial buildings a minimum of forty percent of the length of the grade level facade, adjacent to the primary pedestrian way, shall be glazed between two feet and eight feet above grade. In situations where tenants require wall space, the back of shelving may be set back a minimum of two feet and displays placed in the window areas. This guideline is intended to encourage occupant interaction with exterior space, in order to engender “natural surveillance” and social interaction.

• At the grade level, adjacent to primary pedestrian ways, glass and/or other glazing materials shall have high transmissivity of visible light and low reflectivity qualities. The percent of visible light transmitted less the percent reflected shall be no less than 59 percent. For example: (1) Clear monolithic uncoated laminated glass transmits 86 percent and reflects 8 percent for a net factor of 78 percent and (2) Aqua-green low reflectivity glass transmits 66 percent and reflects 7 percent for a net factor of 59 percent. See also Data source PPG Industries, Inc. Glass Technology Center

• The articulation of openings, roof line, base, and materials should be designed to protect materials from staining. Care should be taken in the detailing of water runoff, use of untreated ground water, use of porous materials, and also the use of copper, core-ten steel or other oxidizing metals.
When a new project requires that an opaque wall or fence be constructed adjacent to the public sidewalk or pedestrian way, the design shall incorporate features to provide visual interest at a minimum of 30 foot intervals. A thirty foot long expanse would require no features and a 40 foot long expanse would require a minimum of two features. Permanently installed landscape, lighting features, public art, windows, and cutouts may be used to create interest. When “new tenant” leasehold improvements are made in existing buildings this guideline applies only to the new construction.

3-24. MATERIALS
Technological advancements have produced a palette of facade materials that is more extensive than the relatively limited palette of the past. A limited palette produced districts with uniform character and appearance, and modern materials should be used to create a similar result. These guidelines are directed toward creating an overall urban fabric with a strong sense of place that reinforces the definition of corridors and places such as schools, churches, and parks.

- Materials shall durable. Examples of current materials include red to brown tone brick, buff tone brick, limestone, granite, low reflectivity glass, metal frames, concrete and metal panels. Projects should be constructed to be as maintenance free as possible.

- Contrasting, bright colors and light may be used (on less than five percent of facade) for design accent and building identification.

- Only in residential situations where context permits shall wood siding or cedar shakes be permitted as the primary cladding material.

- Mirrored glass, polished stainless steel, and other highly reflective materials shall only be used in moderation. In no case shall glare create an unsafe driving condition. An analysis of the impact of reflected sunlight (related to glare and heat) shall be submitted if greater than 20 percent of any facade is composed of materials that reflect greater than 30 percent of visible light.

3-25. PATTERN, SCALE & TEXTURE
Building facades or facade sections can provide visual cues to users through varying patterns and scales. Such cues are important in creating a legible built environment.

- Patterns reflected in materials and/or the installation of materials should be scaled in context with their use on the building. Generally flat and minimally textured facades are discouraged. Uses that often have opaque exterior walls such as theaters, stadiums, museums, gymnasiums, utilities, and industries are to include pattern, scale, and texture elements.

- The scale of entrances, fenestration, and articulation of the structure and use of materials shall create a balanced, cohesive visual composition that relates to the use and size of the building.

- The pattern, perceived size, and placement of fenestration or other building openings and horizontal bands should reflect and/or reconcile similar patterns on adjacent buildings.

- In general, patterns should be more fine-grained and provide greater texture and visual interest nearer the ground level, especially when adjacent to a pedestrian way.
3-26. WINDOW TREATMENT
Mirrored, tinted or otherwise blocked windows create undesirable “dead zones” along the sidewalk. The interaction between the public sphere and private sphere is critical to developing an accessible, inviting, and safe pedestrian environment.

- At the grade level, adjacent to primary pedestrian ways, glass and/or other glazing materials shall have high transmissivity of visible light and low reflectivity qualities. The percent of visible light transmitted less the percent reflected shall be no less than 59 percent. For example: (1) Clear monolithic uncoated laminated glass transmits 86 percent and reflects 8 percent for a net factor of 78 percent and (2) Aqua-green low reflectivity glass transmits 66 percent and reflects 7 percent for a net factor of 59 percent. See also data source: PPG Industries, Inc. Glass Technology Center.

