
eastwashingtonstreet
vision
plan

# eastwashingtonstreet visionplan

March 2011



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# INTRODUCTION

# INTRODUCTION

The East Washington Street Vision Plan is a bold story about the comprehensive revitalization of a corridor as old as the city itself. It seeks to partner economic revitalization with neighborhood revitalization in a manner that brings residents and jobs back, improves property values and tax base, improves ecological quality, and promotes the transformation of a struggling, degraded corridor into a vibrant, mixed-use urban address.

It is a story about a corridor again filled with entrepreneurs and high-quality jobs providing dignity and economic opportunity for residents. About a thriving, diverse neighborhood where residents can walk to work, to the grocery store, to their place of worship, or to a café. It's the story of a neighborhood put back on the map by being reconnected to the region through rapid transit. About a corridor with a variety of public spaces through residents enjoy everyday life and through which communities collectively mourn and rejoice. It's the story of a bustling, active urban streetscape where people, and their needs, are the design priority.

The vision was developed under the auspices of a community stakeholder committee and developed by Ball State University's College of Architecture and Planning Indianapolis Center with the support of the City of Indianapolis' Division of Community and Economic Development. The continued exodus of quality jobs, and the environmental contamination they left behind, was the immediate impetus of this planning work. But perhaps equally important is a long-term policy vision of re-introducing rail transit along the corridor. The vision told by this plan connects the two in a symbiotic relationship: leveraging the potential for rapid transit to revitalize industry and a mixed-use corridor while building that revitalized industry and mixed-use at a density and character that promotes rapid transit.

The vision is designed as a policy guide for stakeholder residents, businesses, organizations, and other stakeholders. As a long-term vision, it is expected that technologies, market realities, consumer preferences, and broader economic and public policies will result in an evolution of the plan presented here. The community values (principles) upon which this vision is built, however, remain timeless, and at the end of the day are the benchmarks by which success is measured.

## NEXT STEPS

While this vision plan is not a strategic real estate development strategy, it is important to convey two parallel implementation tracks that can begin moving the plan forward.

### Organizational and Policy Infrastructure

This vision is designed primarily for neighborhood stakeholders, and while the public sector is critical to its achievement, the stakeholders must assume responsibility for it. A partnership of existing community development corporations is evolving to claim "ownership" of the corridor, and together with neighborhood associations, block clubs, business associations, and other groups, will be the ones that turn the tide. The partnership organization is critical to building a constituency, providing a voice, and coordinating the myriad of issues and opportunities affecting the corridor. It must be representative both of the existing residential, commercial, non-profit, and industrial stakeholders on the corridor as well as of the aspirational vision of the community set forth in this plan. From celebrating small successes (such as a church adopting maintenance of a new bus shelter) to major achievements (such as a new or expanded industrial business on the corridor), this organization must keep the vision plan, and the revitalization story it promotes, front and center.

A critical need for this partnership is the development of capacity to undertake economic development and job creation initiatives on urban sites. Most non-profit development organization

# INTRODUCTION

activities in the city currently are focused on affordable housing, with some attention on neighborhood-serving retail and cultural amenities. Industrial neighbors, and the jobs they bring, require a different skillset and strategy. They bring different issues and opportunities and will be funded and implemented through a different set of tools. Building the organizational experience and staff will be a critical early step necessary for the implementation of this vision plan.

It is also important to consider implementation/policy systems prior to redevelopment activities. Exploring locally-designated special districts such as redevelopment areas and tax-increment financing districts as well as potential state-designated opportunities such as a Community Revitalization Enhancement District or Certified Technology Park are of most value when done early. Special districts could provide the tools and financial resources necessary for revitalization to occur. Privately-established districts, especially an economic improvement district, are also highly encouraged. An EID could provide the resources necessary for the shared parking and stormwater strategies outlined in this plan as well as for amenities and services that increase the level of public service in the area to better compete with those of suburban alternatives. Each of these district strategies requires some level of agreement on boundaries, management, and allocation that are best vetted prior to, and in support of, a revitalization strategy. They are the "infrastructure" that should be laid prior to redevelopment occurring.

## Catalyst Redevelopment Activities

The second half of this report outlines two catalyst projects that have been identified as two places to start. One, the Mallory Industrial District, is a pure jobs-driven project. The other, Englewood Town Center, is a mixed-use project. Both can be implemented in phases, build on existing strengths, and build off of one another. Catalyst projects should be developed as seeds, planted with deliberate manner and nurtured with care so that they become models for other projects along the corridor.

Also identified is a critical area, so defined because it represents the gateway from downtown and Interstate 65 into the corridor. It is also the most probable to receive development pressures. So goes this area will go the rest of the corridor. Continued inappropriate, suburban-style development or other detrimental uses inconsistent with this vision will condemn the corridor as a place for low-value, short-term investments. Strategic land acquisition, land banking, and formal zoning and land use controls are important tools that should be pursued for this area.

# WASHINGTON STREET TODAY

## JOB DECLINE

The nature of modern industry prefers suburban locations with easy truck access with large property lots to accommodate them. Coupled with lower taxes, no crime, and new infrastructure, it's understandable why the corridor has seen a steady loss of jobs and tax base. Today some new jobs are moving in, notably Angie's List and expansions by Horner Electric. Others, however, continue to have the "stay or go" debate.

## NEIGHBORHOOD DECLINE AND REBIRTH

Neighborhoods that grew up as workforce housing supporting nearby industry declined as the jobs left. The resulting decrease in homeownership, property values, and population led to increasing social ills, including poverty and crime. The worst days appear to be behind, however, as significant redevelopment efforts (over $30 million worth) are currently underway in support of recently adopted Quality of Life plans.


## TRANSIT RIDERSHIP

IndyGo Route 8 along Washington Street is the system's busiest route, with over 1 million riders in 2009 and 1.2 million in 2008 (about 12 percent of the entire IndyGo system). The corridor, however, has little infrastructure to actually support this ridership, with few shelters and a very inhospitable pedestrian environment. Sidewalks are present, but are narrow and not separated from the street, rendering them inaccessible when snow is plowed or during rain, when passing cars splash puddles over them.

# WASHINGTON STREET TODAY


## ZONING

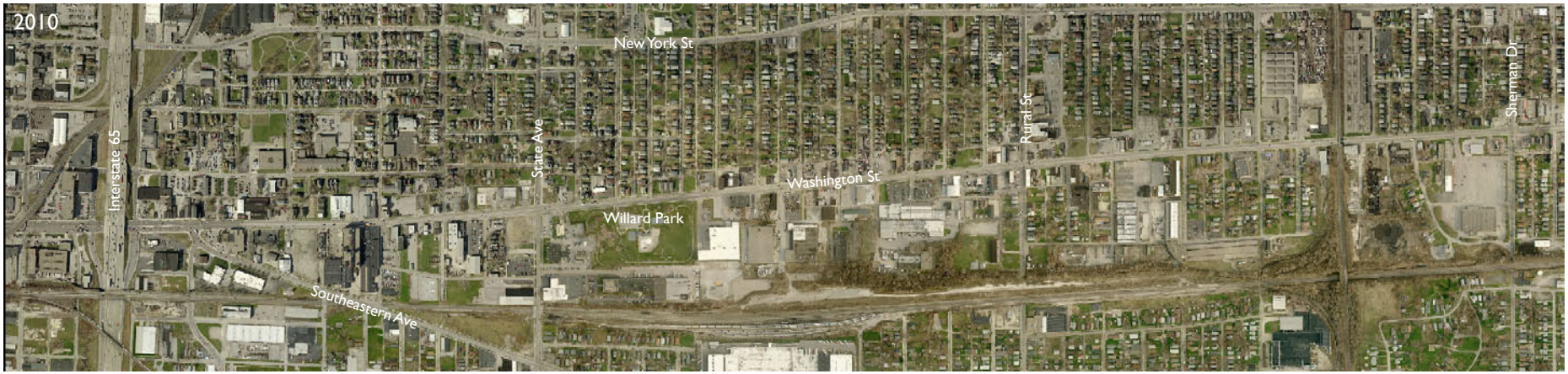
Zoning is a critical implementation tool for land use planning, and its very use requires the adoption of a plan. Much of the corridor, however, is, and has always been, inappropriately zoned industrial, regardless of existing land uses or neighborhood plans. Unlike in many cities, zoning is rarely changed to reflect plans and is left instead to a system of property-owner driven zoning changes that create a very inefficient and ad-hoc land use pattern. Even where appropriately zoned, the code itself has a very suburban bias, and in most cases developing in an urban style, or even replacing an existing urban building, is illegal.

## INAPPROPRIATE SUBURBANIZATION

Development over the past decades has increasingly trended suburban in nature, with single-story, low-quality design set back significantly from the street. Large parking lots and lawns dominate the streetscape and the buildings have little if any connection to sidewalks and transit ridership. This trend is not unique to East Washington Street or to Indianapolis, but nowhere has the suburbanization of urban corridors proved successful or sustainable.

# WASHINGTON STREET YESTERDAY





# VISION PLAN

# PLAN PRINCIPLES & BENCHMARKS

The elemental ingredients for the vision plan are ten principles derived from community and stakeholder input and verified by best practices in urban transit corridor revitalization. These community values form the foundation on which the vision plan is built and also the checklist by which its successful implementation should be measured.


Character Image

## 1 Pedestrian Oriented Development.

The value of the future East Washington Street is its unparalleled transit access and associated vibrant urban form. It won't succeed by pretending to be suburban, and new development must embrace pedestrians first and foremost. This means wide, contiguous sidewalks with high-quality amenities, inviting storefront buildings that address the sidewalk, and parking lots to the rear of buildings with drives and curb cuts that do not diminish the pedestrian experience.


Character Image

## 2 Integration and Reuse of Historic Structures.

The remaining historic structures along East Washington Street are irreplaceable and highly important to surrounding neighborhoods. They represent a contract between generations and establish the legacy of a once-vibrant corridor. They also happen to support pedestrian oriented development and promote sustainable development practices. The greenest building is one that is already built!

# PLAN PRINCIPLES & BENCHMARKS

Character Image

## 3 Grade-Level Retail at Transit Nodes

Transit activity promotes a nodal type of retail development, with core neighborhood-serving retail clustered around the places with the most pedestrian activity—where the transit stops are. The days of an auto-oriented strip commercial corridor are long gone and should be replaced with smaller scale retail concentrated in pockets.


Character Image

## 4 Moderate-density Residential Along the Street

A busy regional corridor is not the best place for lower density housing, including single family homes and duplexes. They also don't provide the necessary density required to support higher levels of transit service. More durable residential types, including townhomes, apartments, condominiums, and live/work arrangements provide density while expanding housing choices that buffer adjacent single-family neighborhoods from a bustling urban corridor


## 5 Reinforce the Industrial Employment Base

A solid employment base created the near eastside and is critical to its rebirth. It must be recognized, however, that the corridor cannot compete with suburban industrial parks that offer easy truck access, new infrastructure, lower taxes, and no crime. The future of East Washington Street industrial land is not in pretending to be suburban, and companies desiring a suburban location are never going to locate on the corridor. The future must build on the strengths the corridor offer—namely unparalleled access by transit, a convenient centralized location, and the proximity to quality, affordable workforce housing.

# PLAN PRINCIPLES & BENCHMARKS


## 6 District Parking Strategy

While inherently necessary to support revitalization, parking lots waste land and significantly lower densities, especially when each and every individual building has its own parking. A more efficient and appropriate solution is the use of shared parking lots or structures that consolidate parking. Where large tracts of new development occur, on-street parking can also be added, providing the quick, convenience parking needed to support retail businesses.


## 7 Inclusion of Public Open Space

While there are several large community parks on (Willard Park) and nearby (Christian Park, Highland Park, Brookside & Spades Parks) the corridor, it is important to include a variety of open spaces into revitalization efforts. From rooftop gardens and stormwater prairies to courtyard plazas and outdoor dining areas, these open spaces promote civic life and carry out important ecological functions.

## 8 Best-Practice Stormwater Management

The corridor was developed during the era of combined sewers that cause significant pollution in nearby streams during heavy rains. Washington Street revitalization should be a model for redevelopment that not only mitigates the combined sewer legacy, but does so in a sustainable manner that actually improves the ecological conditions of the neighborhood.

# PLAN PRINCIPLES & BENCHMARKS


## 9 Three to Four Story Development

It is important to promote density of residents, jobs, and destinations to support transit. But density need not translate into high-rise buildings. Three and four story buildings, similar in scale to many of the remaining historic structures, provide plenty of density without overpowering nearby single-family neighborhoods.


## 10 Center Transit Alignment

Historically the streetcar was located in the center of Washington Street. Modern rail systems sometimes use a center alignment and sometimes use a curb alignment, and each comes with advantages and disadvantages. While not a transit facility or engineering plan, this vision plan suggests keeping the center alignment primarily to promote the addition of on-street parking next to the curb lane to support new retail businesses. Center station platforms are strategically placed to minimize disruption to turning traffic while also adding high-quality crosswalk enhancements to connect the platforms with sidewalks.

## BENCHMARK TARGETS

To operationalize these principles, four benchmark targets are suggested.

1. Housing Density: Achieve 20-30 units per acre, a threshold recommended by the Transportation Research Board to support rail transit.

2. Employment Density: Achieve 50 jobs per acre, a threshold recommended by the Puget Sound Regional Council to support rail transit.

3. Open Space: Provide 5 acres per 1,000 residents, a threshold derived from IndyParks standards for parkland.

4. Stormwater: Achieve on-site stormwater retention at the district scale that meets the maximum points for the LEED-ND green rating system.

# DEVELOPMENT SUITABILITY

The first step in translating the principles into a plan is defining the geography--what the plan will and will not cover. A development suitability analysis helps us determine what properties the plan will address.

A systematic windshield survey was conducted to inventory the character and use of all parcels along the corridor. Based on criteria informed by the principles and by best-practices in urban transit corridor revitalization and informed by the stakeholder steering committee, each parcel was determined to be either stable or redevelopable (either in the short or long term). The following criteria were used.

Stable sites will probably still be around in twenty years. These include viable residential homes that are not isolated; viable businesses that are operating and in a building that appears to be structurally sound; and historic structures that should remain and find new life. These sites are incorporated "as-is" into the long-term vision plan.


Shorter-term redevelopable sites could be redeveloped in the next twenty years. These include vacant buildings and lots; parking lots; known or suspected contaminated brownfields; and deteriorating non-historic structures. These sites represent the places redevelopment could occur relatively quickly with minimal hurdles.

Longer-term redevelopable sites may take some time to redevelop. These include operating and viable businesses that are automobile-oriented and not transit-supportive; operating businesses in a deteriorating structure, and residential homes that are isolated from neighborhoods. These sites represent the places that would require more work to redevelop, including changing economic conditions and relocation opportunities.

