16th Street Strategic Redevelopment Plan

Scioto Street to Roosevelt Avenue
Indianapolis, Indiana

Draft June 2012
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Section 1: Executive Summary

Purpose and Process
The New Tinker Street Committee (NTSC) in partnership with King Park Area Development Corporation (KPADC) and Martindale-Brightwood Community Development Corporation (MBCDC) facilitated a series of community workshops beginning in October 2010 through May 2011 to gather our residents’ input on their vision for the future of 16th Street. The goal of this process is to combine and update previous planning studies for the corridor, and have this plan approved by the City of Indianapolis and incorporated into the Marion County Comprehensive Plan. Over the course of eight months and 5 public meetings NTSC, KPADC and MBCDC worked alongside residents, stakeholders and property owners to complete a parcel-by-parcel analysis of each vacant, underutilized and brownfield site along the 16th Street corridor. We addressed over 30 parcels and solicited resident feedback with a concentration on three primary areas of focus: development standards (i.e. land use), design principles, and infrastructure improvements. This Strategic Redevelopment Plan focuses on the high priority sites identified by residents and stakeholders and combines their input gathered with an update of previous planning studies, which are noted below, that address the 16th Street corridor.

Project Background
Early 2000: The effort to revitalize 16th Street and redefine its character began in the late 1990’s. In 2000 the first non-city sponsored assessment of the corridor was undertaken by a local non-profit group, the Friends of Old Tinker Street (historic name for 16th Street).

November, 2001: The Citizens/King Park Neighborhood Plan was completed. While centered around the northern part of the King Park Area, some attention is given to 16th Street.

Early 2002: A preliminary master plan for the corridor was prepared followed by an intensive design charrette conducted by Ball State University College of Architecture and Planning.

Late 2003: Recently Fostering Commercial Urban Issues Initiative (FOCUS) identified the 16th Street project as a priority. FOCUS is a collaboration between the City of Indianapolis and the Local Initiative Support Corporation (LISC), the Indianapolis Coalition for Neighborhood Development and the Indianapolis Chamber of Commerce. FOCUS seeks to devise innovative approaches to stimulating economic development in urban commercial districts through the work of community development corporations.

Mid 2004: The 16th Street corridor was selected as one of only five FOCUS commercial corridor initiatives in 2004. The selection was due in large part because of the street’s unique combination of history and assets and the obvious need for an innovative catalyst to unlock the area’s economic development potential.

Late 2004: As part of the FOCUS initiative, the 16th Street Corridor Enhancement Work Program Transportation Enhancement Application was submitted on behalf of KPADC and the Indianapolis MPO. The purpose of the application was to convert 16th Street from a vehicular street with low pedestrian traffic into a multi-modal transportation corridor.

December 2004: LISC issued the comprehensive 16th Street Corridor Enhancement Work Program with an extensive, supporting Appendix. This noted that it was developed between May and November, 2004, and “was created by the people who live, work, and play along the 16th Street Corridor.”
**Mid 2005:** The 16th Street @ Central Avenue plan was a result of the 16th Street Corridor Enhancement Work Program completed in December of 2004. This work program indicated that a neighborhood commercial node should be located at 16th and Central. This program document also indicated that an urban design plan should be developed to create a vision for the area. It is these recommendations which launched this effort.

**Early 2009:** Indianapolis was awarded a grant through the American Institute of Architects' Sustainable Design Assessment Team (SDAT) program. The Sustainable Design Assessment Team (SDAT) initiative is a national, competitive program of the American Institute of Architects. The program is a community assistance program that focuses on the principles of sustainability. SDATs bring teams of volunteer professionals (such as architects, urban designers, planners, landscape architects, hydrologists, economists, attorneys, and others) to assist community decision-makers and stakeholders to help them develop a vision and framework for a sustainable future.

The Indianapolis SDAT worked with stakeholders in the area to explore a model redevelopment district on the near-north side of Indianapolis centered at 22nd Street and the Monon Trail, including the 16th Street Corridor, now commonly known as the Smart growth Renewal District (SGRD). The proposal had its roots in a recommendation of the Indianapolis Green Commission, an advisory council to the Mayor, but garners its strength from an unparalleled convergence of issues and opportunities that lend themselves to being both place-based as well as transferable to the broader region.

**Mid 2009:** In addition to being identified as a critical component of the AIA SDAT/Smart Growth Renewal District planning initiative underway, KPADC, MBCDC, and the City of Indianapolis determined the redevelopment of 16th Street at the Monon Trail was critical to secure a future commuter rail stop planned by the Metropolitan Planning Organization (MPO)/IndyConnect at 16th Street.

**Late 2009:** The SGRD was selected by the U.S. Environmental Protection Agency (EPA) as one of five pilot programs in the country for the Partnership for Sustainable Communities EPA Brownfield Pilot. As part of this program, The U.S. EPA, Department of Housing and Urban Development (HUD), and Department of Transportation (DOT), are working together under the Partnership for Sustainable Communities to ensure that federal investments, policies and actions support development that is far more efficient and sustainable. The redevelopment of 16th Street was identified as a critical component to this planning initiative.

**Early 2010:** King Park Area Development Corporation (KPADC) met with the City of Indianapolis Division of Metropolitan Development (DMD) leadership in early 2010. KPADC received DMD’s support for the creation of a revitalization plan for the 16th Street corridor for inclusion in the Marion County Comprehensive Plan.

**Mid 2010:** The New Tinker Street Committee (NTSC), with the support of King Park Area Development Corp. (KPADC) and Martindale-Brightwood Community Development Corp. (MBCDC) developed a plan for the improvement of 16th Street from Scioto Street east to College Avenue emphasizing street reconfiguration and significant improvement of pedestrian friendly walks.

**Late 2010:** This 16th Street activity included the initial steps by NTSC, KPADC, and MBCDC to create a revitalization plan for the corridor updating and building off previous plans adopted by the neighborhoods, including the 2004 16th Street Corridor Enhancement Work Program and the 2005 16th Street @ Central Avenue Plan.
**Late 2010:** NTSC, KPADC and MBCDC hosted a series of public meetings/workshops in August 2010 through May 2011 acquainting residents, stakeholders and property owners with the former Plans and discussed the expanded Plan. Please refer to Sections 4, 5 and 6 for a summary and outcome of the workshops.

**Early 2011:** The City of Indianapolis is awarded the HUD Communities Challenge Grant and launches their Indy Rezone initiative. Three prototype neighborhood areas, including the SGRD/16th Street corridor, will be examined for appropriate changes to zoning and building regulations and their situation-specific solutions. The successful facets of these prototype experiences, called Neighborhood Invigoration Initiatives, will be replicated after the grant award period throughout the county in areas that are in a similar situation. The generated outcomes of Indy Rezone are proposed changes to the ordinances, regulations and design practices at a county-wide level and neighborhood-specific level to improve the sustainability and livability of the neighborhood areas as well as provide the foundation for redevelopment into vibrant communities.