- Upper-level windows that are mirrored or otherwise highly-reflective must not significantly reflect light onto adjacent buildings, plazas, or public rights-of-way. Mirrored glass shall be used in moderation. An analysis of the impact of reflected sunlight (related to glare and heat) shall be submitted if greater than 20 percent of any facade is composed of materials that reflect greater than 30 percent of visible light. In no case shall glare create an unsafe driving condition. This information may be submitted conceptually at the schematic design phase. If additional analysis is warranted the architect may submit impact information at the appropriate design phase.

- The fenestration pattern of grade level windows and openings shall be compatible with the grade level use and the urban context. Movable security accordion type gates and overhead security barriers are not permitted. Permanently installed grills shall be compatible and integrated with the building design.

- Awnings, shutters, and other energy conservation devices shall be designed integral with the building.

- All sides of the building with fenestration and/or required openings that are abutting developable property not controlled by the owner shall be offset and/or set back from the property line a distance consistent with the requirements of the relevant building codes and/or fire rated as required, unless air-rights (or development rights) are acquired from adjacent properties.

3-27. SIGNS
Building signage is important to help people easily locate destinations. Signage can also, however, detract from these purposes. These guidelines are in addition to requirements as set forth by the adopted sign ordinance.

- Buildings shall be designed to incorporate building and business signs into the facade design. Signs shall be compatible with the architectural pattern, style, and fenestration of the building.

- Signs shall be “architectural type” letters. The individual letters may be lighted, back lit or neon type letters. Backlit panel or “box type” signs are generally discouraged. If these sign types are used, the background shall be non-reflective, opaque, and dark in color with lettering light in color.

- Strobe lights, motion, and other attention-getting devices shall not be used.
• Grade level window signs and displays are permitted but shall not obscure more than 15 percent of the total window area or more than 15 percent of any single storefront window panel and shall only contain materials for products or services (or representative of services) available on premises.

• Signs are encouraged to be designed creatively and artistically.

• All buildings shall have the street address number clearly visible, daytime and nighttime, from the pedestrian way and from the vehicle travel lanes for each public entrance. Numbers shall be a minimum of four inches in height.

3-28. ROOFLINES
The uppermost portion of the facade (building massing, roof form, eave, cornice, upper floor level(s), roof top design, and/or parapet) of all buildings shall be articulated with a treatment in scale with the building.

• Roof top gardens are encouraged.

• The illumination of the uppermost portion of the facade (building massing, roof form, eave, cornice, and/or parapet) of tall buildings is recommended. Design principles related to energy conservation and light pollution are to be followed.

3-29. FAÇADE LIGHTING
The architectural lighting of facades can provide additional character at night but can also create light pollution.

• The architectural lighting of building features and special seasonal power should be incorporated into the building design.

• In areas where night time use is typical, the lighting of facade features is encouraged.

• Facade lighting should be done in a manner as to minimize light “overspray” onto adjacent properties or public rights-of-way. It should also be done with a minimum amount of lighting to minimize light pollution.

• When lighting (such as to accent windows or architectural elements) is used to contribute significantly to the overall design of structure or site, the installation should require low maintenance and be easily accessible.

3-30. AWNINGS & CANOPIES
Awnings and canopies can contribute to the public streetscape while providing protection from the elements for pedestrians. They may also be used for energy conservation and as signage.

Awnings and canopies are encouraged in order to provide energy conservation and inclement weather protection to clients and pedestrians.

• Awnings and canopies may have business identification signage on no greater than 15 percent of any surface.
• Backlit or internally-illuminated vinyl or plastic awnings are not allowed.

• Awnings shall have no greater than a four foot projection into the public right-of-way. Marquees associated with entertainment venues will be reviewed separately as a component of entrance design.

• Awnings and canopies shall maintain the clear height zone with a minimum clearance of nine feet under the lowest part of the assembly.

• Canopies and canopy supports shall not impede pedestrian traffic, or narrow or otherwise restrict the pedestrian way. Canopies should not be located on building corners at intersections unless their supports do not interfere with pedestrian movement. All development in the right-of-way is subject to the issuance of an Encroachment Permit by the Indianapolis Department of Public Works.

3-31. BUILDING ENTRANCES/EXITS
As a primary multi-modal corridor and a path for visitors and residents, the primary arterials must be universally legible.

• New building entrances shall face the public street, be emphasized, and weather protected when possible.

• Building entrances should be designed in a manner to provide visual cues, such as entry scale, that differentiate public and private entrances.