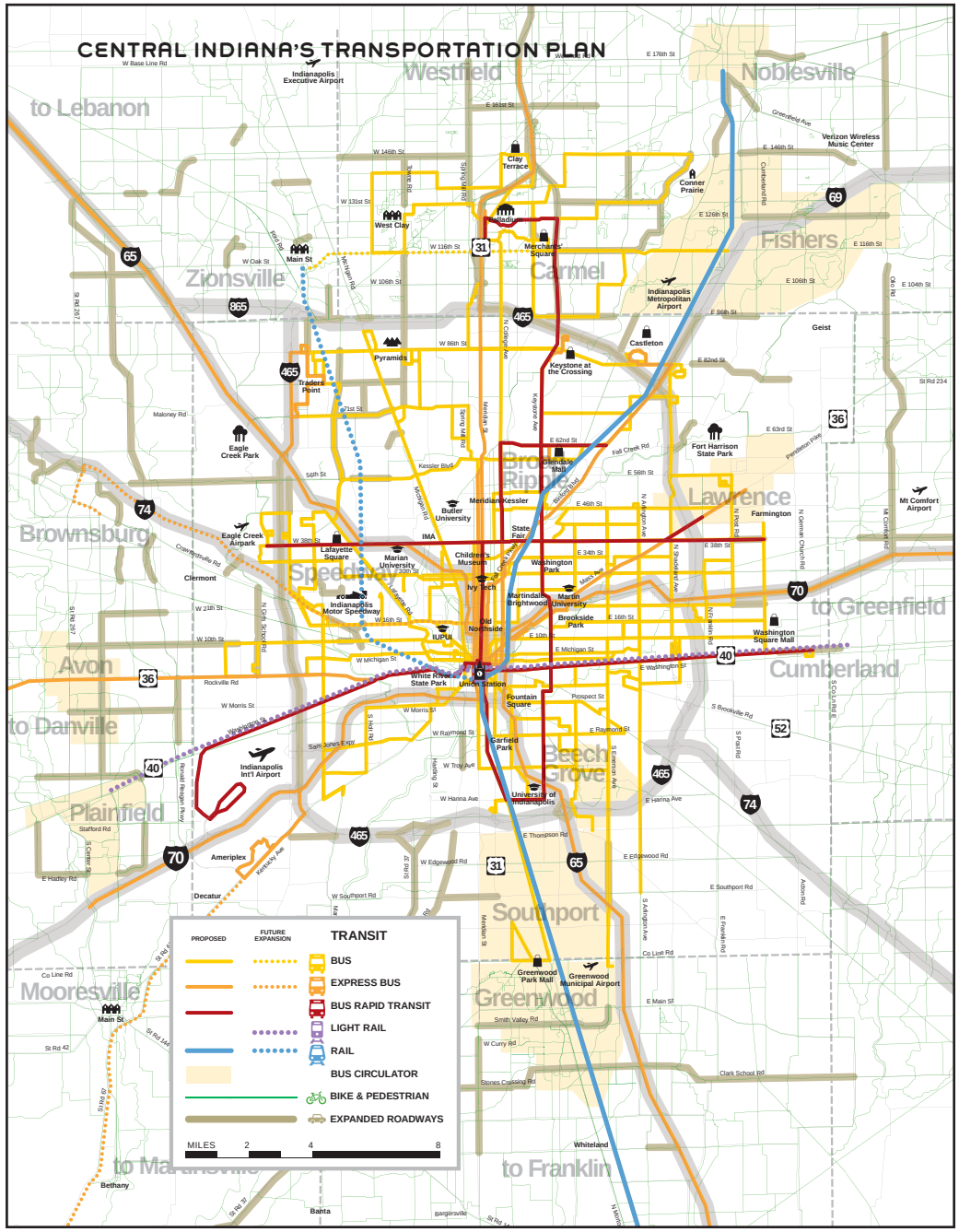
# DEVELOPMENT SUITABILITY


# TRANSPORTATION PLANNING

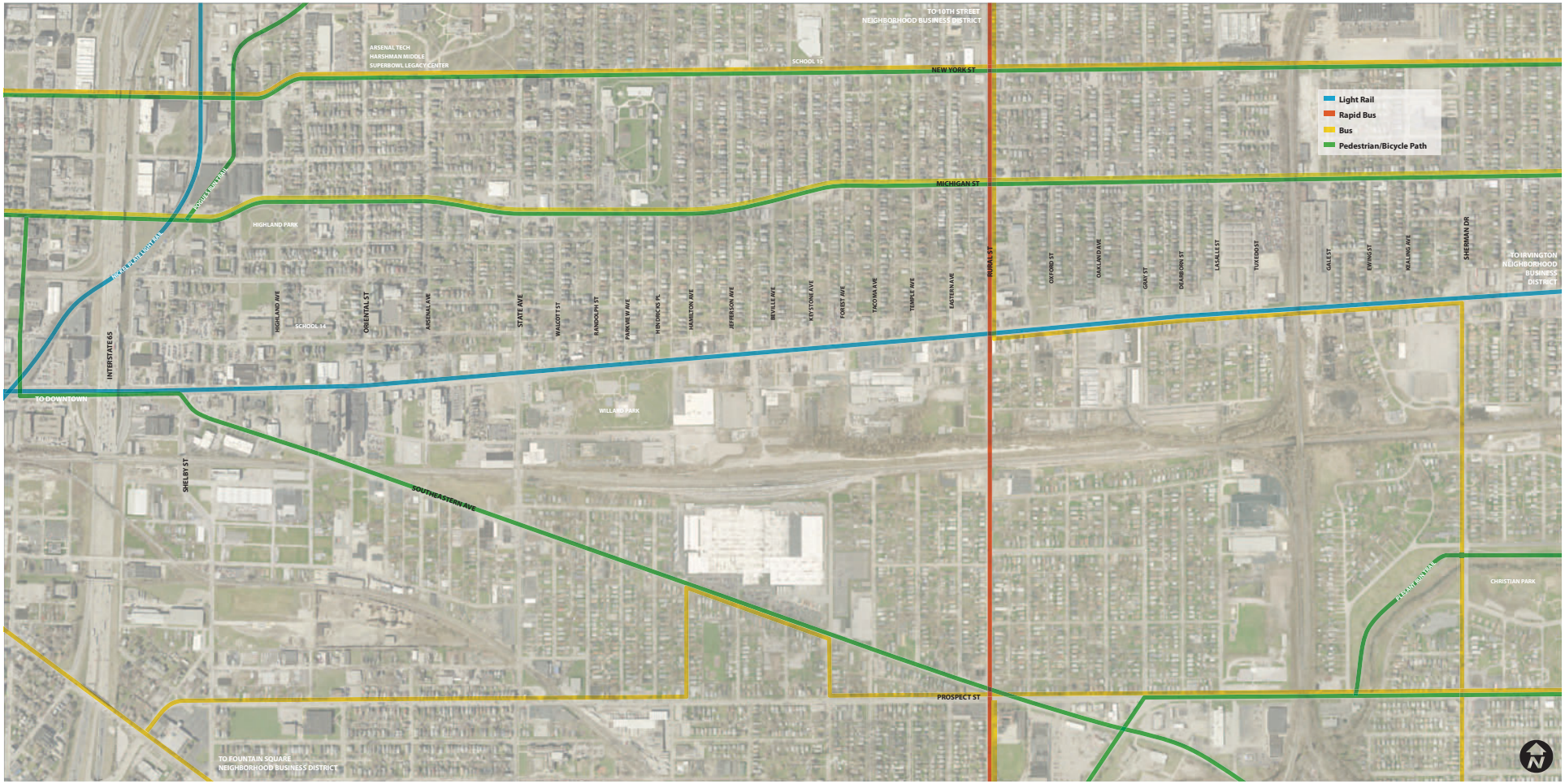
The transportation vision incorporated in the IndyConnect plan is a significant movement in public policy toward reclaiming urban neighborhoods and rebuilding our region to be more vibrant, sustainable and economically competitive. The plan won't work, however, without a symbiotic change in land use planning that promotes and supports transit. To maximize the potential a fixed-route transit investment provides, it is important to understand how the plan translates into the corridor.

Images from IndyConnect

# TRANSPORTATION PLANNING

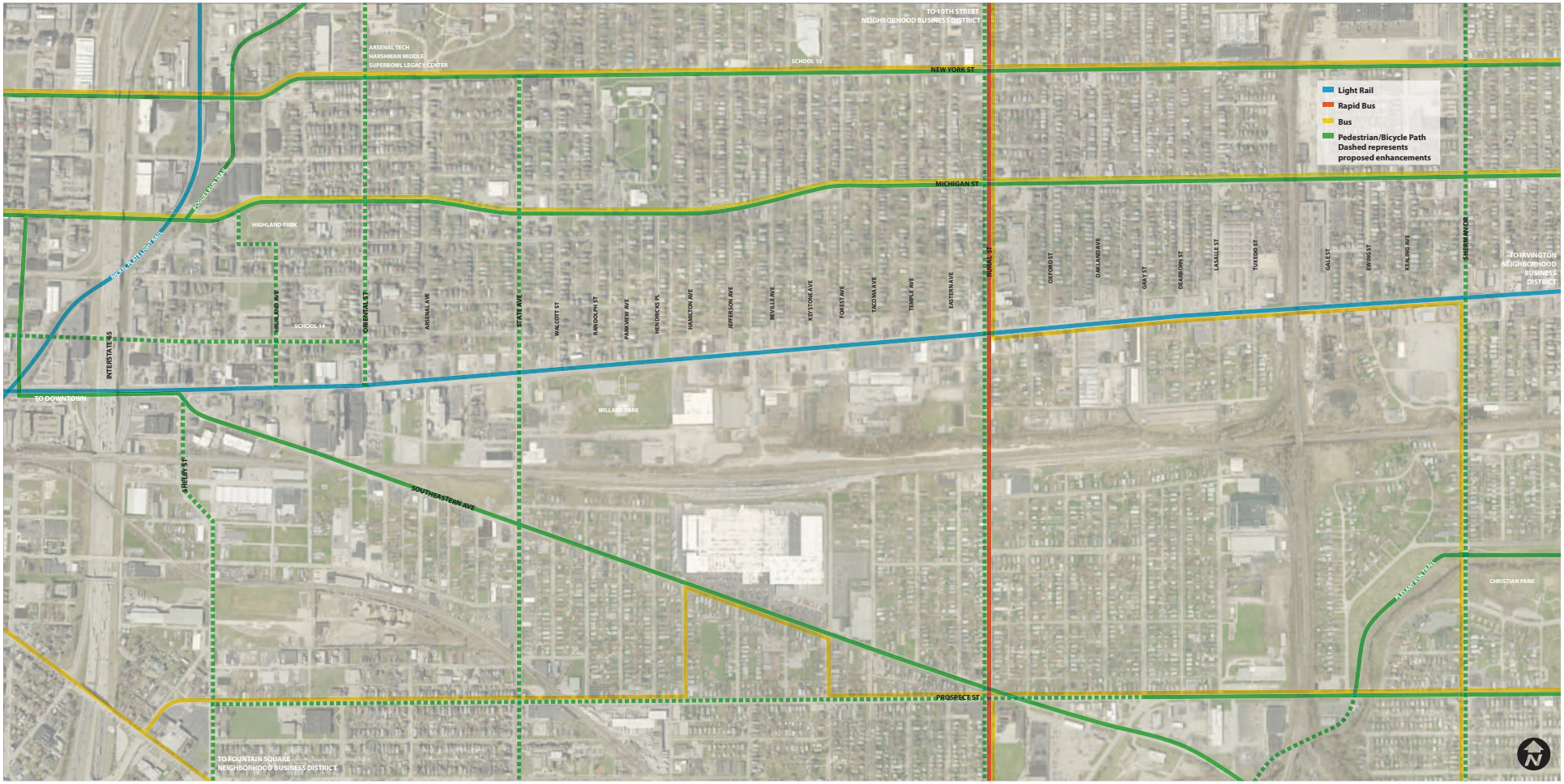


# TRANSPORTATION PLANNING




Zooming in on the IndyConnect vision to the study corridor shows the light rail line along Washington Street and bus rapid transit on Rural Street.

# TRANSPORTATION PLANNING




With light rail on Washington Street, increased connections from the corridor into surrounding neighborhoods, schools, and business districts will be needed. The dashed lines on this map indicate suggested enhancements to the base IndyConnect vision.

# SUSTAINABILITY PLANNING

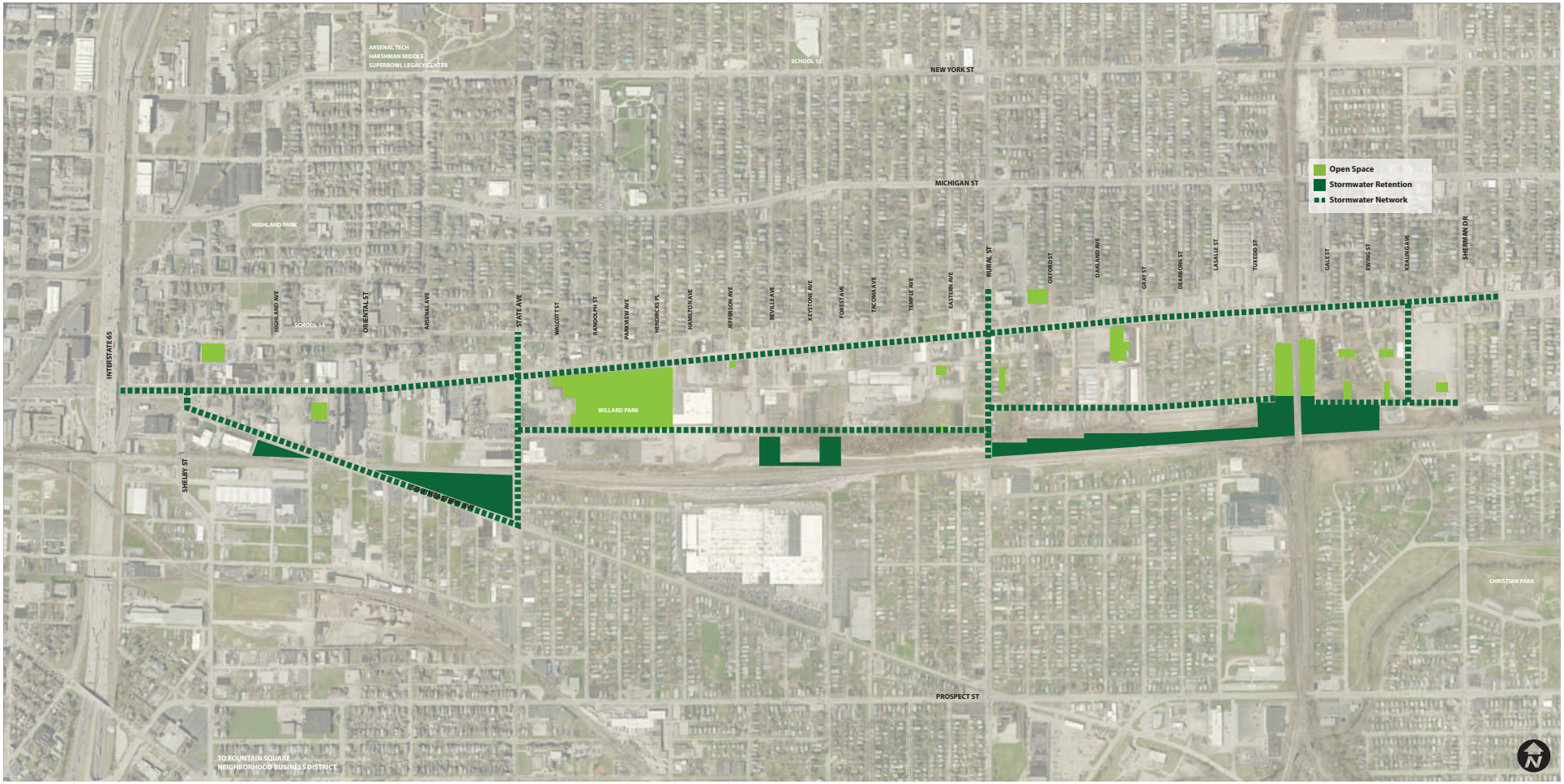
A significant development constraint in urban areas is stormwater runoff, which can no-longer be accommodated in traditional sewer pipes. For any redevelopment to occur, a strategy to overcome this hurdle was necessary. Using green techniques like permeable pavement and green roofs helps but is not enough. A coordinated district retention system is required. The result is the potential for a LEED-qualified system that doesn't contribute a drop to water quality problems.

*Character Image - Green Infrastructure*

*Character Image - Green Roof*

*Character Image - Permeable Paving*

# SUSTAINABILITY PLANNING




While green infrastructure techniques, including bioswales, rain gardens, green roofs, and permeable paving should be used wherever possible, this map illustrates the larger stormwater network. A network of green streets helps funnel water not captured on site into a district retention system.

# VISION PLAN

The resulting vision plan proposes a bold future for the East Washington Street corridor with a revitalized industrial job base, transit-oriented, mixed-use development, new residential opportunities, and a focus on sustainable design.

## + Principles

- Pedestrian-Oriented Development
- Integration & Reuse of Historic Structures
- Grade-Level Retail at Transit Nodes
- Moderate-density Residential Along the Street
- Reinforce the Industrial Employment Base
- District Parking Strategy
- Inclusion of Public Open Space
- Best-Practice Stormwater Management
- Three to Four Story Development
- Center Transit Alignment