**Early 2011:** Significant infrastructure improvements recommended by the New Tinker Street Committee for 16th Street, from Illinois St. to Central Ave. are adopted by the City of Indianapolis Department of Public Works (DPW). Construction is underway, and the corridor is being enhanced by many “green” infrastructure improvements such as landscaped “bumpouts” and medians located at major arterial intersections, additional tree lawns, the widening of sidewalks, and the planting of over 60 additional street trees.

**Mid 2011:** The Smart Growth Renewal District, including the 16th Street Corridor, is designated by the City of Indianapolis as one of just five Redevelopment Areas across the city. The purpose of this “effort” is to designate many land parcels including the East 16th Street Corridor itself as a “Redevelopment Area”. A redevelopment area is a geographic designation provided in the Indiana Code to enable local governments to leverage various tools that encourage new development and redevelopment.

These tools help incubate new investments and improved livability options for an area. Redevelopment Areas are designated when there is evidence that many locations have experienced obsolescence/deteriorated conditions, underutilization, environmental concerns, and other similar challenges or barriers to private investment.

The new effort will create a new Redevelopment Area near other currently existing areas. The focus of the new Redevelopment Area in the SGRD will include the area generally described as: on or near the 16th Street Corridor, The Monon Greenway Corridor, and the area around 22nd and the Monon Greenway, as well as areas in between.

**Mid 2011:** NTSC, KPADC and MBCDC present 16th Street Redevelopment Plan, May 2011, to the City of Indianapolis Department of Metropolitan Development (DMD) for inclusion in the Marion County Comprehensive Plan.

**Early 2012:** The Monon and 16th Street Redevelopment Area is approved by City-County Council.
Section 2: Corridor Profile

The following text is largely taken from the 16th Street Corridor Enhancement Work Program and revised, updated and expanded for the purpose of this Plan.

Context

The entirety of 16th Street is approximately 13 miles in length extending east and west across the City of Indianapolis/ Marion County. 16th Street runs from the City of Speedway on the west to just short of the city/county line on the east. It provides access to Downtown Indianapolis, the City of Speedway, Historic Irvington, and several major north/south connector streets throughout Indianapolis. 16th Street is accessed from Downtown Indianapolis via: Stadium Drive, Dr. Martin Luther King Jr. Street, Senate Avenue, Illinois Street, Meridian Street, Delaware Street, Alabama Street, College Avenue and Dr. Andrew J. Brown Avenue.

The 16th Street Strategic Redevelopment Plan: Scioto Street to Roosevelt Avenue study area boundaries (hereafter referred to as the 16th Street Corridor) includes approximately 1.25 miles of 16th Street, between Scioto Street to the west, and Roosevelt Avenue to the east. Located just north of Downtown Indianapolis, the 16th Street Corridor is flanked by Interstate 70 to the east and bisected by Interstate 65 on the west. Approximately 22,000 cars travel the 16th Street Corridor daily.

The 16th Street Corridor extends east into the Martindale-Brightwood Neighborhood. The Martindale-Brightwood Neighborhood is home to Keystone Enterprise Park. Upon completion, the 82-acre commercial and light industrial development located at I-70 and Keystone Avenue is expected to generate more than 1,000 new employment opportunities. The West end of the corridor contains the Kennedy-King neighborhood, whose boundaries are Central Avenue to the west and the Monon Trail to the east. The western area of the 16th Street Corridor is characterized by single-family residential neighborhoods of historic significance including Herron-Morton Place to the north and the Old Northside to the south. Fall Creek Place, a half-mile to the north, is a recently developed mixed-income community comprised of approximately 400 new construction and rehab homes on 26 city blocks (160 acres) between 22nd Street and Fall Creek. Since its inception in 2001, the project received $4 million in HUD grants and $10 million for infrastructure from the City of Indianapolis.

Existing Land Use

The 16th Street Corridor is a mixed-use, mixed-scale urban strip comprised of homes, churches, schools, businesses and institutional and cultural amenities. One of the most prominent institutions is the Herron High School (HHS) located at 16th Street and Pennsylvania Street. Herron High School is a highly successful charter school with over $7 million in total investment and has a student body of over 350. HHS is a nationally recognized institution and continues to be a major asset. The 16th Street Corridor also hosts several recreational opportunities including the Monon Trail and JTV Hill, Dr. Martin Luther King Jr. Park, and the Frank and Judy O’Bannon Soccer Field. The residential composition of the 16th Street Corridor includes two historic neighborhoods: Herron-Morton Place and The Old Northside. The Martindale-Brightwood Neighborhood adds a diversity of small storefronts and single-family homes to the corridor’s eclectic mix of uses. Several historic apartment buildings also line the corridor including the recently renovated Penn-Arts Building and the Piccadilly Apartments. As a result the 16th Street Corridor has a diverse housing stock with a wide range of styles, ages and densities.

The far west end of the 16th Street Corridor (out of the scope of this Plan) hosts large employers that bring money and activity to the area. Methodist Hospital, located at 16th Street and Capitol Avenue, opened its doors in 1908. Today, as part of IU Health, Methodist Hospital cares for more than 57,000
patients a year. IU Health has more than 11,000 employees. The employees, patients, visitors and support providers bring a significant amount of people and money to the area.

At the east end of the Corridor the Indianapolis Public Schools (IPS) maintenance facility brings approximately 150 people to the corridor. Built in 1920, the facility is located in several older buildings formerly owned by a local milk company. IPS moved its maintenance department to the building in 1976. IPS also owns the John Hope Learning Center located at the intersection of 16th Street and Columbia Avenue. The learning center houses the Hope Education Center Day Adult High School offering students the opportunity to achieve basic and secondary level academic and life skills.

A noteworthy amount of land is dedicated to commercial use along the 16th Street Corridor. Development of service oriented commercial uses located west of Delaware Street is a result of commuter traffic generated by Capitol Avenue, Illinois Street, Meridian Street and Methodist Hospital. Neighborhood commercial uses are also found throughout the corridor including Bank One and Kroger. Larger regional scale uses are also dispersed along the corridor including Methodist Hospital, IPS Maintenance Facility and the (now vacated) Gleaners Food Bank. Relatively little new commercial investment has occurred along the corridor – the most recent commercial investment activity is the CVS store joining Walgreens and McDonalds at the intersection of 16th and Meridian Streets. However, a significant amount of investment is occurring throughout the study area in the form of residential infill housing. Furthermore, a major amount of new investment is slated to occur in and around the corridor as part of the life sciences plan.

**Planned Investments**

As noted in the previous section, the 16th Street Corridor and its surroundings are on the cusp of significant new residential and commercial investment. Residential development is occurring throughout the area in the form of affordable and market-rate single-family and two-family detached homes and multi-family townhouses and apartments. The area just north of 16th Street between Alvord Street and Dr. Andrew J. Brown Avenue is being redeveloped with affordable single-family mixed income housing (low-moderate income, mid-market, and market rate) infill housing. This location in the Martindale-Brightwood Neighborhood includes more than 50 new and rehabilitated homes to date. The first mid-market model homes were constructed in November, 2004. New market rate homes are being built north of 16th Street in the Herron-Morton Neighborhood between Alabama Street and Central Avenue. A number of new single- and multi-family homes are currently under construction south of 16th Street between College Avenue and Bellefontaine Street in The Old Northside Neighborhood. An historic apartment now called “Penn Arts” at Pennsylvania Street and 16th Street has recently undergone a $3 million renovation into 80 affordable apartment and 4 ground level retail spaces. The former site of Caravelle Commons, an outdated Section 8 housing project at Park Avenue and 16th Street is being replaced by a $32 million Indiana Housing Authority (IHA) backed project called “16 Park” which will turn the site into 155 new mixed-income apartments.