• Entries shall be lighted from dusk until dawn. Design principles related to energy conservation and light pollution are to be followed.

• Buildings at the intersection of two arterial streets should consider corner access in order to treat each frontage equally and to provide easy access for pedestrians from the crosswalks.

• Exit doors that open directly into the pedestrian way, street, or alley shall be designed to provide safe egress and to not conflict with the sidewalk or pedestrian way utilization. Each door condition should be evaluated based on the volume of use, user visibility, accessibility, and safety. Pedestrians normally maintain an 18 inch clear zone when walking adjacent to a wall.

3-32. ARCADES, TUNNELS & WALKWAYS
Areas that promote pedestrian activity year-round should provide protection from inclement weather.

• Interior arcades that are integral with the design of the building are encouraged in public buildings, hotels, and mixed-use buildings.

• Protection from inclement weather should be provided at public transportation stops.

3-33. EXTERIOR SITE FURNISHINGS
Exterior site furnishings located in public and semi-public areas should contribute to the character of the public corridor and accommodate pedestrians and public gatherings.
• All exterior light standards, tree grates, seating, etc. shall be dark finished metal, granite, or other durable materials. Dark green, dark red, black, or dark anodized colors are recommended. Color and material variations will be considered when the design of the site furnishings is directly related to the architectural materials and treatment of the building. This Guideline does not apply to art (defined as original works created by an individual or team that is experienced in their discipline).

• Benches, bollards, trash receptacles, light standards, and other similar elements shall not have advertising or business identification signage.

• All elements that are approved to be in the public right-of-way placed by the adjacent property owner shall be maintained by the property owner and removed as required for safety, access, and utility maintenance.

• Because of the visual clutter created by the misalignment of movable exterior site furnishings, movable waste receptacles, tables, and planters are to be circular in plan. This does not apply to furnishings placed as a component of a regulated Sidewalk Restaurant.

• All outdoor site furniture is encouraged to incorporate artistic elements or be designed as a work of public art.

3-34. PEDESTRIAN & BICYCLE AMENITIES
Any project area(s) should accommodate and promote pedestrian and bicycle activity as a way to reduce vehicle traffic and pollution and to promote public health.

• Commercial and institutional developments of more than 50,000 square feet are required to provide at least one bicycle parking space per 10,000 square feet of building.

• Office, institutional, and industrial developments are encouraged to provide shower and changing facilities for employees commuting by bicycle or by walking.

• Residential development containing 20 or more residential units shall provide sheltered and secure bicycle storage with a no-step entry for alternative transportation modes (such as bicycle, scooter, or motorcycle). Such facilities shall be provided at a ratio of at least one space per four residential units. The storage may be accommodated by providing space in a dedicated storage room designed for this purpose, space in a parking facility, or exterior storage facilities that are integrated with the site development. Projects composed of town homes or apartments with direct access to their own private garages are exempted.

3-35. SITE LIGHTING
Lighting should be provided in all built environment spheres at an appropriate level to provide for the safety and security of users.

• Pedestrian circulation corridors are to have pedestrian scale lighting.

• Building entries, sidewalks, and heavily used pedestrian areas in areas are to be lit to a level of 4 to 8 footcandles. Metal halide or LED lamps (because of more effective visibility and better color
rendition in the ultraviolet range) are preferred in high activity pedestrian areas. General lighting shall be provided to light vehicular parking, vehicular travel surfaces, plazas, and service areas. The footcandle level shall be designed to provide the minimum lighting needed for safety. A level of 1 to 5 footcandles with a maximum variance of 4 to 1 for the brightest to dimmest lit spot is recommended by the Illuminating Engineering Society of North America (IESNA). High pressure sodium may be used in areas where general lighting is provided. Outdoor lighting design should take into account: (1) specific site conditions, (2) reducing light pollution, (3) reducing energy consumption, (4) improving safety, and (5) aesthetic considerations.

- Light sources shall be “full cut” shielded and direct light onto the surface area only. Lighting filaments in excess of 2000 lumens shall not be visible at the lot line, adjacent buildings, or from above the source. Likewise shall the level of light from a light source not exceed one footcandle at the lot line, entering an adjacent building, or above the source. When appropriate, exceptions may be made for decorative, ornamental, and “historic period” lights (acorn, globe, pendant, etc.), which shall be designed to minimize light overspray and light source contrast.