## + Development Suitability

- Stable Sites
- Shorter-term Redevelopment
- Longer-term Redevelopment

## + IndyConnect Vision

- Light Rail
- Bus Rapid Transit + Bus
- Pedestrian + Bicycle

## + Sustainability Planning

- District Stormwater Network
- Green Infrastructure

## = Vision Plan


Character Image

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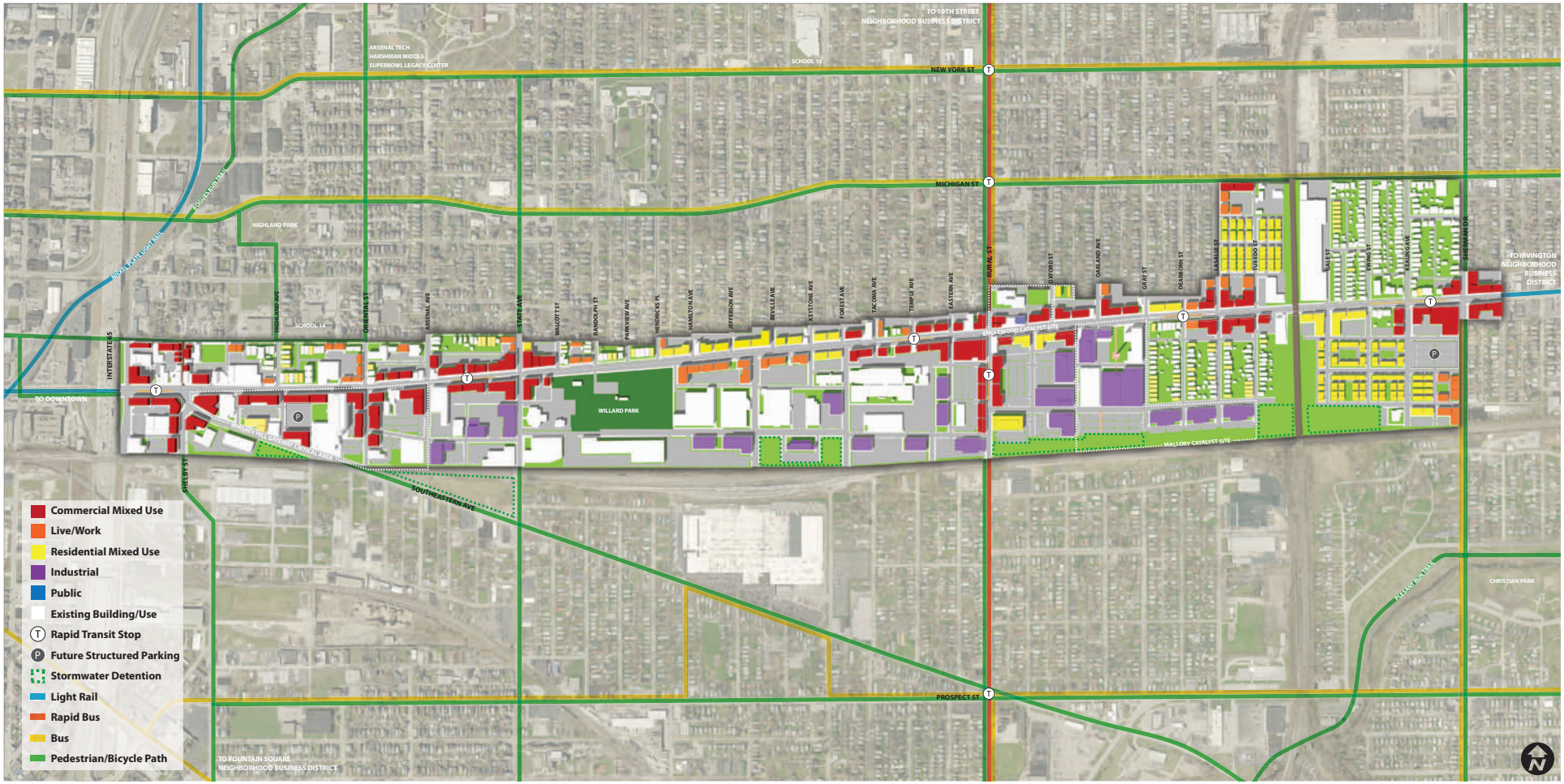
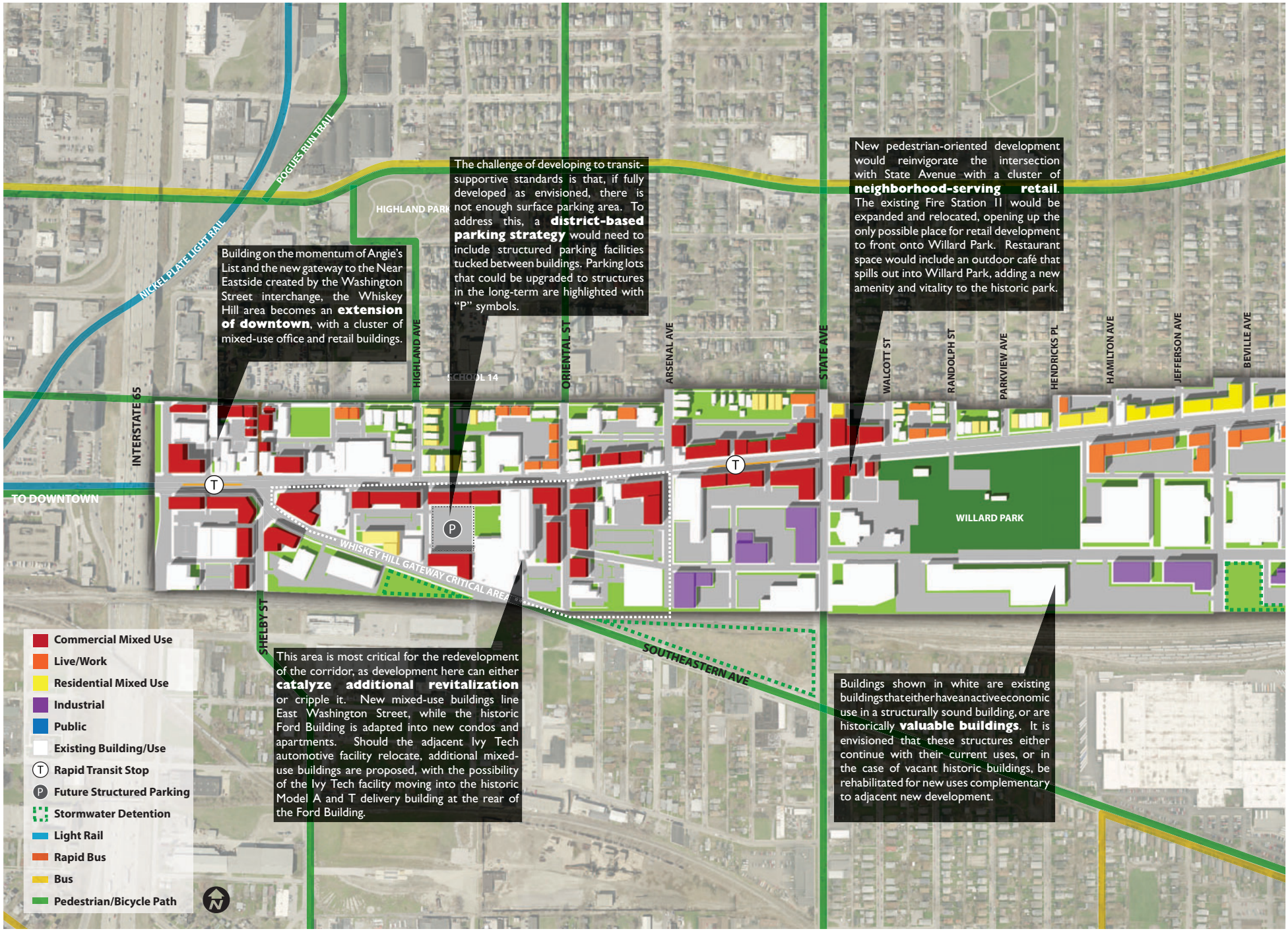
Character Image

# VISION PLAN


TO 10TH STREET NEIGHBORHOOD BUSINESS DISTRICT
ARSENAL TECH HARSHMAN MIDDLE SUPERBOWL LEGACY CENTER
SCHOOL 15
NEW YORK ST
MICHIGAN ST
PROSPECT ST
HIGHLAND PARK
SCHOOL 14
INTERSTATE 65
TO DOWNTOWN
WILLARD PARK
ENGLEWOOD CATALYST SITE
MALLORY CATALYST SITE
SOUTHEASTERN AVE
TO IRVINGTON NEIGHBORHOOD BUSINESS DISTRICT
CHRISTIAN PARK
TO FOUNTAIN SQUARE NEIGHBORHOOD BUSINESS DISTRICT
Commercial Mixed Use
Live/Work
Residential Mixed Use
Industrial
Public
Existing Building/Use
Rapid Transit Stop
Future Structured Parking
Stormwater Detention
Light Rail
Rapid Bus
Bus
Pedestrian/Bicycle Path


2010 Reference Aerial Photo



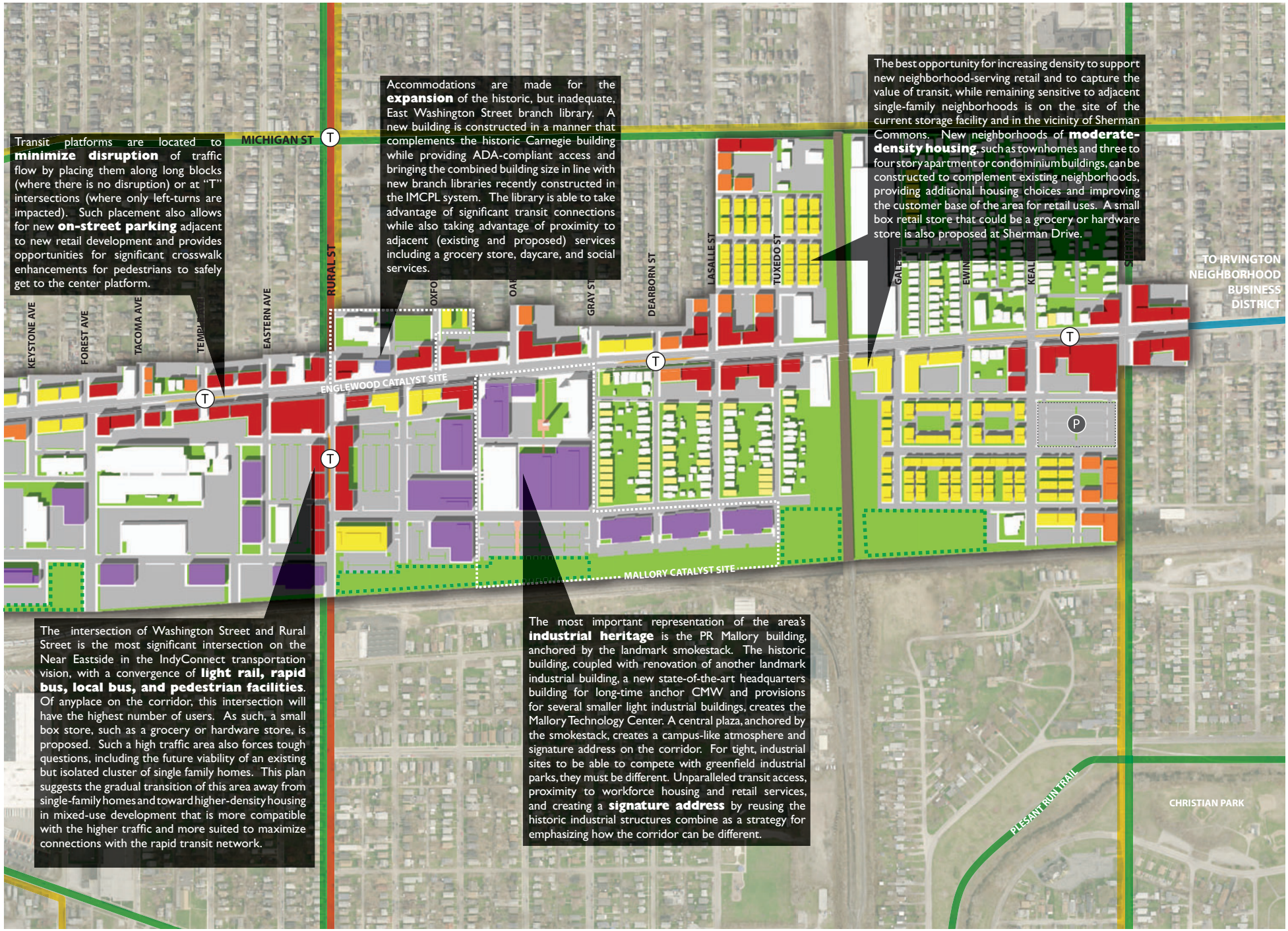

Building on the momentum of Angie's List and the new gateway to the Near Eastside created by the Washington Street interchange, the Whiskey Hill area becomes an **extension of downtown**, with a cluster of mixed-use office and retail buildings.

The challenge of developing to transit-supportive standards is that, if fully developed as envisioned, there is not enough surface parking area. To address this, a **district-based parking strategy** would need to include structured parking facilities tucked between buildings. Parking lots that could be upgraded to structures in the long-term are highlighted with "P" symbols.

New pedestrian-oriented development would reinvigorate the intersection with State Avenue with a cluster of **neighborhood-serving retail**. The existing Fire Station 11 would be expanded and relocated, opening up the only possible place for retail development to front onto Willard Park. Restaurant space would include an outdoor café that spills out into Willard Park, adding a new amenity and vitality to the historic park.

This area is most critical for the redevelopment of the corridor, as development here can either **catalyze additional revitalization** or cripple it. New mixed-use buildings line East Washington Street, while the historic Ford Building is adapted into new condos and apartments. Should the adjacent Ivy Tech automotive facility relocate, additional mixed-use buildings are proposed, with the possibility of the Ivy Tech facility moving into the historic Model A and T delivery building at the rear of the Ford Building.

Buildings shown in white are existing buildings that either have an active economic use in a structurally sound building, or are historically **valuable buildings**. It is envisioned that these structures either continue with their current uses, or in the case of vacant historic buildings, be rehabilitated for new uses complementary to adjacent new development.




Transit platforms are located to **minimize disruption** of traffic flow by placing them along long blocks (where there is no disruption) or at "T" intersections (where only left-turns are impacted). Such placement also allows for new **on-street parking** adjacent to new retail development and provides opportunities for significant crosswalk enhancements for pedestrians to safely get to the center platform.

Accommodations are made for the **expansion** of the historic, but inadequate, East Washington Street branch library. A new building is constructed in a manner that complements the historic Carnegie building while providing ADA-compliant access and bringing the combined building size in line with new branch libraries recently constructed in the IMCPL system. The library is able to take advantage of significant transit connections while also taking advantage of proximity to adjacent (existing and proposed) services including a grocery store, daycare, and social services.

The best opportunity for increasing density to support new neighborhood-serving retail and to capture the value of transit, while remaining sensitive to adjacent single-family neighborhoods is on the site of the current storage facility and in the vicinity of Sherman Commons. New neighborhoods of **moderate-density housing**, such as townhomes and three to four story apartment or condominium buildings, can be constructed to complement existing neighborhoods, providing additional housing choices and improving the customer base of the area for retail uses. A small box retail store that could be a grocery or hardware store is also proposed at Sherman Drive.

The intersection of Washington Street and Rural Street is the most significant intersection on the Near Eastside in the IndyConnect transportation vision, with a convergence of **light rail, rapid bus, local bus, and pedestrian facilities**. Of anyplace on the corridor, this intersection will have the highest number of users. As such, a small box store, such as a grocery or hardware store, is proposed. Such a high traffic area also forces tough questions, including the future viability of an existing but isolated cluster of single family homes. This plan suggests the gradual transition of this area away from single-family homes and toward higher-density housing in mixed-use development that is more compatible with the higher traffic and more suited to maximize connections with the rapid transit network.

The most important representation of the area's **industrial heritage** is the PR Mallory building, anchored by the landmark smokestack. The historic building, coupled with renovation of another landmark industrial building, a new state-of-the-art headquarters building for long-time anchor CMW and provisions for several smaller light industrial buildings, creates the Mallory Technology Center. A central plaza, anchored by the smokestack, creates a campus-like atmosphere and signature address on the corridor. For tight, industrial sites to be able to compete with greenfield industrial parks, they must be different. Unparalleled transit access, proximity to workforce housing and retail services, and creating a **signature address** by reusing the historic industrial structures combine as a strategy for emphasizing how the corridor can be different.

# WHISKEY HILL STATION AREA SCENARIO

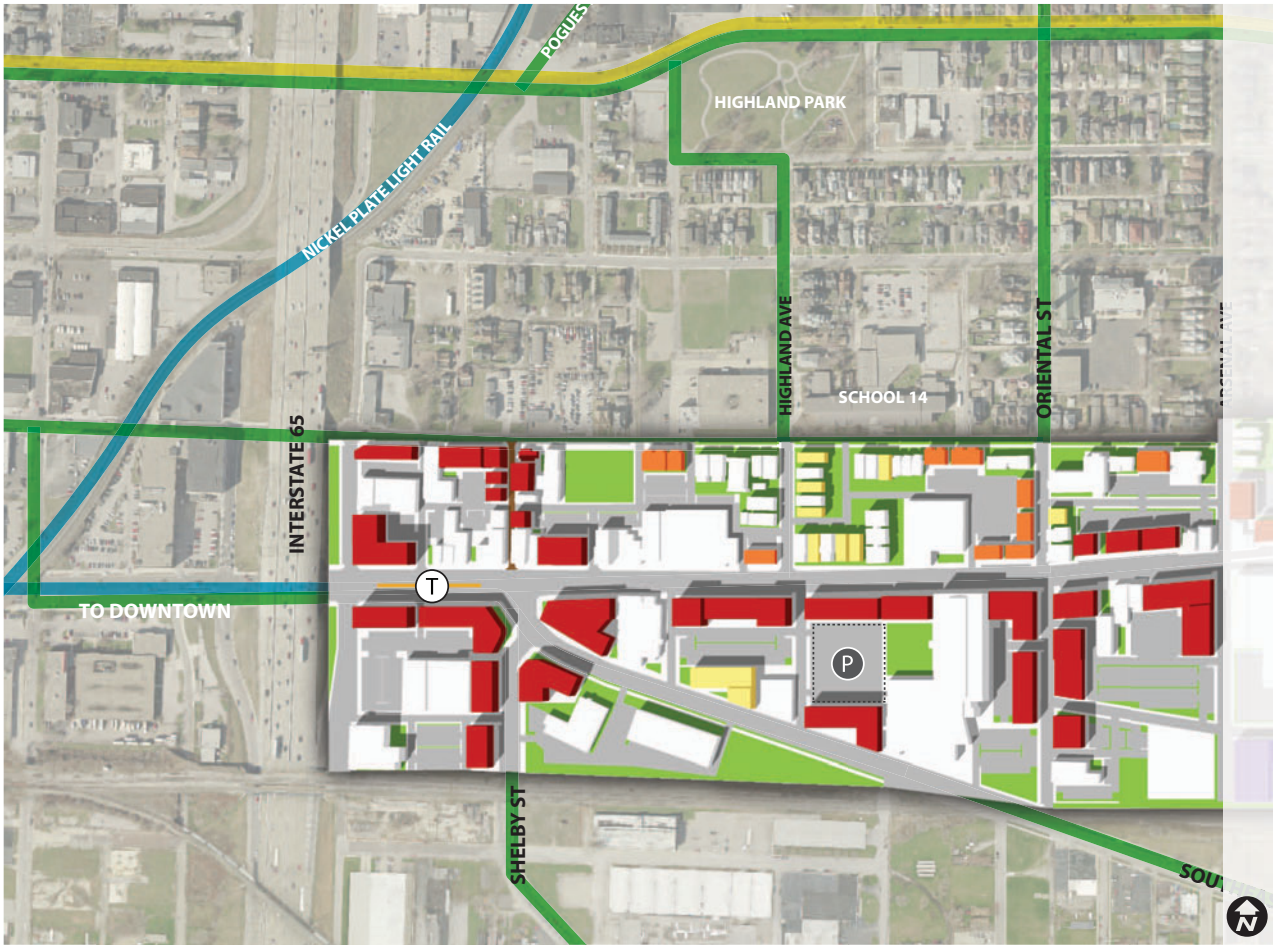
As the western gateway to the East Washington Street corridor, Whiskey Hill is defined by higher densities and a concentration of commercial and office mixed use development. The area's close proximity to downtown and existing offices, including the Indianapolis-based Angie's List headquarters, gives this location priority for office development.

Restaurants and shops line the ground floor of new development. This provides destinations for employees and residents both during and after workday hours, bringing life back to the area.