The area to the west of the 16th Street corridor is also slated for new development as part of the life sciences plan – a framework for development of the BioCrossroads community. BioCrossroads, formerly the Central Indiana Life Sciences Initiative, works to support basic sciences and attract new business and research opportunities. The plan calls for additional biomedical related and institutional uses, new parks, and an expanded greenway system. Redevelopment could include as much as 8 million square feet of research, medical and institutional uses and an additional 1,300 new housing units. It includes the State Forensics Lab, the Biotechnology Research and Training Center (BRTC) building at 16th Street and Stadium Drive. The BRTC adds more than 26,000 square feet of laboratory space and another 17,600 square feet for education, imaging and other services. The area just south of Methodist Hospital between Illinois Street and Interstate 65 also is undergoing additional investment as part of the life
sciences plan. Development is anticipated to have 4 million square feet of medical and institutional related uses and an additional 1,400 new housing units. This area includes the Indiana University’s Emerging Technologies Center (IUETC), a $10 million, 55,000 square-foot facility housing small and start-up companies geared toward the life sciences. This portion of the BioCrossroads community also includes the IU Health Clinical Laboratory Building – a centrally located laboratory that consolidates lab functions of Methodist, Indiana University and Riley Hospitals. The building includes three stories of lab space totaling 180,000 square feet, atop a three-story parking garage. It is being built at the north end of the Downtown Canal, adjacent to the Clarian People Mover station and will be the focal point of the six-acre biosciences park.
Section 3: Plan Development

Refinement, Expansion and Integration
This Plan is a resident, stakeholder, and property owner driven refinement of the concepts and plans presented in the 16th Street Corridor Enhancement Work Program, December 2004, the 16th Street @ Central Avenue Urban Design & Conceptual Planning, August 2005, the Citizens/King Park Neighborhood Plan, November 2001, and the American Institute of Architects’ Sustainable Design Assessment Report, 2009. These plans may be found online at smartgrowthindy.org.

Drawing upon these extensively researched and developed studies, which presented broad concepts to address the needs of the corridor and appropriate improvements, this 16th Street Strategic Redevelopment Plan, Scioto Street to Roosevelt Avenue continues to expand their conclusions and gives guidance and direction to all developers and those stakeholders who continue to pursue an appropriate improvement of the corridor. The remainder of this Plan will refer to the following previous planning studies by number:

1 – 16th Street Corridor Enhancement Work Program, December 2004
2 – 16th Street @ Central Avenue Urban Design and Conceptual Planning, August 2005
3 – Citizens/King Park Neighborhood Plan, November 2001
4 – American Institute of Architects’ Sustainable Design Assessment Team Report, 2009

Components of Previous Studies for Inclusion
In December, 2004, the 16th Street Corridor Enhancement Work Program (“Program”) was issued, culminating about nine months of extensive research and citizen involvement to present a commercial redevelopment strategy for 16th Street. When implemented, it was to “improve neighborhood goods and service providers and increase transportation options.” It was based upon its “Big Idea” which described the desired direction for future development along 16th Street as:

Commercial, employment, residential and recreational opportunities along 16th Street are connected by a mixture of transportation options that transform the corridor and its environs into a live, work and play community. (1, p. 2)

The Program envisioned that beyond the planning process, its Steering Committee would act to implement the aspects of the Program throughout the length of the corridor.

Much development has happened, is under construction, and is planned in the corridor west of Meridian Street through the leadership, among others, of Indiana University Hospital, the City of Indianapolis, and the Near North Development Corporation (NNDC) and with the assistance of several non-profits.

East of Meridian Street seven years have seen significant revitalization spearheaded principally by King Park Area Development Corporation (KPADC), Martindale-Brightwood Community Development Corporation (MBCDC), the New Tinker Street Committee (NTSC), and progressive, active neighborhood organizations with the invaluable assistance of several non-profits and non-profit arms of local civic minded corporations. (3, p. 32)
This 16th Street Strategic Redevelopment Plan, May 2011, June 2012 (“Plan”) is a necessary update of the Program, incorporating the significant advancements of the intervening seven years and addressing the appropriate development of the currently existing vacant and underutilized properties with specificity and pragmatism. Noticeable, the Plan extends from Scioto Street farther eastward to Roosevelt Street than the Program extended.

The Plan gives more certainty to the Program’s “Big Idea” which was:

...that through the enhancement of existing commercial, recreational, and residential elements and the connection to employment nodes via increased transportation options, 16th Street can become a prominent and active mixed-use destination. (1, p. 5)

The area covered by the Plan will also be included in the Smart Growth Renewal District. This Plan will be incorporated in the EPA Partnership for Sustainable Communities Pilot Program Revitalization Plan, which was completed in June of 2011. The SGRD was selected by the U.S. Environmental Protection Agency (EPA) as one of five pilot programs in the country for the Partnership for Sustainable Communities EPA Brownfield Pilot. As part of this program, The U.S. EPA, Department of Housing and Urban Development (HUD), and Department of Transportation (DOT), are working together under the Partnership for Sustainable Communities to ensure that federal investments, policies and actions support development that is far more efficient and sustainable.

The Program differentiates the areas of 16th Street:

In contrast to the auto-influenced development west of Meridian Street, the central area (and east area) has traditionally been small-scale pedestrian-oriented neighborhood uses. Existing small-scale historic structures, combined with the large vacant parcel at the northeast corner of Central Avenue and 16th Street make this area better suited for development of a neighborhood gathering place offering surrounding residents daily goods and services and unique shopping opportunities. The existing Kroger store at the intersection of 16th Street and Central Avenue has expressed an interest in expanding its business if the appropriate amount of land can be assembled. (1, p. 11) (Emphasis added.). NOTE: Kroger continues in 2011 to assemble parcels within the entire block in which it is situated.

The second most prioritized need in development provided in the Program is: “Develop 16th Street and Central Avenue intersection as a neighborhood serving commercial node.” (1, p. 4) This Plan provides standards for creation of this development in greater detail, providing a courtyard effect and open space for events, with appropriately narrowed streets, expanded sidewalks, and points of interest to draw neighbors and visitors.

A major component of the Program and this Plan is to become a neighborhood gathering place, making the area safely walkable and pedestrian friendly. The New Tinker Street Committee has pushed for a pedestrian friendly environment and obtained DPW’s rework of 16th Street by installing “bumpouts” for pedestrian convenience, landscaped median strips in 16th Street at intersections where possible, and narrowing traffic flow at critical 16th Street intersections including with Pennsylvania, Delaware, and Alabama. The intent is to continue this eastward to Roosevelt. Also included are expanded sidewalk widths wherever possible and installing tree lawns at specific locations between sidewalks and 16th Street. (2, p. 7)

The direction for development identified as the first priority in the Program is: “Define and implement streetscape improvements that promote a unique sense of place and restore a pedestrian friendly environment.” (1, p. 4). Being the most pressing development challenge in the Program it was one of
the first addressed by the New Tinker Street Committee to begin to implement the Program. Results of this activity are seen in the extensive pedestrian friendly improvements current made by DPW from Scioto eastward.