3-36. SCREENING: The impact of parking zones and service/utility equipment and similar facilities should be minimized aesthetically and functionally on surrounding properties and pedestrian ways.

- Mechanical equipment, loading docks, and trash removal areas shall be screened from view from the public streets and pedestrian ways. Dumpsters shall not be located adjacent to a pedestrian way.

- Screening materials are to be the same as the primary building materials and/or composed of permanent landscape elements such as: architectural metal fencing, masonry, trees, evergreen plant material, and berms.

- Surface parking areas adjacent to the public right-of-way or pedestrian way shall have a minimum four foot wide planting area to provide for screening with trees, walls, berms, and/or ground planting. Clear sightlines between three feet and seven feet above the sidewalk grade are to be maintained to promote visibility and safety (except where the primary zoning ordinance requires clear sightlines between two and one-half feet and nine feet at clear sight triangle areas at vehicular intersections). The design of the lower three feet (two and one-half feet in clear sight triangle areas) of the screening shall be permanent, durable, and easily maintained. A solid “knee wall” or berm with ground level evergreen planting is recommended.

3-37. PAVING MATERIALS
Paved areas of a site, including sidewalks, plazas, and parking zones should be designed integral with the building and should also minimize stormwater runoff that significantly contributes to water pollution.

- Paving materials and installation patterns shall complement the building design and site utilization.

- Plazas, sidewalks, outside eating areas, and all other paved areas in the public or quasi-public spheres and not in a parking zone or service zone shall be constructed of masonry pavers or concrete (no asphalt or crushed stone permitted).
• Parking zones with more than 20 parking spaces shall be constructed of a permanent permeable material (such as permeable asphalt or unit masonry systems) or shall provide and maintain bioswales or other natural methods to substantially eliminate stormwater runoff. Creative and artistic solutions are encouraged. If petitioner proposes standard asphalt, concrete, or other non-permeable paving, runoff and on-site detention documentation must be provided. Refer to the Department of Public Works, City of Indianapolis Stormwater Design and Construction Specifications Manual.

• Paving systems and materials installed in the right-of-way by property owners shall meet Department of Public Works and Americans with Disabilities Act (ADA) standards.

3-38. URBAN FORESTRY & PLANT MATERIAL
The amount of hard surface area in highly developed areas produces an “urban heat island” effect created by the absorption of heat by pavement and buildings. Planting materials can mitigate this effect while also reducing pollution and stormwater runoff and creating a more aesthetic environment.

• Plant materials are to be selected to exhibit seasonal coloration and flowers. All landscape design is to emphasize seasonal variation.

• In parking zones, deciduous shade trees (minimum of four inch caliper) are to be provided and maintained at a minimum of one tree for each 1,600 square feet of paving in order to achieve 25 percent canopy coverage in 10 years of growth. Required trees may be clustered in islands, but only if such clustering will not impact the target of 25 percent of the parking zone being covered by tree canopy in 10 years of growth.

• Tree islands in parking lots should be a minimum of 130 square feet per tree with irrigation or 150 square feet per tree without irrigation. This minimum requirement may be waived if the pavement is permeable. All tree islands shall be curbed to prevent damage to the tree. The curb may have openings for drainage.

• Planting materials selected must be suitable to urban conditions. Trees with shallow root systems that could severely impact paved areas, or be severely impacted by paved areas, should be avoided. A wide range of species might be used depending on general conditions such as hardiness and site-specific conditions related to performance, soil, sunlight, exposure to pollutants, etc. Each site plan will be reviewed to determine the appropriateness of the proposed plant material.

• Trees should be selected that have large canopies in order to maximize the surface area of pavement covered by the tree canopy. Also consult guidelines relating to the adjacent public corridor for guidelines relating to street trees.

• Clear sightlines between three feet and seven feet above the sidewalk and/or parking grade are to be maintained to promote visibility and safety.

• All trees in parking zones or adjacent to a pedestrian way or activity zone must maintain a clear height zone of no less than nine feet. Only deciduous trees are permitted to be planted in the public sphere or adjacent to the pedestrian way.
Alternative, documented systems of reducing urban heat buildup may be proposed.

Designers should consult the Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines for information related to plantings in the public right-of-way. Designers should also refer to current City Ordinances that regulate maintenance, planting, and trees.