With land use focused to provide more commercial and office mixed use, residential land use remains primarily multi-family. Apartments and live/work units provide smaller unit sizes to allow for the higher population density necessary in creating a transit-oriented neighborhood.

Building densities are higher in the Whiskey Hill station area to reflect it's close proximity to downtown's dense urban core. With higher building densities, higher employment densities are inherent. To support the employee influx of vehicle commuter trips, a parking structure is proposed.

*Character Image*




- Commercial Mixed Use
- Live/Work
- Residential Mixed Use
- Industrial
- Public
- Existing Building/Use
- Rapid Transit Stop
- Future Structured Parking
- Stormwater Detention
- Light Rail
- Rapid Bus
- Bus
- Pedestrian/Bicycle Path

# WHISKEY HILL STATION AREA SCENARIO

## LAND USES

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 0 | 150,150 | 150,150 |
| Mixed-Use Commercial | 442,450 | 0 | 442,450 |
| Live/Work | 67,960 | 0 | 67,960 |
| Industrial | 115,370 | 176,560 | 291,930 |
| Office | 0 | 310,120 | 310,120 |
| Multi-Family Residential | 283,690 | 59,280 | 342,970 |
| Civic | 0 | 0 | 0 |
| TOTAL (Square Feet) | 909,470 | 696,110 | 1,605,580 |

## HOUSING & POPULATION DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Single Family | 7 | 19 | 26 |
| Apartments | 860 | 75 | 935 |
| Townhomes | 0 | 0 | 0 |
| Live/Work | 70 | 0 | 70 |
| TOTAL (Units) | 937 | 94 | 1031 (23/acre) |
| Population | | | 2,580 |

## EMPLOYMENT DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 0 | 500 | 500 |
| Mixed-Use Commercial | 1,110 | 0 | 1,110 |
| Live/Work | 280 | 0 | 280 |
| Industrial | 120 | 180 | 300 |
| Office | 0 | 310 | 310 |
| TOTAL (Jobs) | 1,510 | 990 | 2,500 (56/acre) |

## PARKING

| | Required | Provided | Deficit |
|---|---|---|---|
| Spaces | 3,120 | 2,545 | 575* |

*This deficit is with a five level parking structure. An eight level garage would be needed to eliminate this deficit, or one or two additional, smaller structures would be needed in the Angie's List area, along Interstate 65 at Market Street and/or along Interstate 65 south of Washington Street.

## OPEN SPACE

| | New | Existing | Required | Deficit |
|---|---|---|---|---|
| Open Space Acres | 6 | 0.4 | 13 | 6.6* |

*Not enough open space is provided to meet benchmarks, although Highland Park is nearby and not counted. Overall corridor plan also makes up for deficit caused in this district by increased building densities.

## STORMWATER

Green stormwater best management practices capture 76% of the runoff volume required. The remaining 24% of the runoff volume is captured in designated green space zones.

| | |
|---|---|
| Required On-Site Capture Volume | 220,514 cubic feet |
| Green Practices: | |
| Trees | 500 |
| Permeable Pavement for Parking | 80% Porous |
| Permeable Pavement for Sidewalks | 80% Porous |

Numbers in this scenario are based on complete build-out of the plan and incorporate significant assumptions, detailed on page 34. Actual numbers may vary substantially.

# WILLARD PARK STATION AREA SCENARIO

The Willard Park station area is named after the 11 acre community park located only a few blocks from this district's transit stop. Commercial and residential mixed use development activates the intersection of State Street and East Washington Street as well as adjacent to the transit stop. The location of the transit stop and the commercial uses bring more activity and create better accessibility to the park. Should the existing IFD Fire Station relocate to a larger facility, mixed-use buildings are proposed to provide the only real opportunity for development (such as a cafe) to "spill" out into the park.

In addition to preserving and infilling existing residential dwelling units, apartments and live/work units are located along the corridor to increase population densities.

Existing industrial uses located along the railroad tracks to the south are preserved. New industrial infill buildings are proposed to support the development of a cohesive industrial district, which together with new commercial space, provides a critical job base for the neighborhood.

Surface parking lots and on-street parking provides sufficient parking for the number of anticipated employees and residents of the area.



- Commercial Mixed Use
- Live/Work
- Residential Mixed Use
- Industrial
- Public
- Existing Building/Use
- Rapid Transit Stop
- Future Structured Parking
- Stormwater Detention
- Light Rail
- Rapid Bus
- Bus
- Pedestrian/Bicycle Path

# WILLARD PARK STATION AREA SCENARIO

## LAND USES

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 258,500 | 17,240 | 276,040 |
| Mixed-Use Commercial | 58,320 | 0 | 58,320 |
| Live/Work | 186,010 | 0 | 186,010 |
| Industrial | 240,595 | 380,290 | 620,885 |
| Office | 0 | 30,330 | 30,330 |
| Multi-Family Residential | 227,970 | 47,280 | 275,250 |
| Civic | 0 | 0 | 0 |
| TOTAL (Square Feet) | 971,395 | 475,140 | 1,446,535 |

## HOUSING & POPULATION DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Single Family | 9 | 23 | 32 |
| Apartments | 290 | 60 | 350 |
| Townhomes | 0 | 0 | 0 |
| Live/Work | 190 | 0 | 190 |
| TOTAL (Units) | 489 | 83 | 572 (13/acre) |
| Population | | | 1,420 |

## EMPLOYMENT DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 860 | 60 | 920 |
| Mixed-Use Commercial | 190 | 0 | 190 |
| Live/Work | 620 | 0 | 620 |
| Industrial | 240 | 380 | 620 |
| Office | 0 | 30 | 30 |
| TOTAL (Jobs) | 1,910 | 470 | 2,380 (56/acre) |

## PARKING

| | Required | Provided | Surplus |
|---|---|---|---|
| Spaces | 2,420 | 2,665 | 245 |

## OPEN SPACE

| | New | Existing | Required | Surplus |
|---|---|---|---|---|
| Open Space Acres | 2 | 11 | 7 | 6 |

## STORMWATER

Green stormwater best management practices capture 76% of the runoff volume required. The remaining 24% of the runoff volume is captured in designated green space zones.

| | |
|---|---|
| Required On-Site Capture Volume | 220,514 cubic feet |
| Green Practices: | |
| Trees | 500 |
| Permeable Pavement for Parking | 80% Porous |
| Permeable Pavement for Sidewalks | 80% Porous |

Numbers in this scenario are based on complete build-out of the plan and incorporate significant assumptions, detailed on page 34. Actual numbers may vary substantially.

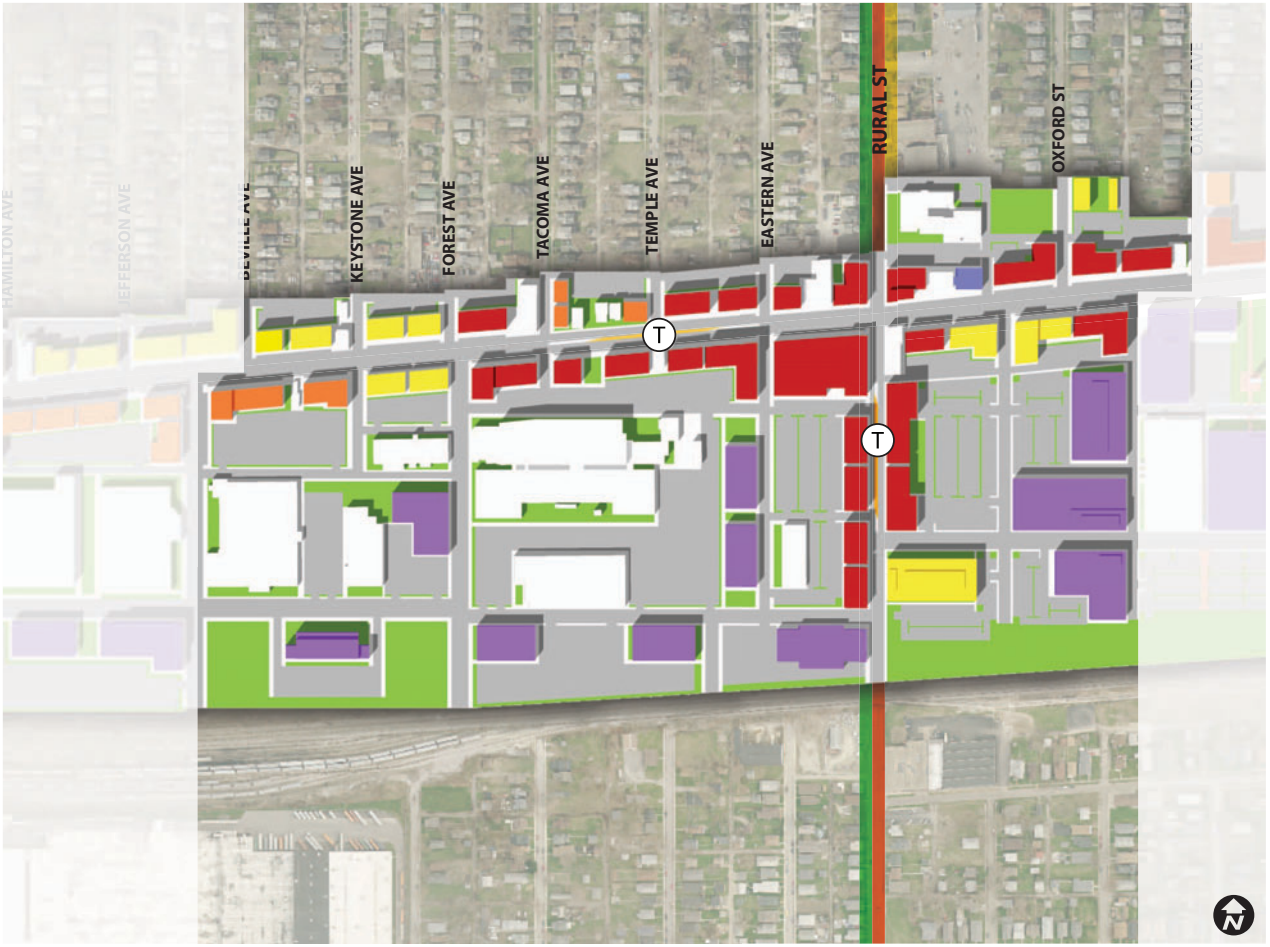
# RURAL STREET STATION AREA SCENARIO

In the Rural Street station area, industry continues to grow and expand along the railroad with commercial mixed use fronting the intersection of Rural and East Washington Street. This intersection has higher density commercial to take advantage of the heavy traffic expected with the convergence of two major transit stops (light rail on Washington Street and Rapid Bus on Rural Street).

In addition, an expansion of the existing historic East Washington Branch Carnegie library is proposed to offer more efficient space and accessibility for the branch, bringing it up to the size of comparable newer branches in the library system.

Live work units, apartment buildings, and mixed use apartments are the primary housing opportunities located within the Rural Street station area. These dwelling units are flexible in size and offer variety and density.

Employment in the Rural Street station is similar to that of Willard Park. Existing and infill industrial uses provide many employment opportunities as well as the dense commercial development concentrated adjacent the two transit stops, including a possible grocery or hardware store. Surface lots provide sufficient parking for commercial and industrial employees while on-street is provided to support retail users.


- Commercial Mixed Use
- Live/Work
- Residential Mixed Use
- Industrial
- Public
- Existing Building/Use
- Rapid Transit Stop
- Future Structured Parking
- Stormwater Detention
- Light Rail
- Rapid Bus
- Bus
- Pedestrian/Bicycle Path

# RURAL STREET STATION AREA SCENARIO

## LAND USES

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 173,170 | 21,470 | 194,640 |
| Mixed-Use Commercial | 154,330 | 0 | 154,330 |
| Live/Work | 88,240 | 0 | 88,240 |
| Industrial | 479,620 | 289,660 | 769,280 |
| Office | 0 | 33,720 | 33,720 |
| Multi-Family Residential | 605,510 | 46,020 | 651,530 |
| Civic | 4,420 | 3,440 | 7,860 |
| TOTAL (Square Feet) | 1,505,290 | 394,310 | 1,899,600 |

## HOUSING & POPULATION DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Single Family | 0 | 29 | 29 |
| Apartments | 760 | 60 | 820 |
| Townhomes | 0 | 0 | 0 |
| Live/Work | 90 | 0 | 90 |
| TOTAL (Units) | 850 | 89 | 939 (21/acre) |
| Population | | | 2,3,29 |

## EMPLOYMENT DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 580 | 70 | 650 |
| Mixed-Use Commercial | 390 | 0 | 390 |
| Live/Work | 290 | 0 | 290 |
| Industrial | 480 | 290 | 770 |
| Office | 0 | 30 | 30 |
| TOTAL (Jobs) | 1,740 | 390 | 2,130 (47/acre) |

## PARKING

| | Required | Provided | Surplus |
|---|---|---|---|
| Spaces | 2,940 | 3,460 | 520 |

## OPEN SPACE

| | New | Existing | Required | Deficit |
|---|---|---|---|---|
| Open Space Acres | 8 | 1 | 12 | 3 |

*Not enough open space is provided to meet benchmarks. Depending on land use, some parking areas could be converted into open space as well, given the overall district parking surplus. The overall corridor plan makes up for deficit in this district

## STORMWATER

Green stormwater best management practices capture 76% of the runoff volume required. The remaining 24% of the runoff volume is captured in designated green space zones.

| | |
|---|---|
| Required On-Site Capture Volume | 247,725 cubic feet |
| Green Practices: | |
| Green Roofs | 10% of Total Roof Area |
| Trees | 700 |
| Permeable Pavement for Parking | 75% Porous |
| Permeable Pavement for Sidewalks | 75% Porous |

Numbers in this scenario are based on complete build-out of the plan and incorporate significant assumptions, detailed on page 34. Actual numbers may vary substantially.

# ENGLEWOOD STATION AREA SCENARIO

The Englewood station area is home to signature historic industrial buildings and a small single-family neighborhood. This historic fabric is preserved with strategic industrial and residential infill making use of vacant properties. To support the new industry throughout this area, Moore Avenue is upgraded to serve as a service corridor. This removes the trucks from the pedestrian-oriented East Washington Street while also allowing them easier access.

Commercial mixed use development is located adjacent to the transit stop and maintains a higher density than the surrounding industrial and residential uses. This commercial development supports the employees and residents of the area.

Underutilized land (currently a storage facility) is used to create a cluster of moderate-density townhomes to help build the densities needed to support surrounding businesses and benefit from the transportation service.

In addition to townhomes, mixed use apartments, single-family houses, and live/work units in the Englewood station area provide a variety of housing opportunities.

This station area has a lower employment density due to the higher concentration of residential uses. Due to the lower employment density, there is less demand for parking within the Englewood station area.

New open space was created by expanding on existing green space along the railroad tracks. This space will also function for stormwater management storage purposes. Green best practices allow a cohesive and aesthetically appealing partnership between the two uses.


- Commercial Mixed Use
- Live/Work
- Residential Mixed Use
- Industrial
- Public
- Existing Building/Use
- Rapid Transit Stop
- Future Structured Parki
- Stormwater Detention
- Light Rail
- Rapid Bus
- Bus
- Pedestrian/Bicycle Path

# ENGLEWOOD STATION AREA SCENARIO

## LAND USES

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 0 | 71,170 | 71,170 |
| Mixed-Use Commercial | 114,070 | 0 | 114,070 |
| Live/Work | 93,930 | 0 | 93,930 |
| Industrial | 200,730 | 53,140 | 253,870 |
| Office | 0 | 0 | 0 |
| Multi-Family Residential | 442,140 | 0 | 442,140 |
| Civic | 0 | 0 | 0 |
| TOTAL (Square Feet) | 850,870 | 124,310 | 975,180 |

## HOUSING & POPULATION DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Single Family | 25 | 69 | 94 |
| Apartments | 553 | 0 | 553 |
| Townhomes | 126 | 0 | 126 |
| Live/Work | 90 | 0 | 90 |
| TOTAL (Units) | 794 | 69 | 863 (20/acre) |
| Population | | | 2,170 |

## EMPLOYMENT DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 0 | 240 | 240 |
| Mixed-Use Commercial | 380 | 0 | 380 |
| Live/Work | 310 | 0 | 310 |
| Industrial | 200 | 50 | 250 |
| Office | 0 | 0 | 0 |
| TOTAL (Jobs) | 890 | 290 | 1,180 (27/acre) |

## PARKING

| | Required | Provided | Surplus |
|---|---|---|---|
| Spaces | 1,370 | 1,400 | 30 |

## OPEN SPACE

| | New | Existing | Required | Surplus |
|---|---|---|---|---|
| Open Space Acres | 2 | 10 | 11 | 1 |

## STORMWATER

Green stormwater best management practices capture 76% of the runoff volume required. The remaining 24% of the runoff volume is captured in designated green space zones.

| | |
|---|---|
| Required On-Site Capture Volume | 219,917 cubic feet |
| Green Practices: | |
| Green Roofs | 15% of Total Roof Area |
| Trees | 500 |
| Permeable Pavement for Parking | 70% Porous |
| Permeable Pavement for Sidewalks | 75% Porous |

Numbers in this scenario are based on complete build-out of the plan and incorporate significant assumptions, detailed on page 34. Actual numbers may vary substantially.

# SHERMAN DRIVE STATION AREA SCENARIO

Moving eastward, away from downtown, densities gradually lessen and more residential uses begin to take the place of commercial, industrial, and office uses. The Sherman Drive station area has a much higher concentration of single-family houses, with infill homes in the existing neighborhood to the north. Underutilized land (the former Sherman Commons shopping center) to the south of East Washington Street is reused to create a new neighborhood of moderate-density townhomes.