The inclusion of a bicycle lane on 16th Street, desired by many residents, also would add to the confidence of safety by pedestrians. This necessarily would also reduce by one the vehicular traffic lanes on 16th Street. This bicycle lane would be used by both residents and visitors coming to the Monon Trail or going from the Trail as well as when visiting the Kennedy-King Memorial. (2, p. 19) This part of the Plan implements the first of the “Big Idea” physical improvements of the Program, namely:

*Define and implement streetscape improvements that promote a unique sense of place and restore a pedestrian friendly environment.* (1, p. 12)

The 2004 Program identified a need to establish a character and identity of the corridor which would give a well developed definition of place that defines destination and market identity. A destination and definition will arise in the Kennedy-King Memorial which adds to MLK Park as a destination for summer sports and entertainment.

A major enhancement is the widening of Park Avenue from 16th Street to 17th Street with the addition of a landscaped esplanade with new street lights. At 16th Street will be an attractive, eye-catching Grand Entrance to the future Kennedy-King Memorial in MLK Park. This will be a destination not only for Indianapolis residents, but also for others from outside Indiana, especially those attending conferences in Indianapolis.

The Program emphasizes the need for “improving the recognition and identification of as well as access to Dr. Martin Luther King Park.” (1, p. 26) This is a major component of the Plan and an identifier for the “Big Idea” in the neighborhood. The esplanade centered and widened Park Avenue will be the Grand Entrance to the showplace attraction of the Kennedy-King Memorial and MLK Park.

The Program saw 16th Street segmented into three distinct districts. However, rather than segmenting and differentiating 16th Street east and west of the Monon Trail, all the stakeholders wanted a closer cohesion, unity, and identity of 16th Street for the entire length of this Plan. Stakeholders wanted the Monon to be a unifying line instead of a dividing line.

However, a continuous flow of infrastructure and careful development throughout the length of the Plan is not intended to stifle creativity in design, infill, or retail which must reflect the desires and aspirations of the nearby residents and stakeholders. It is understood that the entire corridor needs the same degree of attention and development but that various nodes created by intersecting streets may address needs in differing ways. Each area can embody and exemplify its historical roots and develop to reflect the desires of its stakeholders. In addition, new needs and development ends may arise at and proximate to any new commuter light rail stop at 16th Street and the Monon.

Hopefully, transit improvements soon will include a train stop at 16th Street and the Monon. All organizations are working to this end. The Plan reflects this desire for integrating the effects of a train stop at 16th and the Monon and effective planning for its impact on the 16th Street neighborhoods.
The Plan’s goal of identifying specific and pragmatic design and development options for vacant lots and underutilized properties from Scioto Street to Roosevelt Avenue incorporates the Program’s goals and recommendations to:

- **Reestablish the corridor as a center for commerce and community activity.** The intent is to work with business and property owners to reach common redevelopment goals that benefit both business owners and neighborhood residents.

- **Enhance and intensify the urban experience by seeking out design solutions that activate the street and discouraging single-use development in retail districts along the corridor.** (1, p. 20)

To reach this goal, all property owners and all stakeholders were invited and encouraged to participate in the four planning meetings, the planning that led up to these, and the formulation of the Plan. Their participation was sought to insure that the Plan provided the catalytic development patterns that could solidify the urban character of this corridor as an identified pedestrian oriented neighborhood.

In the development of the Plan, first all possible land uses were considered for each vacant or underutilized parcel. These potential uses were discussed until the appropriate use was selected which would contribute to the attributes of the Plan and its local retail and commercial refinements. Then design was considered for the construction or renovation on each parcel; this reflected the property’s inclusion in the cohesive framework of the block or section of the street and its desired activities.

The Program identified the following top three elements necessary for supporting development throughout the 16th Street Corridor:

1. **Transportation** - Improve the 16th Street corridor as a multi-modal corridor to improve access for all users.

2. **Urban design** - Planning for streetscape improvements, identify building and design standards.

3. **Business support** - Provide incentives and redevelopment tools to new and existing businesses. (1, p. 18)

These three items are being addressed successfully in the following ways:

1. With the planning sponsorship by NTSC, the City has agreed to certain infrastructure improvements and is engaged in making them to New Jersey Street. Through this Plan and other initiatives, the infrastructure improvements will be continued from Scioto Street to Roosevelt Avenue. This will include creating pedestrian friendly walkways and a possible bike path along the length of the Plan.

2. This Plan provides the necessary stakeholder involvement, conceptualization, and evaluation in updating the Program with specificity and pragmatism to address streetscape improvements and identify and attach building use and design standards, all centering around the “Big Idea,” with design and use appropriate for an urban development approach that avoids inappropriate use and “suburban” style.

3. The CDCs, non-profits, and neighborhood groups have been and will continue to work to provide the assistance, advice, and incentives to accomplish the redevelopment of new and existing businesses.
Addressing each of these, we find that much has been accomplished and that this Plan provides the third and final tool for the implementation of the Program with its updated recommendations for redevelopment.

During this planning process, the stakeholders established specific approved development standards for all vacant and underutilized properties within the boundaries of the Plan (see Part 5). These development standards, to the extent described herein for each parcel, are specific as to the approved and allowed use and design and reflect the stakeholders’ pragmatic ideas for the neighborhood. While these are refinements of the Program within the parameters established by the Programs’ “Big Idea,” these do establish specific future development in the Plan area.

In 2004 the Program noted that:

...the 16th Street Corridor and its surroundings are on the cusp of significant new residential and commercial development.

Much development has been accomplished; much more needs to be accomplished in order to provide the neighborhood ambiance and retain it for future generations. More needs to be accomplished to secure this quality of life from degradation comparable to what this corridor underwent in the 1950’s and 1960’s. Retail that does not contribute to this pedestrian friendly environment should not be permitted. Housing that fails to enhance all livable attributes of the corridor should not be developed.

The entire length of this Corridor remains an extremely fragile environment. Therefore, it is of supreme importance that all future developments be of a character that enhance and stabilize this Corridor and its contiguous neighborhoods. All development must contribute directly and impressively to the character of the neighborhood and its environment and not detract in any manner from it. The stakeholders of this Corridor have a need to be vigilant to insure the safety, security, and appropriate development of the Corridor as well as to insure the perpetuation of this character.
Section 4: Public Participation

Goal
The New Tinker Street Committee (NTSC) in partnership with King Park Area Development Corporation (KPADC) and Martindale-Brightwood Community Development Corporation (MBCDC) facilitated a series of community workshops beginning in October 2010 through May 2011 to gather our residents’ input on their vision for the future of 16th Street. The goal of this process is to combine and update previous planning studies for the corridor, and have this plan approved by the City of Indianapolis and incorporated into the Marion County Comprehensive Plan. Over the course of eight months and 5 public meetings NTSC, KPADC and MBCDC worked alongside residents, stakeholders and property owners to complete a parcel-by-parcel analysis of each vacant, underutilized and brownfield site along the 16th Street corridor. We addressed over 30 parcels and solicited resident feedback with a concentration on three primary areas of focus: development standards (i.e. land use), design principles and infrastructure improvements. This strategic redevelopment plan focuses on the high priority sites identified by residents and combines resident input gathered with an update of previous planning studies that addresses the 16th Street Corridor.