3-39. LEED STANDARDS
Development should reflect innovation in environmentally sustainable building methods and materials.

- Building and site development which conforms to Leadership in Energy and Environmental Design (LEED) Standards published by the U.S. Green Building Council are encouraged.

- Environmentally sound design solutions may include elements that are not anticipated in these Guidelines. Exceptions to the Guidelines will be considered for documented energy and environmental components.

- Wherever practical, install “green roofs” consisting of vegetation and soil, or a growing medium, planted over a waterproof membrane. Green roofs can reduce urban heat islands, reduce sewage system loads by assimilating large amounts of rainwater, absorb air pollution, collect airborne particulates, store carbon, and insulate a building from extreme temperatures. Additional layers, such as a root barrier and drainage and irrigation systems may also be included. The EPA has more information on mitigating heat islands.

3-40. PASSIVE HEATING/COOLING
Buildings designed for passive solar and daylighting incorporate design features such as large south-facing windows and building materials that absorb and slowly release the sun’s heat. No mechanical means are employed in passive solar heating. Incorporating passive solar designs can reduce heating bills as much as 50 percent. Passive solar designs can also include natural ventilation for cooling. Windows are an important aspect of passive solar design. In cold climates, south-facing windows designed to let the sun’s heat in while insulating against the cold are ideal. Interior spaces requiring the most light, heat, and cooling are located along the south face of the building, with less used space to the north.

All projects should incorporate passive solar heating, cooling, and daylighting strategies recommended by the Energy Efficiency and Renewable Energy (EERE) section of the U.S. Department of Energy.

3-41. ENERGY USE

- All projects are encouraged to follow standards recommended by Environmental Protection Agency’s (EPA) ENERGY STAR partnership which offers an energy management strategy that
helps in measuring current energy performance, setting goals, tracking savings, and rewarding improvements. Also refer to EPA’s Energy Performance Rating System for additional information.

3-42. UTILITIES
The appearance of the primary arterial corridors in the area is important to its aesthetic image. Therefore the visual presence of utilities should be minimized. The inherent maintenance and innovation related to utilities should be planned and incorporated into the building and site to minimize future disruption.

- All on-site utility service access should be buried when new construction is located more than 20 feet from an existing utility supply. New development is encouraged to provide for long-term utility and communication access flexibility.

- Any utility and service connections and equipment placed along a pedestrian way are to be placed in the Frontage Zone (the area of interaction between the pedestrian way and grade level uses) and shall not impede the pedestrian way. Where possible, all such connections and equipment should be located in a screened Service Zone (on-site area for service delivery, including loading docks and trash removal facilities) or other area not adjacent to a pedestrian way.

3-43. CURB CUTS/DRIVEWAYS
Service drives, parking access drives, and other Crossing Zones (areas where pedestrians or other non-motorized modes interface with and traverse through motorized transportation areas) must be designed in a way so as not to impede the continuity of the accessible pedestrian network. Also refer to Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines relating to the pedestrian way and the Separation Zone (the area of protection between the roadway and the pedestrian way that contains various utilities, signs, and streetscaping elements such as street lights and street trees).

- Pedestrian way paving treatment shall be continuous through curb cuts (and also compliant with ADA standards). Textured pavement and other “Traffic Calming” devices shall be used to create a safe environment for pedestrians.

- Locate driveway aprons outside of the pedestrian way, with the sloped portion entirely within the separation zone.

- Maintain the pedestrian way pavement and pattern at a cross slope of 1:50 (one foot high, 50 feet long) across the driveway.

- Where necessary to keep the driveway slope from exceeding 1:10 (one foot high, 10 feet long), the sidewalk may be partially dropped to meet the grade at the top of the apron. This is preferred to extending the sloped apron into the pedestrian way.

(End of Guidelines)
4. DEVELOPMENT STUDIES
The following study was prepared to recommend reuse of the Central State Hospital Site which is owned by the City of Indianapolis.

CENTRAL STATE DEVELOPMENT   Land Use Plan
August 1, 2007


A Land Use Plan for this site has been approved and vetted through the GINI neighborhood economic development committee. This site will be developed into a mixed use area with housing, commercial/office uses, Max Bahr Park will remain on the site, and a cultural component that will compliment the Indiana Medical History Museum that is currently open on the site. The redevelopment team will work to bring needed amenities to this neighborhood, save the mature trees, and aid in improving infrastructure on and around the site.