A small cluster of commercial lines the corners of the main intersection adjacent the transit stop. This commercial may provide neighborhood services such as a drugstore, grocery store, or hardware store within a convenient walking distance.

Though the employment density within the Sherman Drive station area is relatively low, the demand for parking is created with the dense commercial located adjacent the transit stop. In order to compensate for the parking demand, a parking structure is proposed to locate behind the commercial development along the west side of Sherman Drive.

The majority of new open space created is located along the railroad tracks to the south and west of the Sherman Drive station area. In addition, smaller green spaces are developed in courtyard fashion within the cluster of new townhome development.


- Commercial Mixed Use
- Live/Work
- Residential Mixed Use
- Industrial
- Public
- Existing Building/Use
- Rapid Transit Stop
- Future Structured Parking
- Stormwater Detention
- Light Rail
- Rapid Bus
- Bus
- Pedestrian/Bicycle Path

# SHERMAN DRIVE STATION AREA SCENARIO

## LAND USES

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 272,310 | 0 | 272,310 |
| Mixed-Use Commercial | 41,600 | 0 | 41,600 |
| Live/Work | 71,790 | 0 | 71,790 |
| Industrial | 0 | 162,860 | 162,860 |
| Office | 0 | 15,000 | 15,000 |
| Multi-Family Residential | 189,420 | 36,520 | 225,940 |
| Civic | 0 | 0 | 0 |
| TOTAL (Square Feet) | 575,120 | 214,380 | 225,940 |

## HOUSING & POPULATION DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Single Family | 9 | 144 | 153 |
| Apartments | 237 | 46 | 283 |
| Townhomes | 189 | 0 | 189 |
| Live/Work | 72 | 0 | 72 |
| TOTAL UNITS | 507 | 190 | 697 (15/acre) |
| Population | | | 1,740 |

## EMPLOYMENT DENSITY

| | New | Existing | Total |
|---|---|---|---|
| Commercial | 910 | 0 | 910 |
| Mixed-Use Commercial | 140 | 0 | 140 |
| Live/Work | 240 | 0 | 240 |
| Industrial | 0 | 160 | 160 |
| Office | 0 | 20 | 20 |
| TOTAL | 1,290 | 180 | 1,470 (32/acre) |

## PARKING

| | Required | Provided | Deficit |
|---|---|---|---|
| Spaces | 1,620 | 1,555 | 65 |

*This minor deficit is with a three level parking structure.

## OPEN SPACE

| | New | Existing | Required | Deficit |
|---|---|---|---|---|
| Open Space Acres | 2 | 4 | 9 | 3 |

*Not enough open space is provided to meet benchmarks, although Christian Park is nearby and not counted. Overall corridor plan also makes up for deficit caused in this district by increased building densities.

## STORMWATER

Green stormwater best management practices capture 76% of the runoff volume required. The remaining 24% of the runoff volume is captured in designated green space zones.

| | |
|---|---|
| Required On-Site Capture Volume | 192,052 cubic feet |
| Green Practices: | |
| Green Roofs | 45% of Total Roof Area |
| Trees | 800 |
| Permeable Pavement for Parking | 70% Porous |
| Permeable Pavement for Sidewalks | 70% Porous |

Numbers in this scenario are based on complete build-out of the plan and incorporate significant assumptions, detailed on page 34. Actual numbers may vary substantially.

## ASSUMPTIONS USED

Population: 2.5 residents per dwelling unit.

Multi-Family Housing Units: Assumes 800 square feet per unit.

Housing Density: Assumes 25% of district area (streets/right of way), plus actual open space, is undevelopable.

Employment: 1 job per 300 square feet for commercial and mixed-use. 1 job per 1000 square feet for industrial and office.

Parking: Assumes 3 parking spaces per 1,000 sf of commercial, live-work, and mixed-use; 1 space per 800 sf of multi-family residential; 1 space per 1,000 sf of industrial.

Stormwater: Assumes collection of all stormwater from a 95th percentile storm (1.5 inches in a 24 hour period). The benchmark target is to collect 75% through green practices, with the remaining addressed with conventional retention systems.

Open Space: 5 acres of open space required per 1,000 residents.

All calculations represent only the geography of the vision plan and do not include adjacent development.

## ZONING

Zoning is an implementation tool that both promotes development in accordance with adopted plans and prohibits, or at least discourages, development contrary to such plans. Whether this Vision Plan is adopted as official public policy or not, zoning recommendations are provided to improve the ability of stakeholders to advocate for appropriate development in line with plan recommendations.

At the time of this plan, Indianapolis is preparing to go through a general zoning update process. Should this process result in a substantially different zoning classification or standards system, annotated text from the statement of purpose for each currently adopted district is excerpted to provide guidance on how these recommendations could be translated to any ordinance changes.

It should also be noted that in many cases, variances of development standards will be required and appropriate to achieve the pedestrian and transit-oriented development proposed in this plan. Particularly, variances for front and side setbacks and for parking will be needed (and occasionally height), as strict application of the current ordinance would create undesirable suburban-oriented development patterns that do not lend themselves to the residential, employment, and destination densities required to support an urban transit corridor.

### RESIDENTIAL

Buildings that are exclusively residential in nature, such as single-family homes, duplexes/triplexes/quadplexes, or apartment or condominium buildings, should be zoned and developed to the standards of the D-8 or D-10 classifications.

### LIVE-WORK

Buildings that are live-work in nature, in which the building is constructed in such a way that promotes individual owners to own both a residential and a commercial component. Live-Work buildings should be zoned and developed to the standards of the C-3C classification.

### MIXED-USE

Mixed-use buildings have a mix of uses, including retail, office, and/or residential mixes. Portions of the corridor adjacent to downtown, particularly parcels west of Oriental Avenue, should be developed to the standards of the CBD-2 or C-S classifications. CBD-2 should be used carefully, however, as it permits unlimited heights and could overwhelm adjacent neighborhoods and impede view corridors. Supplemental zoning commitments and/or land covenants could be used to add a height restriction to CBD-2 zoned parcels. For other portions of the corridor, development should be zoned and developed to the standards of the C-S or C-3C classifications.

### COMMERCIAL

Smaller buildings of commercial nature should be zoned and developed to the standards of the C-3C classification. Larger buildings of exclusively commercial nature should be zoned and developed to the standards of the C-3 classification. The only portion of the corridor potentially appropriate for the C-4 classification is the southwest corner of Washington Street and Sherman Drive currently known as Sherman Commons. This property is of sufficient size and lacks smaller scale adjacent, making the higher-intensity C-4 classification potentially appropriate.

## INDUSTRIAL

Industrial uses adjacent to residential, live-work, or mixed-use locations that include residential mixes, should be developed to the standards of the I-1-U or I-2-U classifications. Flex-tech buildings should also be developed to the I-1-U or I-2-U classifications. Other industrial areas should be zoned and developed to the standards of the I-3-U classification.

## DISTRICT DESCRIPTIONS

D-8: The D-8 district is a unique district designed for application in older developed urban areas. The district allows as permitted uses all forms of residential development except mobile dwellings. The district is designed to provide for the wide range and mixture of housing types found in older, inner-city neighborhoods, as well as along older residential/commercial thoroughfares. Another important application of this district is in areas that are experiencing renewal either by public action or by natural process. The D-8 district has a typical density range of five (5) to twenty-six (26) units per gross acre depending upon the type of development. This district represents the high density residential classification of the comprehensive general land use plan.

D-10: The D-10 district represents the high density classification of the comprehensive general land use plan and is intended for central and inner-city use as opposed to suburban use. The D-10 district requires all public and community facilities, but its use will not be so directly associated with planned shopping centers. In many cases, the D-10 district will represent a renewal of the land rather than the initial use. The D-10 district has typical densities according to the number of stories:, including 20-26 dwelling units/gross acre for 1-3 story structure(s) and 27-35 dwelling units/gross acre for 4-5 story structure(s).

C-3 (Neighborhood Commercial): The C-3 District is designed to permit the development of a complete range of retail sales and personal, professional and business services required to meet the maximum demand of a fully developed residential neighborhood, regardless of its size. Examples of such types of uses include neighborhood shopping centers, sales of retail convenience or durable goods, shopping establishments, retail and personal and professional service establishments. It does not make provision, however, for those businesses that draw customers in significant numbers from well beyond a neighborhood boundary and are, therefore, unusually heavy traffic generators, such as theaters. It does not allow those businesses that require the outdoor display, sale or storage of merchandise; require outdoor operations; or permit outdoor service and consumption of food and beverages. In general, to achieve maximum flexibility of permitted land use, the C-3 District makes possible a highly varied grouping of indoor retail and business functions.

C-3C (Commercial Corridor): The C-3C District, like the C-3 District, is designed for those professional offices and commercial businesses which typically do not draw customers from beyond their respective neighborhood boundaries. Examples of such types of uses include sales of retail convenience or durable goods, shopping establishments, and personal and professional service establishments. It is planned, therefore, for use in older urban commercial areas, which are located adjacent to established residential neighborhoods on select segments of primary and secondary thoroughfares. Characterized by small-scale commercial buildings abutting the pedestrian walkway and vehicular traffic, these areas often suffer from limited availability of off-street parking. In addition, certain redevelopment areas and infill projects can be suitably located in a C-3C District. To encourage the optimal utilization of these types of commercial areas, residential units are permitted in commercial buildings. This feature and the location of this district within walking distance to residential districts dictate that selected types of offices and other commercial uses which do not generate substantial vehicular traffic locate in the C-3C District. In order to perform its buffering function, floor areas are restricted, screening with fences, walls or landscaping is required and other similar amenities are necessary for optimum compatibility of this district with the adjacent residential development.

C-4 (Community-Regional Commercial): The C-4 District is designed to provide for the development of major business groupings and regional-size shopping centers to serve a population ranging from a community or neighborhoods to a major segment of the total metropolitan area. These centers may feature a number of large traffic generators such as department stores, bowling alleys and theatres. Even the smallest of such freestanding uses in this district, as well as commercial centers, require excellent access from major thoroughfares. While these centers are usually characterized by indoor operations, certain permitted uses may have limited outdoor activities, as specified.

C-S (Special Commercial): The C-S District is designed to permit, within a single zoning district, multi-use commercial complexes or land use combinations of commercial and noncommercial uses, or single-use commercial projects. The primary objective of this district is to encourage development which achieves a high degree of excellence in planning, design or function, and can be intermixed, grouped or otherwise uniquely located with maximum cohesiveness and

compatibility. The district provides flexibility and procedural economy by permitting the broadest range of land use choices within a single district, while maintaining adequate land use controls. The C-S District can include high-rise or low-rise developments, can be applied to large or small land areas appropriately located throughout the metropolitan area, and can be useful in areas of urban renewal or redevelopment.

CBD-2 (Central Business District 2): The CBD-2 District is designed to support downtown development, and permit a mix of uses including attached residential, hotels, banks, business and customer service offices, parking facilities, sales and display rooms, public offices, theaters and entertainment venues, retail shops, sidewalk cafes, and wholesaling and warehousing. The district permits complete lot coverage and permits limited outdoor display and sales.

I-1-U (Restricted Urban Industrial): This district is designed for those industries that carry on their entire operation within a completely enclosed building in such a manner that no nuisance factor is created or emitted outside an enclosed building. It is for use within the existing developed urban area characterized by small lots, outmoded or obsolescent industrial buildings, erratic or partial land development. In addition, certain industrial and residential areas within redevelopment projects or adjacent to new interstate freeways are suitable for the I-1-U classification. In order to stabilize existing establishments and districts, and to give impetus to future growth of older as well as new districts, these regulations are designed to permit improvement of the typical long-standing central city industrial areas without deterring expansion and new construction. In order to retain high character in this district, all operations must be contained within enclosed structures, except storage which must be completely screened.

I-2-U (Light Urban Industrial): This district is designed for those industries that typically do not create objectionable characteristics (such as dirt, noise, glare, heat, odor, etc.) which extend beyond the lot lines. Outdoor operations and storage are completely screened if adjacent to protected districts, and are limited throughout the district to a percentage of the total operation. Wherever possible, this district is located between a protected district and a heavier industrial area to serve as a buffer zone. This district has been established for application to the older industrial districts within the central city and specifically provides for the use of shallow industrial lots.

I-3-U (Medium Urban Industrial): This district is designed as an intermediate central city district for industries which are heavier in character than those permitted in the Light Industrial Urban District but which are not of the heaviest industrial types. Because of the nature of these industries, the district will be located away from protected districts and buffered by lighter industrial districts. Where this district abuts protected districts, setbacks are large and enclosure of activities and storage is required.

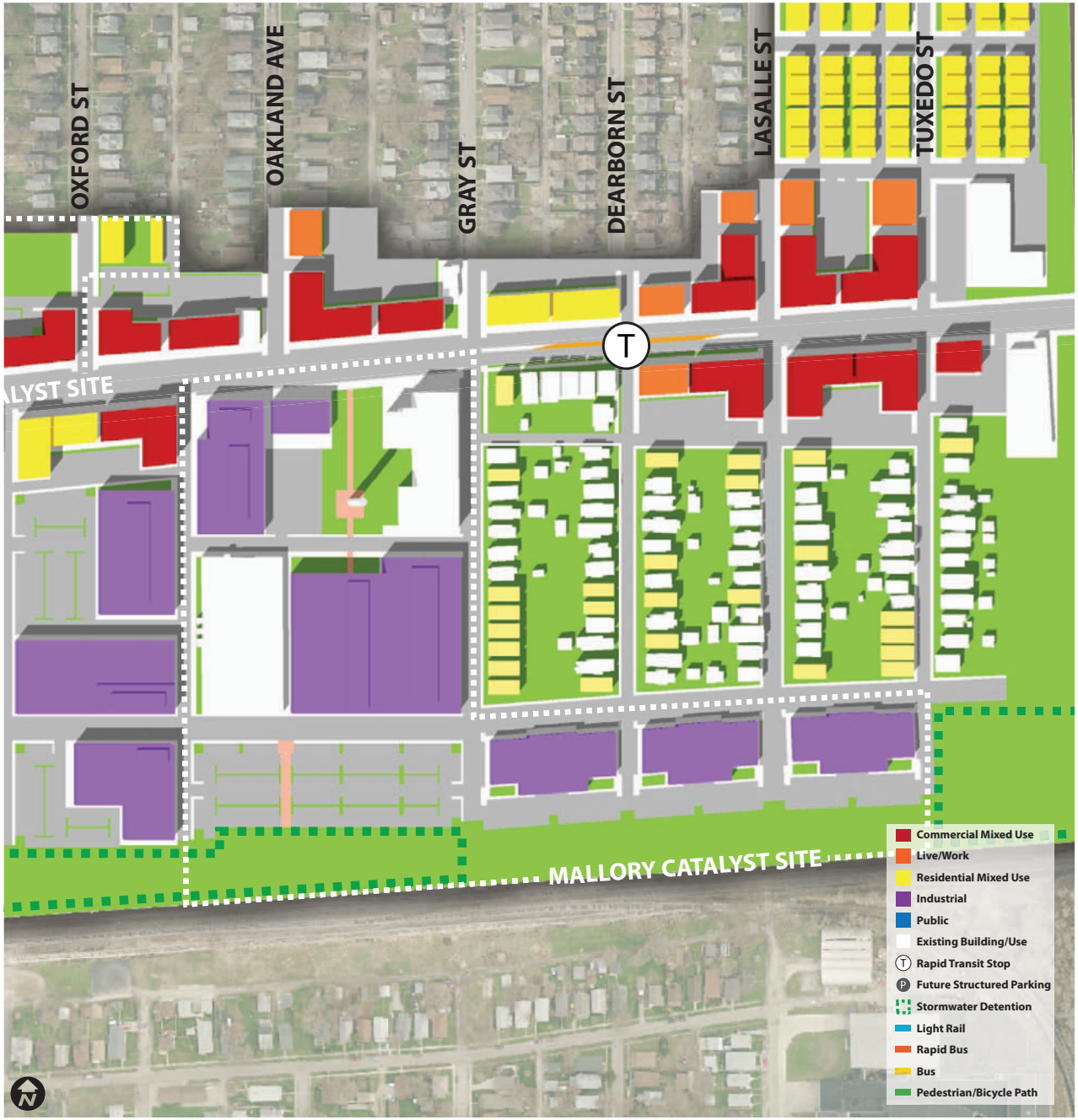
# CATALYST PROJECTS & CRITICAL AREAS

*Catalyst projects are model projects, strategically programmed and located to stimulate development that moves the vision plan toward reality. They also illustrate how the long-term vision plan can be translated into a realistic development project that incorporates property lines and ownerships, development phasing, and cost estimates.*