Workshop #1: Thursday, August 5, 2010
The objective for the first workshop was to educate residents, stakeholders and property owners on the benefits and basic components of “green” infrastructure such as bicycle lanes, multi-modal transportation, reduction of stormwater runoff, tree lawns, bioswales, bumpouts and road diets. We encouraged residents to start thinking differently about their streets, sidewalks, curbs and alleys, and began the discussion of how these components can be applied to streets in the Smart Growth Renewal District.

At the outcome, residents, property owners, and stakeholders determined they would like to see the appropriate design standards and development requirements for street improvements to insure reasonable and safe access to public and private properties. These improvements include appropriately scaled sidewalks related to the urban context, a range of landscape buffers, curbs, gutters, street paving, monumentation, signage, and lighting, to be developed with complete streets principles. Complete streets principles are to plan, design, and operate streets to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster a sense of place in the public realm with attractive design amenities. The specific goals laid out by residents as they relate to infrastructure improvements on the corridor are covered in more detail in Section 6.

Following the workshop KPADC and MBCDC provided residents with a tool to assess the condition of the streets, sidewalks, curbs and alleys in the SGRD. Residents formed teams and assessed over 25 miles of infrastructure and prioritized each block for improvements, including the 16th Street Corridor. The assessment was then used to determine high, medium and low priority areas, and bring them to the attention of the City of Indianapolis Department of Public Works (DPW). The CDCs are currently working with DPW through this tool to bring significant infrastructure improvements to the area.

Workshop #2: Wednesday, October 27, 2010
The second workshop focused on seeking residents, stakeholders and property owner’s vision for the corridor by furthering the discussion on infrastructure and refining, expanding and integrating previous plans and studies. The CDCs felt these studies were vital as a starting point and worked with residents to extract all of the major components from these studies and determine what they felt was still applicable to the 16th Street Corridor. We focused primarily on four studies: 16th Street Corridor Enhancement
Work Program, December 2004, the 16th Street @Central Avenue Urban Design & Conceptual Planning, August 2005, the Citizens/King Park Neighborhood Plan, November 2001, and the American Institute of Architects’ Sustainable Design Assessment Report, 2009. Please refer to Section 3 to find the major components of previous planning studies residents agreed upon for inclusion in this Plan.

Workshop #3: Wednesday, March 9, 2011
The third workshop focused on development standards (i.e. land use) along 16th Street. For this session, we “walked” down the corridor using an electronic map designating the vacant, underutilized and brownfield parcels with corresponding photos shown on a projector screen. First, the residents were provided with a brief historical background, owner history, current use, and environmental concerns (if applicable) for each parcel. Next, a discussion was held regarding suggestions made by previous planning studies, and residents were encouraged to agree or disagree with the findings. They were then asked to choose a desired land use based on six options: mixed use, retail, office, single family residential, multi-family residential and park space. Finally, residents were asked to prioritize these sites for redevelopment. The land use definitions, complete parcel analysis, and corresponding map can be found in Section 5.

Workshop #4: Wednesday, March 16, 2011
The fourth workshop focused on design principles and infrastructure improvements. We once again “walked” down the corridor using an electronic map and photos shown on a projector screen. First, we reviewed the preferred land use for each parcel using information gathered at the previous meeting. Next, residents were asked to choose the preferred architectural style based on images shown on a large board. The images represented a variety of styles such as traditional, neo-traditional, and modern. After an architectural style was chosen, we moved on to density (i.e. building height, number of stories), building setbacks, and the preferred location for off-street parking. Finally, residents were asked to choose general streetscape design options (e.g. lighting and signage) from a variety of images shown on a large board. The complete parcel analysis can be found in the following section. Please refer to the following two pages to see the actual design boards that were created for residents to use as visual examples when selecting a particular style.
16th Street Corridor: Design Directions

Traditional

Neo-Traditional

Contemporary
16th Street Corridor: Streetscape Furnishing Ideas

Traditional Streetscape Furnishing

Neo-Traditional Streetscape Furnishing

Contemporary Streetscape Furnishing
Workshop #5: Wednesday, May 25, 2011

The first part of this meeting was conducted by the City of Indianapolis, through its representatives: Chris Harrell, Brownfield Redevelopment Coordinator for the City of Indianapolis DMD Brownfield Redevelopment Program; Ryan Hunt, DMD; Charles Ingram, Mayor’s Neighborhood Liaison, and Paul Ross, Mayor’s Neighborhood Liaison to provide information about new support for the ongoing Smart Growth District development efforts in our neighborhood. The first part of the meeting addressed the Redevelopment Area topic by:

- Providing a map of 16th Street and describe the area being designated
- Explaining what a Redevelopment Area is
- Explaining the reasons why 16th Street had been chosen, and provided answers to residents general questions on the topic

The second part of the final workshop was a follow-up to the public meetings that were held on March 9 and 16. In the previous meetings residents, stakeholders and property owners addressed every vacant, underutilized and brownfield site along 16th Street. We then did a parcel-by-parcel analysis of what residents preferred as it related to development standards (i.e. land use), design principles, and infrastructure (i.e. lighting, signage, etc.). Finally, we prioritized each parcel for redevelopment. The purpose of this meeting was to present residents, stakeholders and property owners with the information gathered at the previous meetings, and allow for a final review and discussion of the plan before submission to the City of Indianapolis.

Resident Feedback

Throughout the process, attendance was strong and each meeting averaged 40-50 residents, stakeholders and property owners. They remain excited and engaged in the process, and are now looking at the Corridor in an entirely new light. Below is just one example of the positive feedback NTSC, KPADC, and MBCDC continue to receive on a regular basis:

“You know, I walked away from that meeting with a whole new outlook on things and I really don’t want a gas station there now. Two words were said that clicked with me and those words were, “think big” when they asked us what we want 16th Street/Tinker Street to look like. When he asked if we wanted it to be like Broad Ripple or if we wanted to slow traffic down, my imagination went into high gear and it hasn’t slowed down yet. I’d like to do both of those things. I’d like for Tinker Street to be kind of a destination street for people - a Street that people like to drive through because there are so many neat things to see. Read on for what I would like to see.

I would love for 16th Street to be a mix of small neighborhood shops, galleries, boutiques, cafes, etc. I’d love to have something like a Long’s Bakery where passersby could stand in the window and watch as the baked goods are being made or a cake is being decorated. A pet shop where you could watch exotics birds in a cage fly around. A flower shop you couldn’t wait to pass by because they always have beautiful flowers in the window. An ice cream parlor with an old fashioned soda fountain that makes the best chocolate malts in town, and sells penny (probably a nickel now) candy, like the old penny candy stores used to do. And at Christmas, the shop windows would have animated figures in them like L. S. Ayres and other downtown department stores used to have.