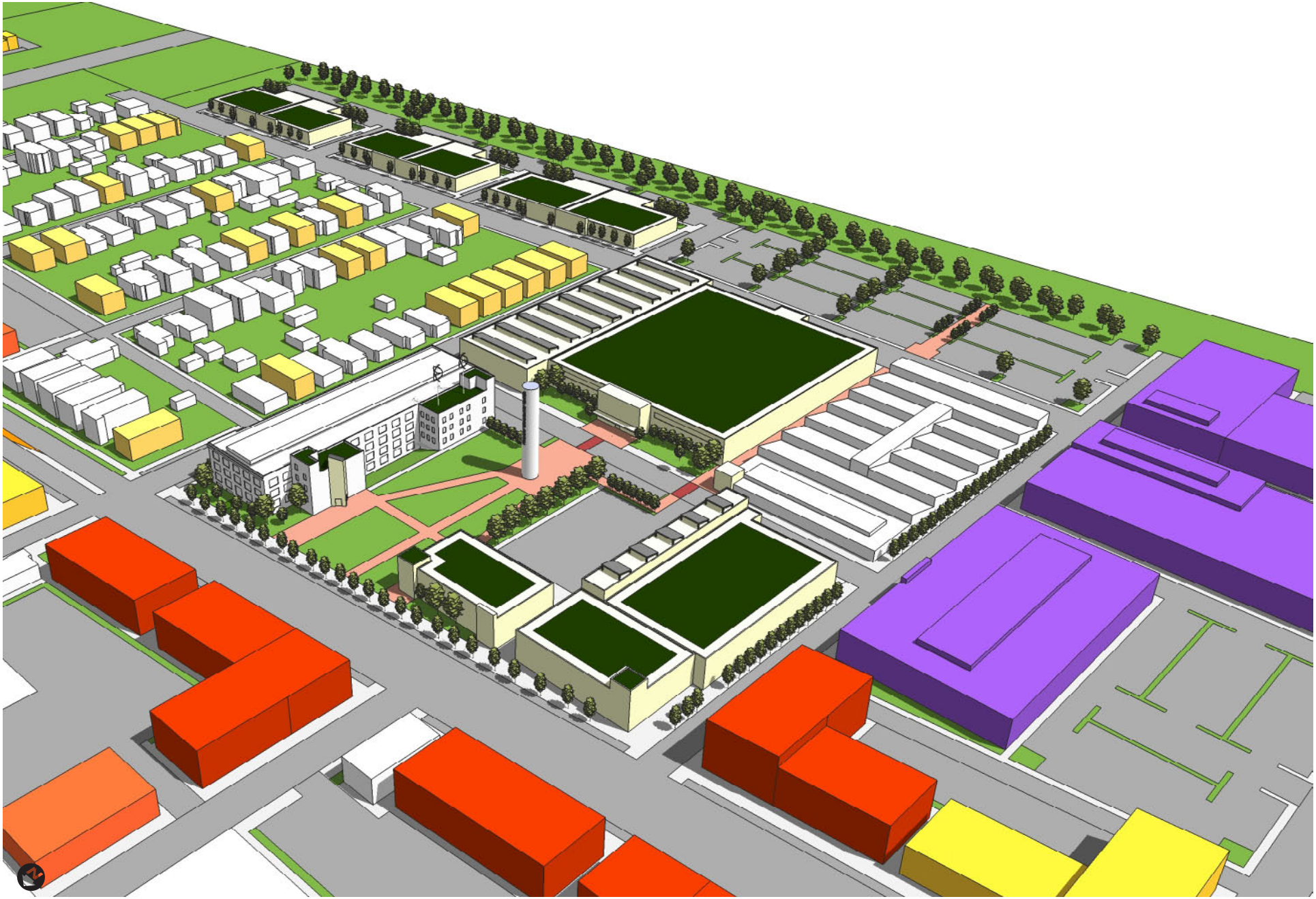
# MALLORY INDUSTRIAL CENTER CATALYST

The Mallory Industrial Center would become a unique urban industrial complex anchored by the historic P.R. Mallory Building and its smokestack. A central courtyard provides a signature campus-like atmosphere suitable for headquarters facilities. In addition to providing environmental and recreational benefits, the courtyard facilitates the chance interactions between workers so crucial to innovation. The Mallory Building itself is renovated, with the addition of a new accessible entrance on the courtyard and an optional excavation and "daylighting" of its basement. CMW, the only current industrial user on the site, expands into a new headquarters facility with room to grow. Up to six additional new buildings are added, providing smaller-scale, flex-tech facilities for smaller and growing businesses. Moore Avenue is upgraded to provide an industrial parkway south of Washington Street, allowing for truck access to the industrial center without conflicting with the automobile, transit, and pedestrian users along Washington Street.

The Industrial Center is unlike any other in Central Indiana by design. Industrial sites on the corridor will never be able to compete with suburban industrial parks by trying to be suburban. They have to be different and build on the strengths of the corridor, including unparalleled transit access and proximity to workforce housing. Thus while trucks are accommodated, an emphasis is placed on high-quality pedestrian connections.

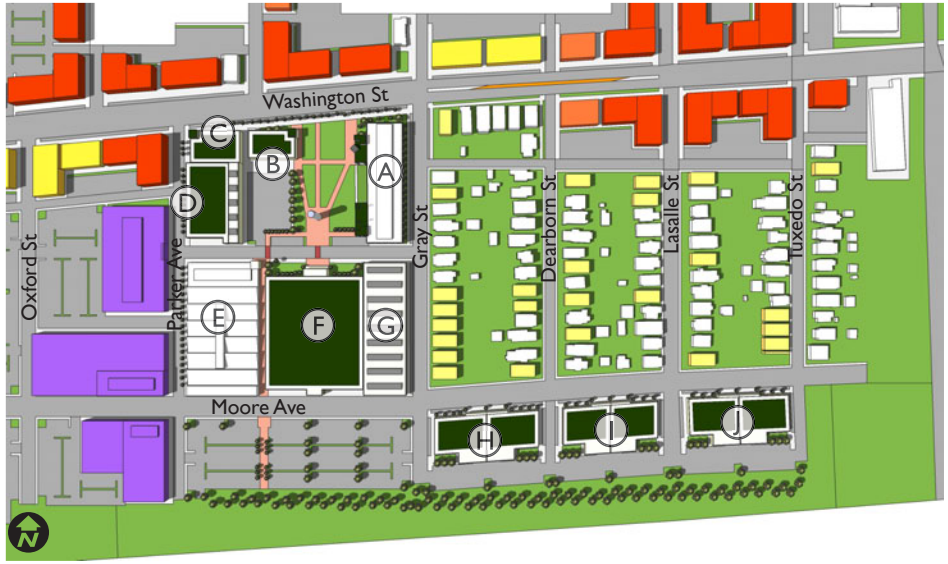


# MALLORY INDUSTRIAL CENTER CATALYST

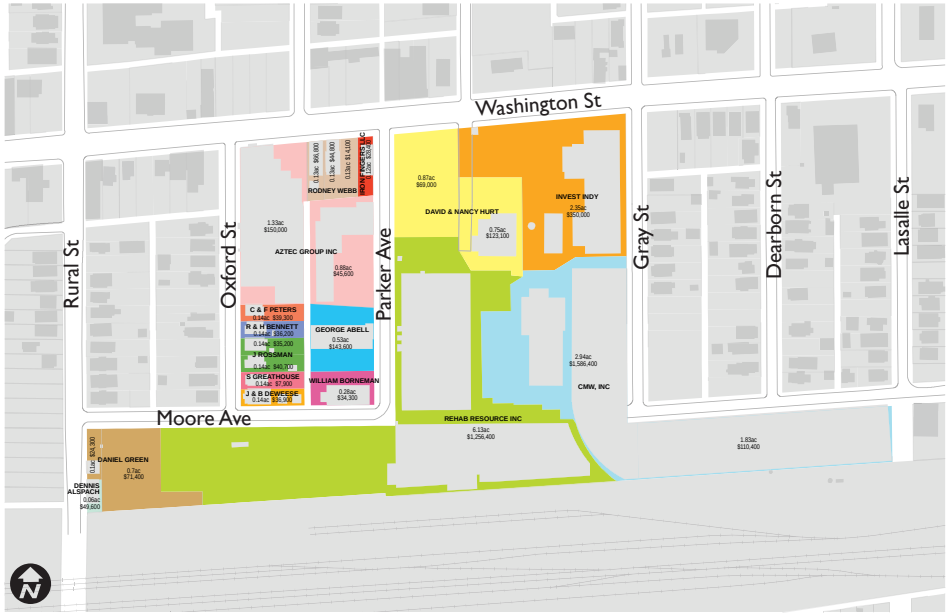


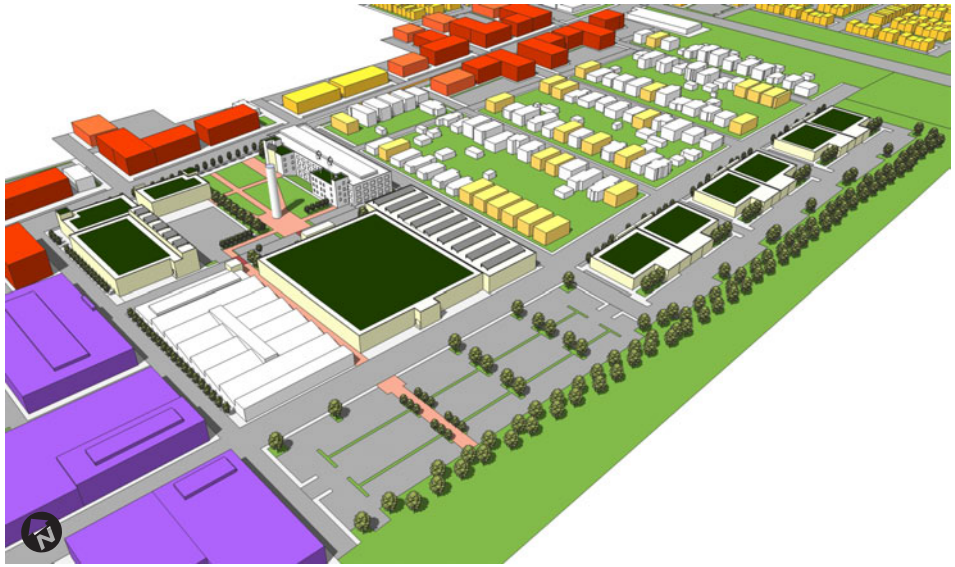
# MALLORY INDUSTRIAL CENTER CATALYST

## 2010 AERIAL PHOTO




## 2010 PROPERTY OWNERSHIP



# MALLORY INDUSTRIAL CENTER CATALYST

## ROUGH COST & POTENTIAL TAX REVENUE ESTIMATES

| ID | Building | Size (SF) | SF Const Cost | Const Cost | SF Soft Cost | Land Cost | Total Project Cost | Assessed Value (80% Construction) | Tax Rate | Annual Revenue |
|---|---|---|---|---|---|---|---|---|---|---|
| A | Mallory Building | 116,000 | $145 | $16,820,000 | 35% | $0 | $22,707,000 | $13,456,000 | 3% | $403,680 |
| B | Flex Tech | 7,400 | $95 | $703,000 | 35% | $0 | $949,050 | $562,400 | 3% | $16,872 |
| C | Flex Tech | 9,100 | $95 | $864,500 | 35% | $0 | $1,167,075 | $691,600 | 3% | $20,748 |
| D | Industrial | 24,000 | $85 | $2,040,000 | 35% | $0 | $2,754,000 | $1,632,000 | 3% | $48,960 |
| E | Sawtooth Building | 55,700 | $145 | $8,076,500 | 35% | $0 | $10,903,275 | $6,461,200 | 3% | $193,836 |
| F | CMW | 65,000 | $85 | $5,525,000 | 35% | $0 | $7,458,750 | $4,420,000 | 3% | $132,600 |
| G | CMW Expansion | 33,300 | $85 | $2,830,500 | 35% | $0 | $3,821,175 | $2,264,400 | 3% | $67,932 |
| H | Flex Tech | 26,300 | $95 | $2,498,500 | 35% | $0 | $3,372,975 | $1,998,800 | 3% | $59,964 |
| I | Flex Tech | 24,000 | $95 | $2,280,000 | 35% | $0 | $3,078,000 | $1,824,000 | 3% | $54,720 |
| J | Flex Tech | 25,200 | $95 | $2,394,000 | 35% | $0 | $3,231,900 | $1,915,200 | 3% | $57,456 |
| Project Totals | | 386,000 | | $44,032,000 | | $0 | $59,443,200 | $35,225,600 | | $1,056,768 |

Character Image

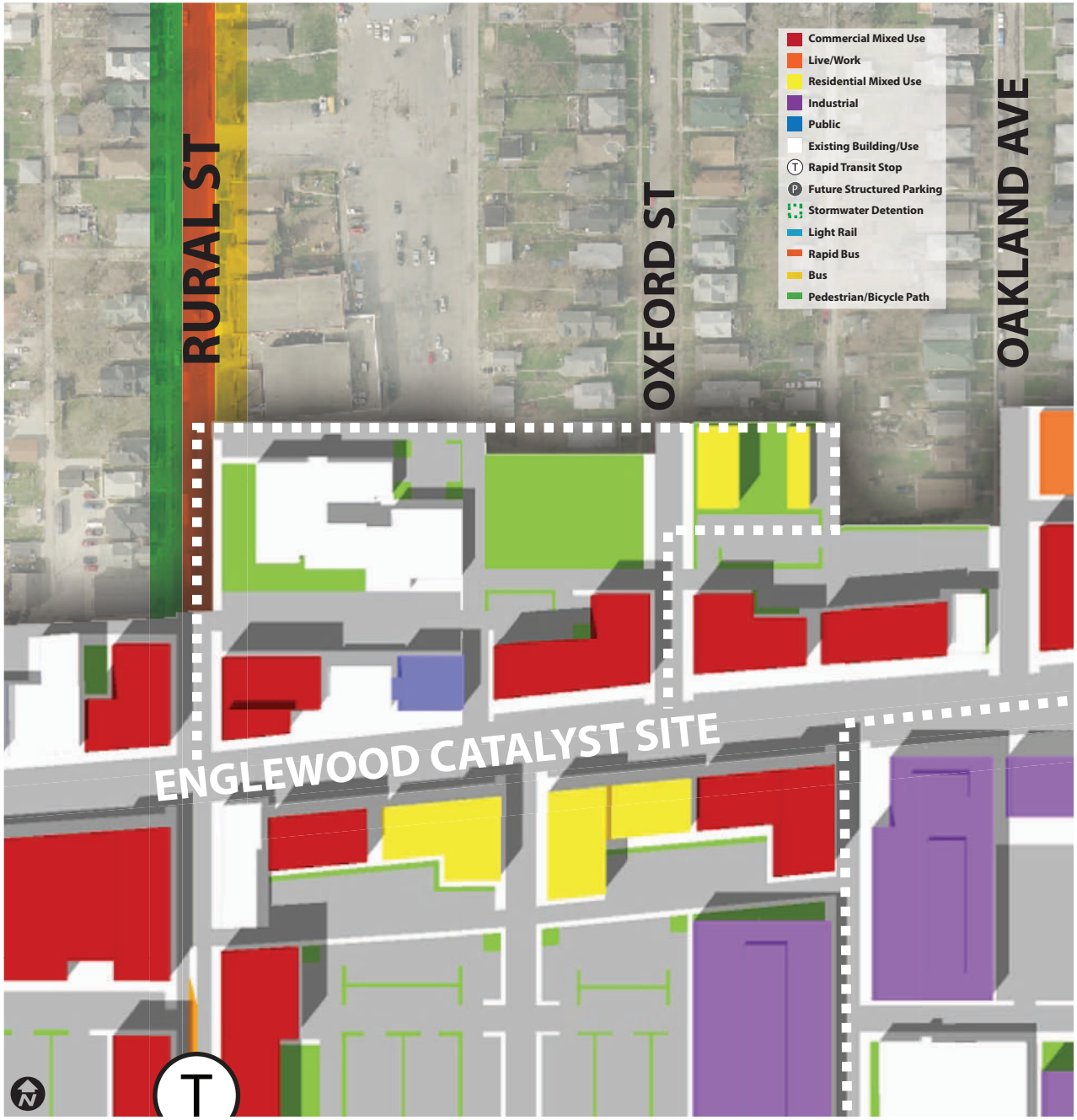

Character Image


Character Image

# ENGLEWOOD TOWN CENTER CATALYST

The Englewood Town Center provides a range of activity that can serve as a model for future redevelopment activities. Anchored by the historic East Washington Street branch library, a Carnegie building, the Center includes mixed-use commercial space, rental apartments, and homeownership townhomes. It also includes a two-story addition to the library, providing a new accessible entrance and bringing the branch to the size of other recently constructed branches in the system while preserving the historic structure. A small outdoor café space is provided next to the library, and the existing community garden is retained as another activity on site. Parking is located behind the buildings in parking courtyards, while some on-street spaces are added to provide the short-term convenience parking that retail shops need.

Englewood Town Center builds on existing strengths, including the renovation of School 3 into apartments and the Library, and it also builds synergy with the Mallory Industrial Center catalyst project a block east on Washington Street. The Town Center could provide employees of the Industrial Center with lunchtime and convenience retail opportunities.

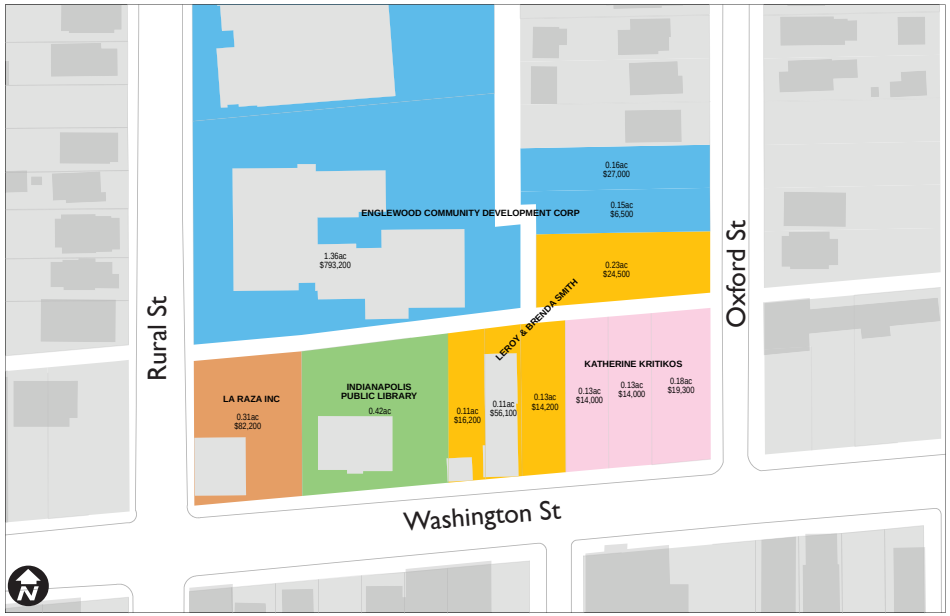


# ENGLEWOOD TOWN CENTER CATALYST

# ENGLEWOOD TOWN CENTER CATALYST

## 2010 AERIAL PHOTO


## 2010 PROPERTY OWNERSHIP




# ENGLEWOOD TOWN CENTER CATALYST

## ROUGH COST & POTENTIAL TAX REVENUE ESTIMATES

| ID | Building | Size (SF) | SF Const Cost | Const Cost | SF Soft Cost | Land Cost | Total Project Cost | Assessed Value (80% Construction) | Tax Rate | Annual Revenue |
|---|---|---|---|---|---|---|---|---|---|---|
| A | School 3 Apartments | 37,067 | $145.00 | $5,374,715.00 | 35% | $0 | $7,255,865.25 | $4,299,772.00 | 2% | $85,995.44 |
| B | Mixed Use - Commercial | 7,486 | $140.00 | $1,048,040.00 | 35% | $0 | $1,414,854.00 | $838,432.00 | 3% | $25,152.96 |
| | Residential-Rental | 14,972 | $75.00 | $1,122,900.00 | 35% | $0 | $1,515,915.00 | $898,320.00 | 2% | $17,966.40 |
| C | Library | 6,100 | $70.00 | $427,000.00 | 35% | $0 | $576,450.00 | $341,600.00 | 0% | $- |
| D | Library Expansion | 8,320 | $140.00 | $1,164,800.00 | 35% | $0 | $1,572,480.00 | $931,840.00 | 0% | $- |
| E | Mixed Use - Commercial | 11,622 | $140.00 | $1,627,080.00 | 35% | $0 | $2,196,558.00 | $1,301,664.00 | 3% | $39,049.92 |
| | Residential-Rental | 23,244 | $75.00 | $1,743,300.00 | 35% | $0 | $2,353,455.00 | $1,394,640.00 | 2% | $27,892.80 |
| F | Townhouses - Owner | 8,378 | $110.00 | $921,580.00 | 35% | $0 | $1,244,133.00 | $737,264.00 | 1% | $7,372.64 |
| | Parking - impervious | 16,564 | $8.00 | $132,512.00 | 15% | $0 | $152,388.80 | | | |
| | Parking - pervious | 49,421 | $10.00 | $494,212.50 | 15% | $0 | $568,344.38 | | | |
| Project Totals | | 117,189 | | $14,056,140 | | $0 | $18,850,443.43 | | | $203,430.16 |

*Character Image*


*Character Image*


*Character Image*

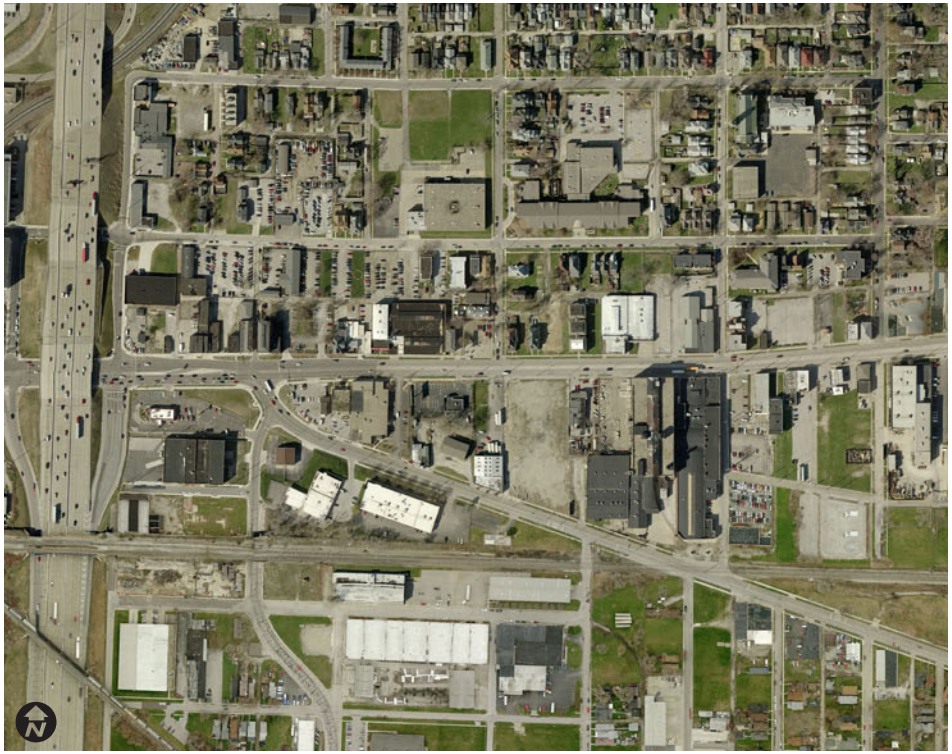
# WHISKEY HILL GATEWAY CRITICAL AREA

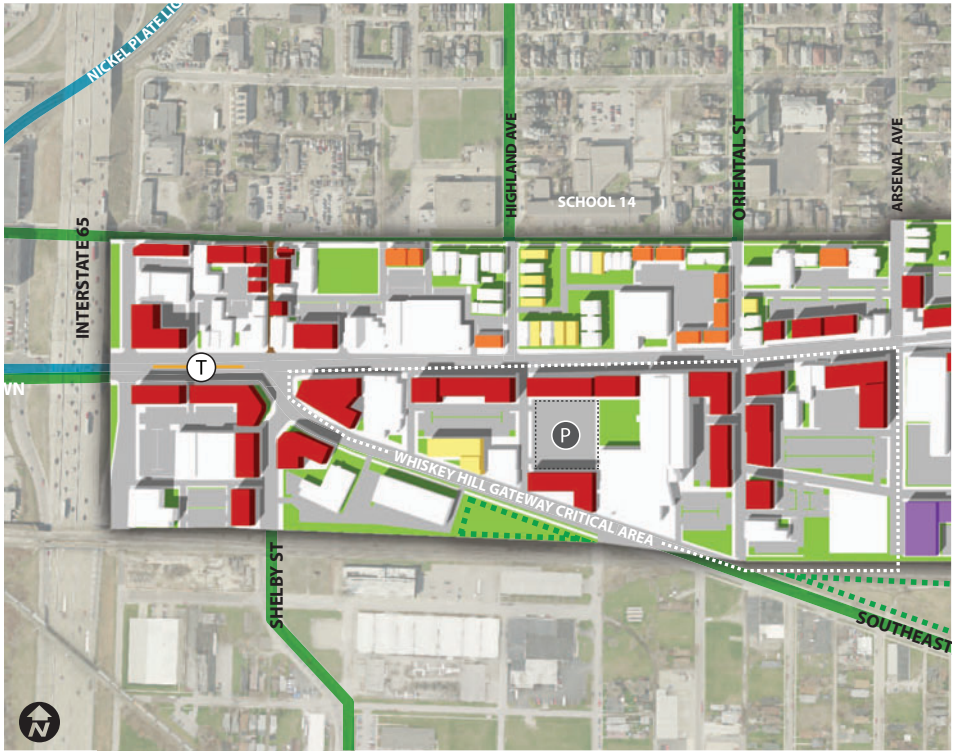
Perhaps the most critical portion of East Washington Street is the Whiskey Hill Gateway. So goes the first half mile of the corridor will go the rest of the corridor, and it is vital that development here is done right.

While Washington Street has always been a primary connection to downtown, the relocation of the interstate 65 ramp from Market Street to Washington Street means the corridor is now a primary regional connection. It is now a gateway to not only downtown but to the near eastside, and forms critical first impressions. On the downtown side of the Interstate, this gateway currently consists of two jails and the Salvation Army social service center—not exactly the ideal uses for a regional gateway. Similar uses, along with automobile-oriented uses, east of the interchange will significantly degrade the potential for creating a vibrant, transit-oriented corridor.

The addition of Angie's List is a positive trend that helps downtown development "jump" the highway into the near eastside. The historic Ford Factory, currently used for storage by Indianapolis Public Schools, represents a tremendous opportunity for loft apartment conversion with perhaps a cultural related grade-level use. Coupled with continued revitalization of the adjacent Holy Cross neighborhood and the addition of mixed-use apartments could create a dynamic, 24-7 village atmosphere.

On the contrary, more institutional uses, parking lots, auto-oriented development, and harsh blank walls will create an uninviting atmosphere that no level of streetscape enhancement can improve. Furthermore, such uses will significantly mitigate the success of transit and the potential for increased property values created by the access it affords.





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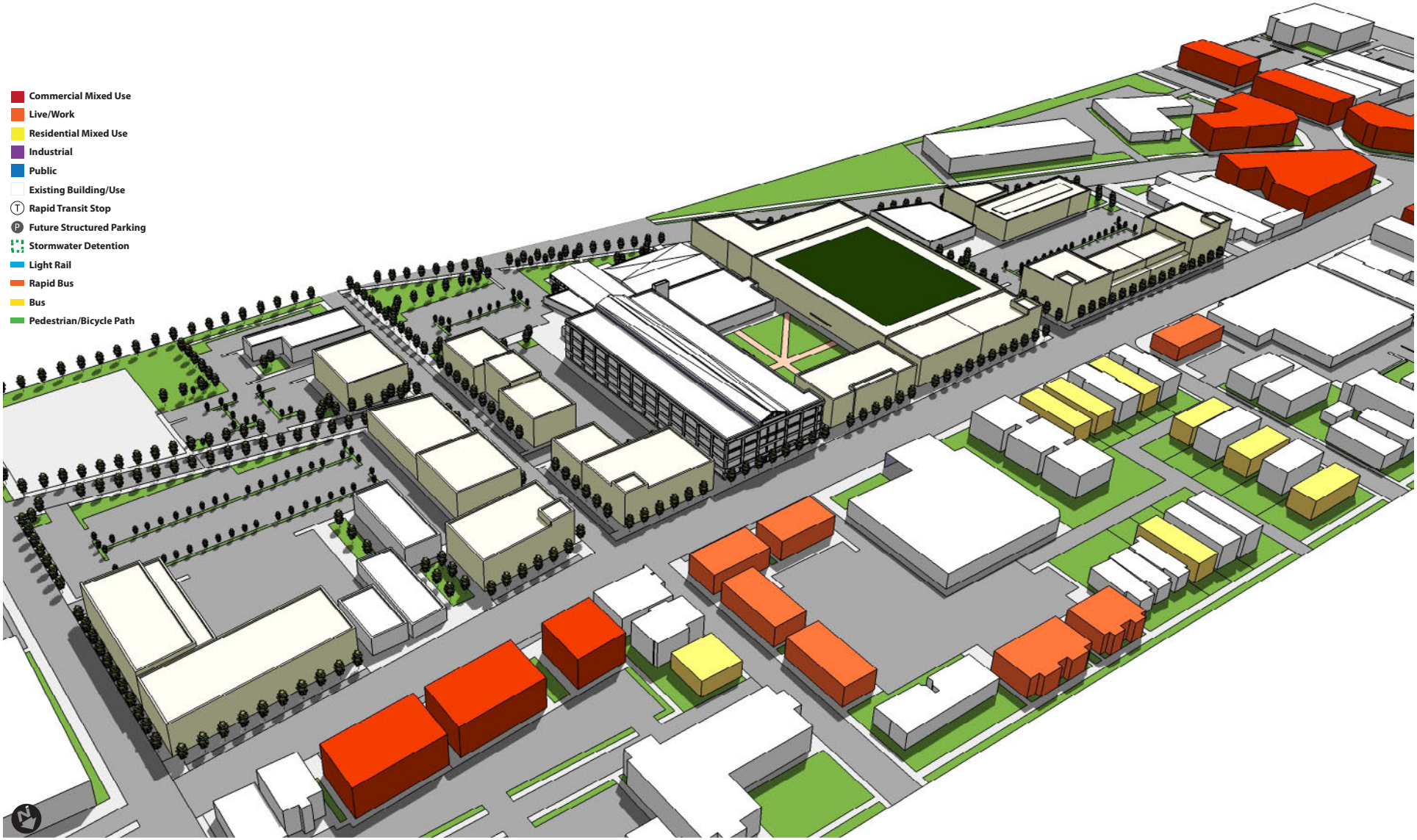

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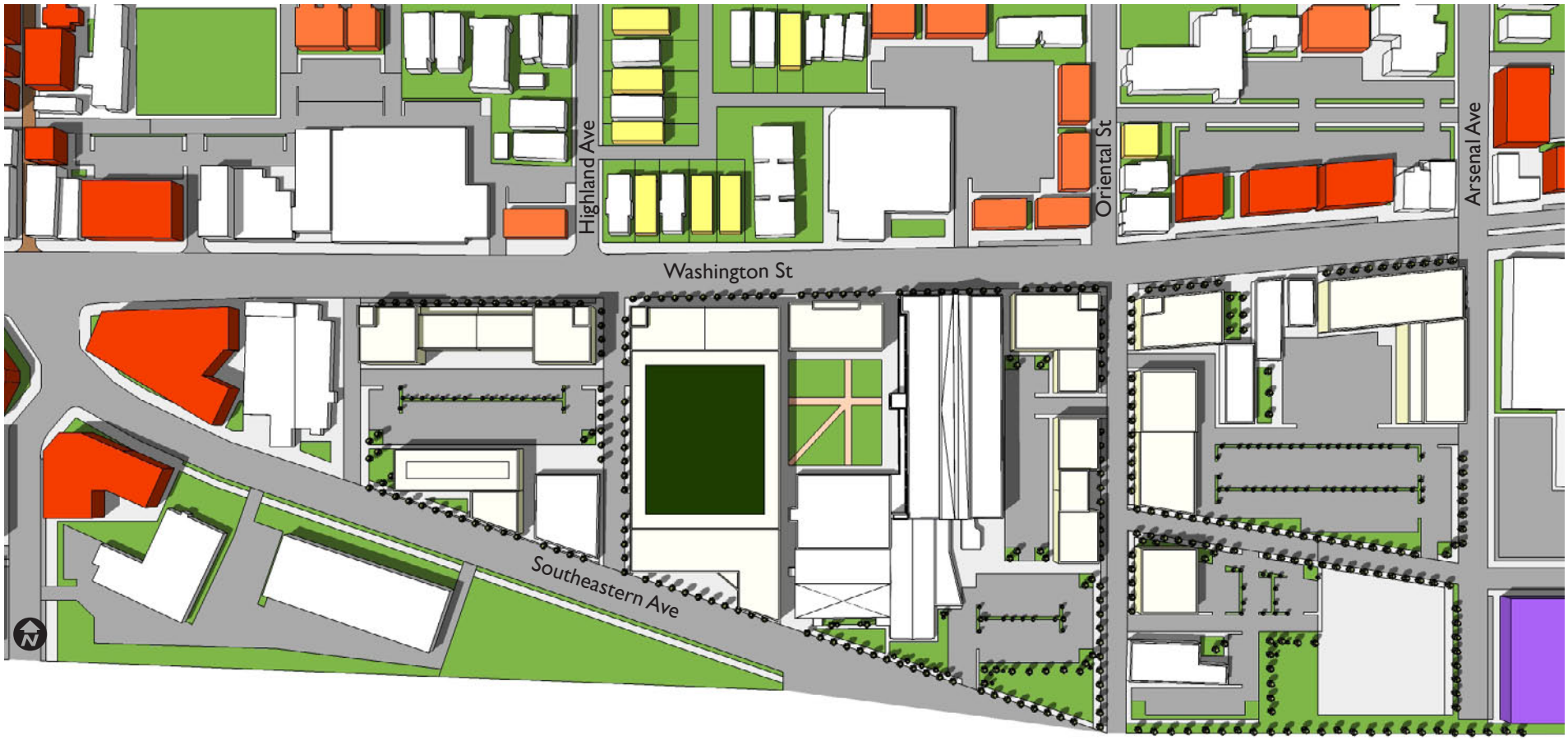


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# COMMUNITY INPUT SUMMARY

# COMMUNITY INPUT SUMMARY

A primary method of gathering community input was the use of a vision workbook. The twelve-page workbook, also available for completion online, was handed out at each neighborhood meeting. Participants were guided through the workbook, question by question. The workbook was illustrated with ideas and photos from Ball State University graduate students. Rather than asking dozens of questions, the workbook was designed to gauge reactions to a wide variety of illustrations. This was done in an attempt to get people thinking beyond the past and present of the corridor and thinking about a wide realm of possibilities. In developing the vision plan, the planning team was most interested in having participants think big—a task limited by people's personalities and life experiences. The illustrations tried to get around these limitations by providing plenty of photos and on-the-ground alternatives for places along the corridor they were familiar with.

In total, 80 workbooks were completed. The results contained here are the full results for all quantifiable questions.

EAST WASHINGTON STREET CORRIDOR STUDY

VISION WORKBOOK

ABOUT THE STUDY

Ball State's College of Architecture and Planning is working with the City of Indianapolis, neighborhood groups, and other stakeholders to explore a long-term vision for East Washington Street from Interstate 65 east to Sherman Drive. Through a community-based process, a corridor vision will emerge, supplemented with analysis and catalyst project concepts, to provide a blueprint for the future of this important corridor. The work will also nurture a new non-profit organization (or a new focus for an existing one) to be charged with implementing the corridor's rebirth.

BUT WE AREN'T STARTING FROM SCRATCH.