Tinker/16th Street could be known for the street with brick pavers on the sidewalk. I would love to see the sidewalks lined with bricks with people’s names on them (a brick drive where any and everybody, neighborhood resident or not, would be encouraged to purchase a Tinker Street brick, and once a year there could be a big celebration/festival where a part of the street is blocked off). People could also use the bricks to relay a message, i.e. someone wanting to propose could buy a brick with “will you marry
me" on it and as the couple was strolling down 16th/Tinker Street, they would stop at the brick, look down and there's the big question. People could get bricks to say happy birthday or happy anniversary to someone. (Of course there would have to be someone on tap to install bricks on short notice). I know I'm really dreaming, but their words were to think big.”
- Robin, Herron-Morton Place Resident
Section 5: Parcel Analysis

Process and Residents’ Vision
Over the course of eight months and five public meetings, NTSC, KPADC and MBCDC worked alongside residents, stakeholders and property owners to first update and combine previous planning studies, then complete a parcel-by-parcel analysis of each vacant, underutilized and brownfield site along the 16th Street Corridor. We addressed over 30 parcels and solicited resident feedback with a concentration on three primary areas of focus: development standards (i.e. land use), design principles and infrastructure improvements. This strategic redevelopment plan focuses on the high priority sites identified by residents and combines resident input gathered with an update of previous planning studies that addresses the 16th Street Corridor.

First we focused on development standards (i.e. land use) along 16th Street. For this session, we “walked” down the Corridor using an electronic map designating the vacant, underutilized and brownfield parcels with corresponding photos shown on a projector screen. First, the residents were provided with a brief historical background, owner history, current use, and environmental concerns (if applicable) for each parcel. Next, a brief discussion was held regarding suggestions made by previous planning studies, and residents were encouraged to agree or disagree with the findings. They were then asked to choose a desired land use based on six options: mixed use, retail, office, single family residential, multi-family residential and park space. After the preferred land use was determined, residents were asked to prioritize each of these sites for redevelopment. They were then asked to prioritize these sites for redevelopment. We used the following definitions for land use:

**Mixed-use:** A combination of retail/commercial and residential uses

**Retail:** Includes restaurants, hardware stores, cafes, coffee shops, flower shops, and other miscellaneous neighborhood-servicing retail; excludes auto-oriented uses such as service stations, convenience stores, and gas stations.

**Office:** Land with buildings used for offices; including both private and public buildings

**Single Family Residential:** Includes detached single dwellings

**Multi-family Residential:** Includes single family attached with 2 units and over

**Park:** Open space with parks for public use

Finally, we focused on design principles. We once again “walked” down the Corridor using an electronic map and photos shown on a projector screen. First, we reviewed the preferred land use for each parcel using information gathered at the previous meeting. Next, residents were asked to choose the preferred architectural style based on images shown on a large board. The images represented a variety of styles such as traditional, neo-traditional, and modern. Please refer to Section 3 for the design board that was used to as a visual example to guide residents. After an architectural style was chosen, we moved on to density (i.e. building height, number of stories), building setbacks, and the preferred location for off-street parking. Please refer to the following pages for the complete parcel analysis and corresponding maps.
16th Street Corridor: Strategic Redevelopment Sites
Previous Recommendations
Increased housing, extensive infill housing, enhanced quality of new housing are key development aspects of the Program. The sixth item in the Program’s prioritized list of development needs is: “support increased housing density and enhanced quality at 16th & Pennsylvania Streets.” (1, p. 4) This Plan furthers that priority with guidelines that will add to the quality of the corridor and better housing.

The Program further emphasizes that the corridor needs “strong but formative residential” explaining:

...a need still exists to offer higher quality, higher density, urban housing solutions in key areas, for example: 16th St. and Pennsylvania St. (1, p. 14)

Current Recommendations
Across the street, the Penn Arts, under new ownership, has upgraded the facilities and will continue improvements, which will offer higher quality accommodations. Herron HS has remade the former Herron School of Art as a vibrant neighborhood addition, complementing all four corners. With these improvements, a reasonably higher quality apartment building should be built with parking below ground or on the south side and, preferably, some retail and residents’ amenities on the first floor.
Previous Recommendations

Current Recommendations
This will be retail activity that is neighborhood oriented. Aggressive sales activity is being undertaken by its owner, the Herron Morton Foundation, to insure that the retail or restaurant be exclusively directed to the needs and desires of the neighborhood. Parking will be on one or two lots to the north. No major exterior changes will be made to the building, but some of the exterior space may be utilized for activities which are directed to the needs and desires of the neighborhood. Something local and not a franchise. On 16th Street parking is permitted during certain hours.
The third corner of this intersection is for mixed-use, at least three stories high and occupying the width of the lot’s 16th Street frontage. Many small businesses or occupations/professions will be housed in smaller first floor suites with living space on the upper floors. If economically viable, parking may be underground for residents and a few others; curb cut only on Alabama. Occupations are those needed in the immediate neighborhood, e.g., alterations/tailor, ice cream parlor, pet shop/grooming, personal services, barber or beauty shop. 12 foot sidewalks separated from 16th by tree lawn.
This parcel, adjacent to housing on its west, is a prime example of a sufficiently sized parcel for the “enhanced quality” housing specified by the Program. Throughout the Program the need for additional housing is highlighted. This is the prime place for this in this area of the corridor.

This development reflects the Program’s goal of:

*Target housing densities that support retain nodes, placing the customer next to retail. This also offers a living character appealing to a segment of the market that seeks out the convenience of a true urban over retail living environment.* (1, p. 19)

It also meets the Program’s goal of providing “higher quality, higher density, and urban housing solutions in key areas…. (1, p. 14)

**Current Recommendations**

Ideal location for a multi-family residential three story with parking preferably underground or, otherwise, on north side of new building. Building would occupy 16th St frontage over entire lot. Penthouses, perhaps sufficiently recessed on a fourth floor would have interesting views. A residential building specialized for home-office residents would appeal to a specific segment and would provide more customers for the immediate retail areas. Storage and bike spaces really needed. Lot size would accommodate underground parking for residents and others with access to New Jersey. Ample space, possibly, for nice family restaurant (non-franchise) on the first floor, if desired. Could have some front outdoor space for pleasant dining and socializing, weather permitting.
**Previous Recommendations**

**Current Recommendations**

This is a small retail space under historic preservation protection but needing gutting. Additional building of similar height and design compatibility could be constructed on lot with connection to current building, if desired. No customer onsite parking; if there were limited, temporary parking it would be behind and hidden by the current building and westward behind new building perhaps in driveway for deliveries with ingress and egress to New Jersey only. Neighborhood oriented retail; no franchises.