ABOUT THIS WORKBOOK

This workbook is designed to help you make CHOICES about the future of East Washington Street. We want you to think 50 years into the future about what you'd like to see Washington Street look like. We know that's hard to do when you see the Street as it looks currently every day. To help get you thinking long-term, we present you with some purely conceptual ideas developed by design students along with some photos and questions.

WHEN ANSWERING THE QUESTIONS, PLEASE THINK LONG-TERM AND BIG-PICTURE, AND TRY NOT TO GET CAUGHT UP IN THE CURRENT SITUATION OF THE CORRIDOR.

Most questions have three answers you can circle.

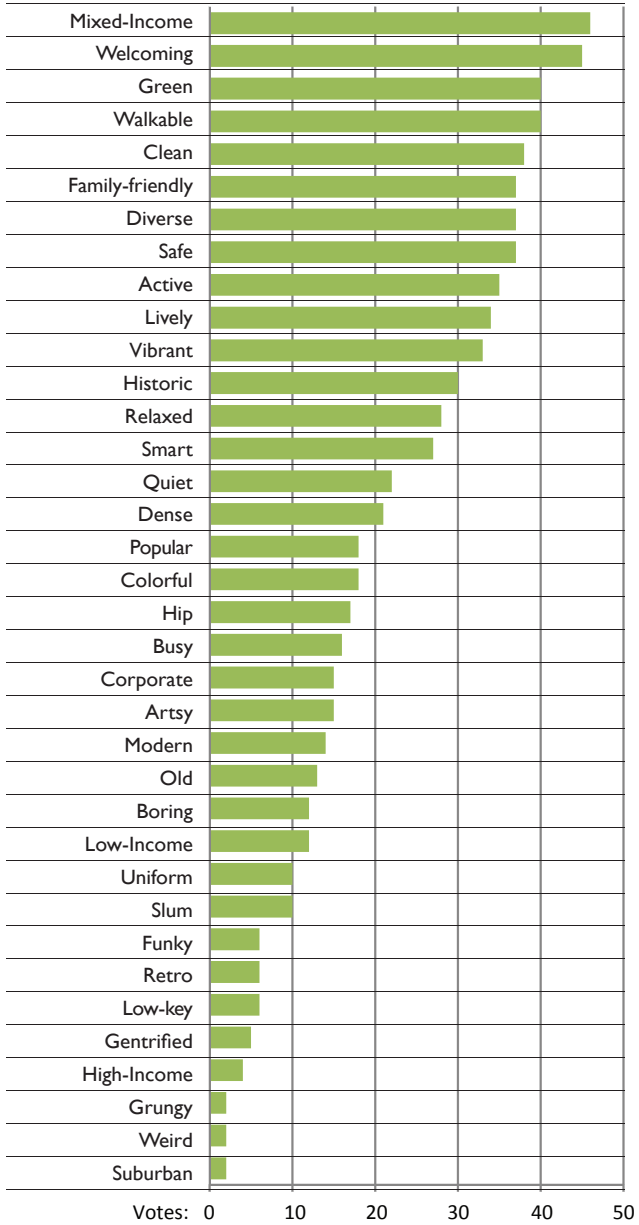
Thumb's Up: I Like This

Shrug: Not Sure

Thumb's Down: I Don't Like This



## DESCRIPTIVE WORDS

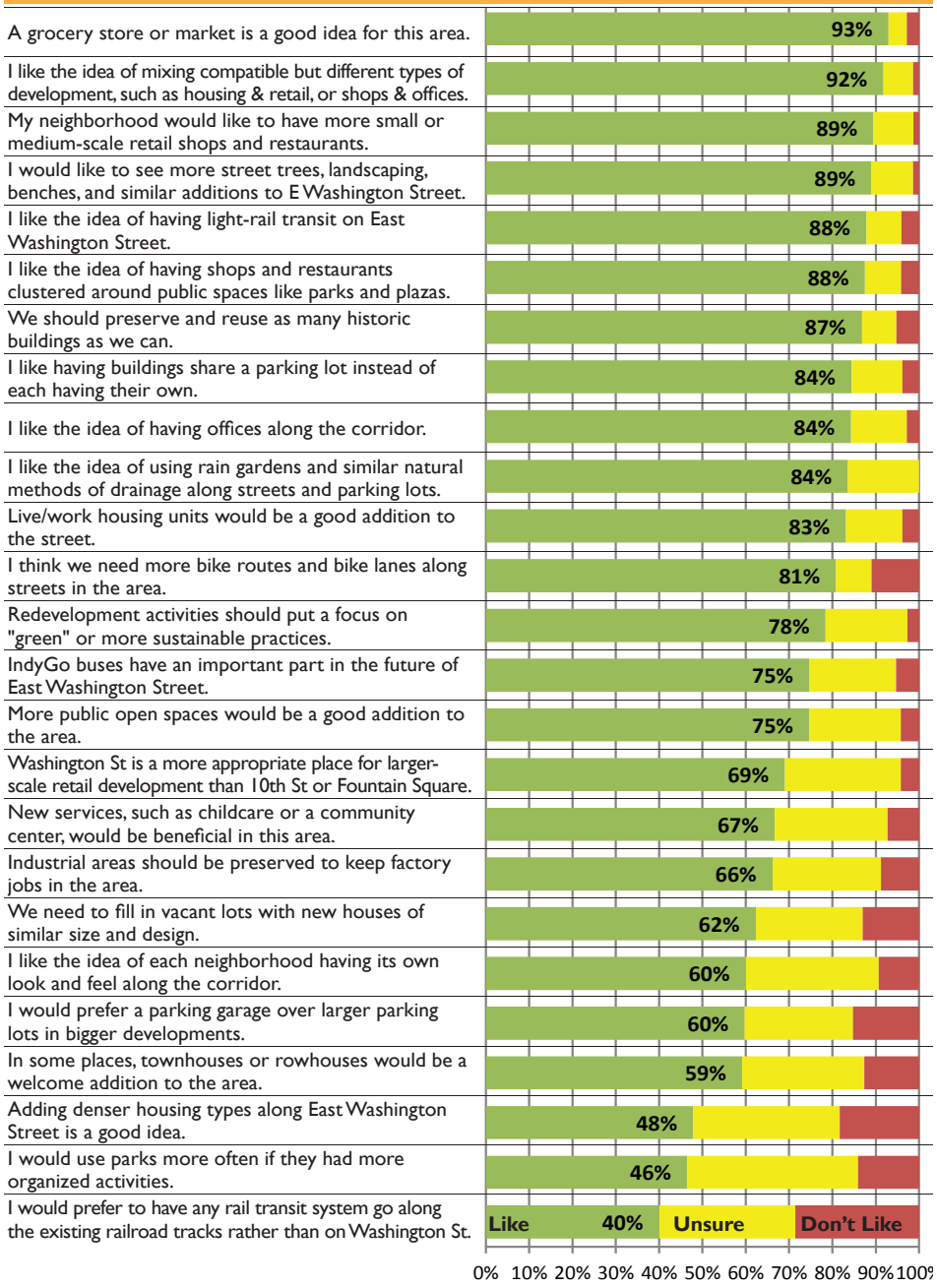




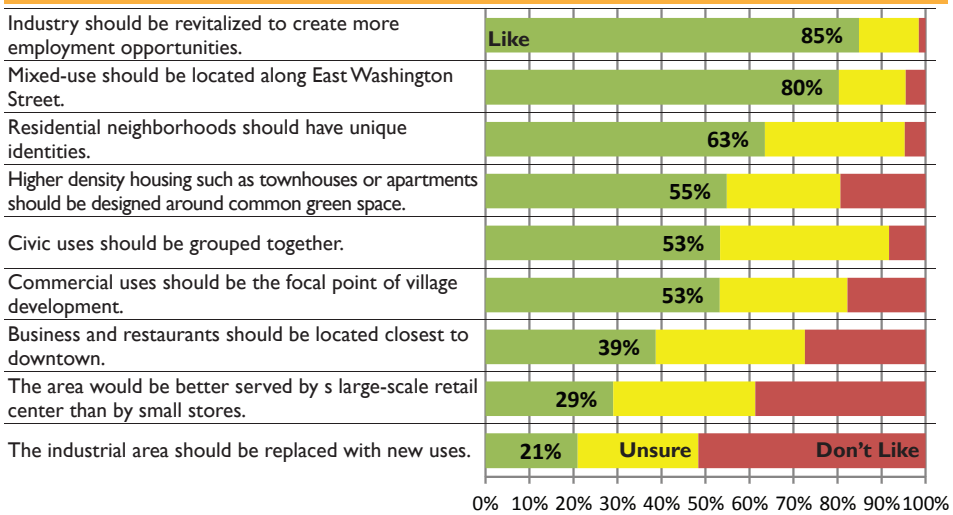
Write-in descriptive words: Affordable, Jobs, Dense Employment, Trendy, Connected, Urban

# COMMUNITY INPUT SUMMARY

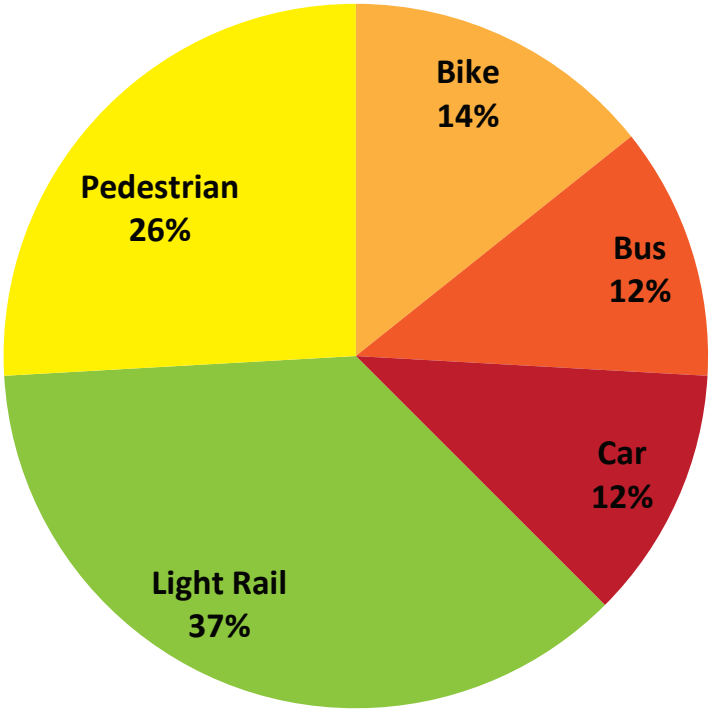
## DEVELOPMENT CHARACTER




## LAND USE

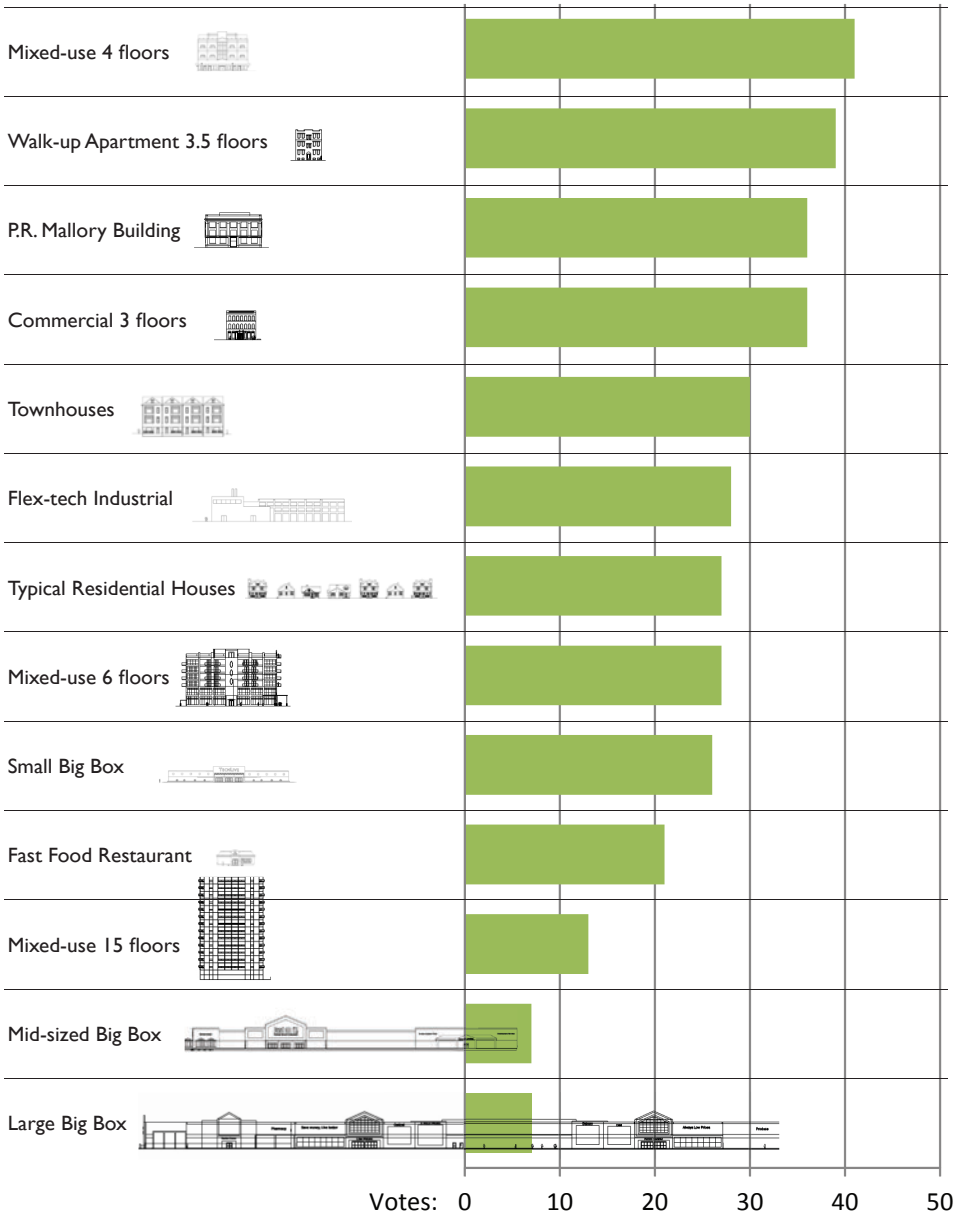



## RIGHT OF WAY PRIORITY



# COMMUNITY INPUT SUMMARY

## APPROPRIATE DEVELOPMENT SCALE



# ACKNOWLEDGEMENTS

## STEERING COMMITTEE

The Vision Plan was developed with the input and guidance of a steering committee of stakeholders.

Fred Able, *Henry Amalgamated (Angie's List)*

Jim Aldrich, *Englewood Community Development Corp.*

Joe Bowling, *Englewood Community Development Corp.*

Josh Bowling, *Indianapolis Neighborhood Resource Center*

Katy Brett, *Indy-east Asset Development*

Bruce Race, *Ball State University*

Charles Clardy, *Family Bible Church*

Michael Clardy, *TEAR Neighborhood Association*

Andre Denman, *IndyParks*

Tricia Frye, *Indianapolis Public Schools*

Mark Gramelspacher, *CMW, Inc.*

Chris Harrell, *City of Indianapolis Brownfields Program*

Jay Height, *Shepherd Community Center and Old National Road Business Association*

Amandula Henry, *Irvington Development Organization*

David Hittle, *NESCO*

Keith Holdsworth, *City of Indianapolis Division of Planning*

Matt Hostetler, *Englewood Neighborhood Association*

Joe Jarzen, *Indiana National Road Association*

Matt McGrady, *Summit Realty Group*

Karl Northern, *Henry Amalgamated (Angie's List)*

Mark Stewart, *Southeast Neighborhood Development*

Teresa Sutton, *TEAR Neighborhood Association*

Terry Sweeney, *Indianapolis Downtown, Inc.*

Tracy Taylor, *Englewood Community Development Corp.*

Sara VanSlambrook, *Local Initiatives Support Corp.*

Lisa Wiley, *Henry Amalgamated (Angie's List)*

Mark Young, *Indiana Housing and Community Development Authority*

Additional stakeholders the planning team kept informed of the steering committee process:

Zach Adamson, *Willard Park Neighborhood Assoc*

Pat Dubach, *NESCO*

Chelsea Ernsberger, *City of Indianapolis*

Alan Horner, *Horner Electric*

Brian Mahern, *City County Council*

Mike Peoni, *City of Indianapolis Division of Planning*

Amber Ross, *DevelopIndy*

## COMMUNITY INPUT

The planning team requested meetings with nine primary registered community organizations along the corridor, and attended meetings of the following organizations.

Arsenal Heights Neighborhood Association

Englewood Neighborhood Association

Holy Cross Neighborhood Association

Near Eastside Collaborative Task Force (2)

Old National Road Business Association (2)

Southeast Neighborhood Development Economic Development Committee

All planning materials, including an online version of the vision workbook used at neighborhood meetings and all steering committee materials, was also posted on the plan website, www.eastwashingtonstreet.org.

## PLANNING TEAM

Ball State University College of Architecture and Planning Indianapolis Center

Brad Beaubien, AICP, *Director*

Katherine Singleton, *Outreach Project Manager*

The Vision Workbook used to gather community input was developed based on conceptual academic ideas by graduate students studying urban design. These students also contributed to the development of the Mallory Industrial Center catalyst project.

Sherri Agnew

Jessica Day

Megan Fish

Aaron Kowalski

Erin Mattingly

Kyle Miller

Chase Pratt

David Schaab

Jennifer Shipe

Katherine Singleton

Harry Eggink, *Professor of Architecture*

Michel Mounayar, *Professor of Architecture*

Bruce Race, FAIA, AICP, *Assoc Professor of Professional Practice*

Ball State University

CAP:IC
college of architecture and planning
indianapolis center