This retail parcel continues the neighborhood defined space and ambiance along this portion of 16th Street. With the retention of its historic character, it complements the adjoining neighborhood while providing a link in the provision of attractive, neighbor-directed retail components to 16th Street development as centered in the Program.
Current Recommendations

Large lot with cement block building surrounded on 2 sides with parking and 1 side with green space. Eliminate the parking lot/empty space currently fronting on 16th St. Not an historic building and would be expected to receive IHPC approval to demolish if neighborhood friendly replacement were built. Parking with ingress and egress to New Jersey only, could be behind new building which must cover all of 16th St frontage. Ample 12' sidewalk on 16th St. for outdoor dining but normal, smaller sidewalk on New Jersey.

If the building were demolished and a new one constructed, it could be created so that it had a recessed center, perhaps half-circle or other attractive, more to the modern (yet not a shocking contrast) feature and add to the artistic character of the neighborhood.
Previous Recommendations
The Program’s prohibitions apply here:

*Ongoing pressure for inappropriate development—this includes proposals for “suburban” style chains that often include drive-thru vehicular patterns inconsistent with an urban development approach for the corridor.* (1, p. 14).

This parcel clearly is part of the retail district that extends from the east across Central Avenue. This should be an integral part of that retail experience. This specifically must be neighbor-needed retail comprised of various local entities. These retail shops would then further connect with those proximate on the NE and SE corners of 16th and New Jersey. This trail of retail would then further connect with potential restaurant on SW corner of 16th and New Jersey and more retail at the node of 16th and Alabama. These are all neighborhood specific retail. These reflect what the Program provides:

*Neighborhood oriented mix should be determined for each node. This mix should address market demand for the principal adjacent land uses (i.e. daytime versus resident).* (1, p. 19)

Current Recommendations
Comparable retail activities are needed to unify this lot with the major retail “Big Idea” occupying the block east on 16th. Mixed-use live/work with medium sized retail stores on first floor and living on upper. Building to occupy entire 16th St. frontage from Central to Peck. Any parking on the property only behind the building. No in/out from 16th St. 12’ sidewalks with tree lawn to continue across Central, but only normal sidewalk up Central. Move curb northward from Central to Peck 9 feet to allow on-street parking.
The Old Northside
1072088
1534 Central Ave.
Vacant Lot
D8 RC

Single Family Residential

Neo-traditional

Previous Recommendations

Current Recommendations

Developer of entire block completed 3 single family residences facing Central and planned 2 more which will be built in same style. Additionally appropriate and complementary two/three story townhouses facing 16th St. will be built from Peck Street to open Central/16th corner courtyard which now has clock. Complete this development. No curb cuts to Central or 16th St.

On Central Avenue a secure distance from the current frequent automobile accidents at the corner of 16th and Central, The ONS has provided what it considers a “Gateway to The Old Northside,” with limestone illuminated columns containing art work and surrounded with landscaping and paths. The development of this SW corner of 16th and Central is to be accentuated further with landscaping throughout an area to be expanded beyond that currently at the base of the clock. This open space will have benches and other amenities. Importantly, it will provide a calm open space similar to that on the adjacent SE corner at All Saints Church.
**Neighborhood:**

**Parcel Numbers:**

**Address:**

**Existing Property Type/Name:**

**Existing Zoning:**

**Year Built/Style:**

**Preferred Future Use:**

- retail, office, single-family residential, multi-family residential, park

**Design:**

- traditional, neo-traditional, contemporary

**Density:**

- 1-2 stories, 3-4 stories, 5-6 stories

**Building Setbacks:**

- (how far back should the building sit from the street)

**Parking:**

- (front, back, curb, etc.)

**Priority:**

- (high, medium, low)

**Kennedy-King**

**1010605**

**524 E. 16th Street**

**Vacant Land**

**PK2**

**1962**

**Retail**

Neo-traditional

**3-4 Stories**

**12’ Sidewalk w/ Tree Lawn**

“Courtyard Style” Behind Building

**High**

### Previous Recommendations

The Program’s “Big Idea” centers around a significantly sized neighborhood gathering place radiating out from a full block development of a shopping center between Central and Park and 16th and 17th with the anchor being a grocery store, such as Kroger. Recognizing that traditionally the corridor has been filled with small-scale pedestrian-oriented neighborhood uses, the Program envisions that:

...with the large vacant parcel at the northeast corner of Central Avenue and 16th Street make this area better suited for development of a neighborhood gathering place offering surrounding residents daily goods and services and unique shopping opportunities. (1, p. 11)

The Plan specifically enlarges this area to include the north side of 16th Street from Central westward to Peck. It is desired and anticipated that, in the reasonable future, this neighborhood gathering space will envelop, with appropriate retail, the street area westward to Hudson Street.

The Program’s participants wanted food stores, eating and drinking establishments, drug store, entertainment, and apparel in this shopping center. (1, p 18) Also cleaners or card-flower-candle shop would be appropriate. A good friendly, neighborhood wine store would appeal to many. In addition we should market this block, the “Big Idea,” as the commercial service center for immediate and surrounding neighborhoods. The “urban grocery store” may be a two story building.

Massive parking lots (which are never fully used) do not have to exist in an urban context where land uses are designed together and people understand that walking (or Biking) is a strong alternative mode of transportation. In this example, a grocery store is a two story structure with on-street parking and many amenities for local walkers including areas for pets. (2, p 8)

The social space of the street as well as the social space of the inner courtyard provide meeting and relaxing areas. This makes this parking lot an active space with quality landscaping and lighting. (2, p. 14) Good urban design values how a building interacts with the public realm of the street and sidewalk. This example shows how the amenity of the sidewalk café provides places for people to sit and enjoy the street as a social space and not just a transportation corridor. (2, p 8)
This also applies to the inner courtyard affect created by the enclosing location of the buildings along 16th and a distance up Central where people could gather, relax, and enjoyably socialize with other neighbors in a very casual setting near retailers to be visited on such outings. Also, this would be appealing to visitors who come to the Kennedy-King Memorial.

In conceptual drawings, a closely similar concept of the Plan’s development of the “Big Idea” full block for Kroger and the shopping center/market place is seen. (2, p 12) A variety of facades along 16th Street should be constructed to stimulate interest e.g., as seen in Circle Center on Washington Street between Meridian and Illinois.

On buildings, signage will be used on street side buildings with directional and informational signs to the inner courtyard. Kroger would require sufficient signage and signs for parking since the lot is not clearly seen from 16th. Signage also could embody public art. (2, p 14)

**Current Recommendations**

This is the “Big Idea” from the Program. This would occupy the entire block from 16th Street to 17th and Central to a widened Park Avenue. Ruckle would be widened as the entrance from 16th Street to the courtyard of this one full block retail and entertainment center. Actual usable two to three story buildings would cover all 16th St frontage from Park to Ruckle and all street frontage from Ruckle to the setback at Central (setback same as former Canterbury Apts) and the street frontage northward on Central about 300 feet.

Pedestrian friendly sidewalks along 16th would be 12’ wide with tree lawn. Buildings would have entrances both from 16th or Central and from the “rear” courtyard. Additional in-outs on Central north of 300’ and on Park would open to courtyard. On-street parking would be accomplished on 16th by moving the curb on the north side of 16th northward 9’. Also bump outs along Central between 16th and 17th would provide parking on the east side of Central. There would be no parking on the west side of Park

Construct fully usable 2-3 story buildings on 17th from Central to Park with retail entrances only to courtyard. Prefer various medium/high end retail along 16th and Kroger building backed up to 17th with entrance from courtyard and with deliveries from 17th
## Previous Recommendations

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<th>The Old Northside</th>
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<td>(traditional, neo-traditional, contemporary)</td>
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<td>Building Setbacks:</td>
<td>(1-2 stories, 3-4 stories, 5-6 stories)</td>
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<td>Parking:</td>
<td>(how far back should the building sit from the street)</td>
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<tr>
<td>Priority:</td>
<td>(how far back should the building sit from the street)</td>
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### Current Recommendations

Brownfield undergoing remediation. ONS wants this developed as single family residential into two lots running east to west, with houses of appropriate design and height facing Park. Normal size sidewalks should be moved and tree lawn created at street side. (2, p 6, 16)

This residential construction with homes running east to west at the 16th Street sidewalk reflects that of historic construction on the lots as well as adjacent current homes on sequential north-south streets. Therefore, the 16th Street streetscape along these three blocks will be identical. The massing of the homes on each of these developed lots will be consistent with those adjacent homes.
### The Old Northside
**1046721**
1564 N. Broadway St.
Vacant Lot
D8 RC

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<td>Parking:</td>
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<td>Priority:</td>
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**Previous Recommendations**

**Current Recommendations**

Owner plans to build single family residential in near future. Only acceptable development is residential. Normal size sidewalks should be moved and tree lawn created at street side.
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<td>Retail or Mixed-use</td>
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**Previous Recommendations**

**Current Recommendations**

This building was demolished Fall 2011.
**Neighborhood:**  
**Parcel Number (Address):**

**Existing Property Type/Name:**  
**Existing Zoning:**

**Year Built/Style:**  
**Preferred Future Use:**  
(retail, office, single-family residential, multi-family residential, park) *current use

**Design:**  
(traditional, neo-traditional, contemporary)

**Density:**  
(1-2 stories, 3-4 stories, 5-6 stories)

**Building Setbacks:**  
(how far back should the building sit from the street)

**Parking:**  
(front, back, curb, etc.)

**Priority:**  
(high, medium, low)

### Previous Recommendations

The Old Northside  
1069470 *(701 E. 16th Street)*  
1018348 *(717 E. 16th Street)*  
1069564 *(1563 N College)*

Parking Lot  
C3 RC

Retail or Mixed-use

Modern

3-4 Stories

12’ Sidewalks w/ Tree Lawn

South of New Building

Medium

### Current Recommendations

Large lot for mixed-use with retail on lower floor and residences above. If remediated, parking could be underground same as condo unit to south. Otherwise, parking on south side of new building with in/out to Edison street. Building is to cover all lot frontage from College east to Edison St. Twelve foot sidewalk along 16<sup>th</sup> only will be set back to allow tree lawn along street; sidewalk along College to remain current size. Building to be subdued modern style compatible with condo to south and other buildings on College and 16<sup>th</sup> Street.
Previous Recommendations

Current Recommendations
Three story for mixed-use. Commercial activities could utilize. West side borders on College Corner residential development and east side on Frank and Judy O’Bannon Old Northside Soccer Park. Currently used for some storage and light commercial. Current parking spaces are on east and south sides of building. West of Soccer Park and the Monon Trail with proposed train stop at 16th. Near entertainment and exercise venues.
### Neighborhood:
Kennedy-King

### Parcel Number (Address):
- 1067111 (*1601 N. Bellefontaine St.)*
- 1091256 (*1607 N. Bellefontaine St.)*
- 1067112 (*906 E. 16th Street)*

### Existing Property Type/Name:
Vacant Lot

### Existing Zoning:
D8

### Year Built/Style:

### Preferred Future Use:
- Multi-family Residential

### Design:
- Neo-traditional

### Density:
- 3-4 Stories

### Building Setbacks:
- 8' Sidewalks w/ Tree Lawn

### Parking:
- North of New Building

### Priority:
- Low

## Previous Recommendations

## Current Recommendations

Three story multi-family residential with parking on north side of new building. Appropriate setbacks but must be significant building fronting on 16th. No curb cuts on 16th.
Previous Recommendations

Current Recommendations
This is the former site of Gleaners Food Bank of Indiana. Residents see this as a key site for redevelopment due to its strategic location at 16th and the Monon Trail. The structure has been recently vacated. Multi-family residential and/or Retail/Commercial activities could utilize the Monon Trail, a potential transit stop as well as Frank and Judy O’Bannon Old Northside Soccer Park as well as additional investment happening in the area. Current parking spaces are on the east side of the building. Near entertainment and exercise venues. The structure has no historic significance, so it could be demolished to make way for development more compatible with the neighborhood.
Martindale-Brightwood  
**1041965**  
**1101 E. 16th Street**  
Vacant Structure  
CS  
1950  
Multi-family residential

### Previous Recommendations

### Current Recommendations

Commonly known as the “Tinker Flats” building, the structural condition of this long vacant former warehouse is unknown. Residents see this as a key site for redevelopment due to its strategic location at 16th and the Monon Trail. Multi-family residential activities could utilize the Monon Trail, a potential transit stop as well as Frank and Judy O’Bannon Old Northside Soccer Park as well as additional investment happening in the area. Current parking spaces are on the south side of the building. Near entertainment and exercise venues. Residents also see a high potential for subsidized artists’ lofts that could also accommodate light industrial uses.
Residents wanted to see mixed-use live/work with medium sized retail stores on first floor and living on upper. The building façade should occupy entire 16th St. frontage. Off-street parking on the property should be located behind the building. No curb cuts for in/out traffic from 16th Street. 8’ sidewalks with tree lawn along 16th Street, but leave the existing sidewalk up Yandes.
Residents feel the existing vacant structure could be incorporated into the redevelopment of this parcel, but would not be opposed to demolition. They wanted to see a medium-sized 1-2 story building containing offices or retail. The building façade should occupy entire 16th St. frontage. Off-street parking on the property should be located behind the building. No curb cuts for in/out traffic from 16th Street. 8’ sidewalks with tree lawn along 16th Street but leave the existing sidewalk/setbacks up Yandes.
Residents feel the existing vacant structure could be incorporated into the redevelopment of this parcel, but would not be opposed to demolition. They wanted to see a medium-sized 1-2 story building containing offices or retail. The building façade should occupy entire 16th St. frontage. Off-street parking on the property should be located behind the building. No curb cuts for in/out traffic from 16th Street. Residents also prefer 8’ sidewalks with tree lawn along 16th Street.

**Previous Recommendations**

**Current Recommendations**
Previous Recommendations

Current Recommendations
The building on the right in the photograph has since been demolished. Residents want to see a mixed-use development with retail on the ground floor with multi-family residential units above. The building façade should occupy entire 16th St. frontage. Off-street parking on the property should be located behind the building. No curb cuts for in/out traffic from 16th Street. Residents also prefer 8’ sidewalks with tree lawn along 16th Street.
Residents feel the existing underutilized auto service station is not compatible with their vision for this corridor as a pedestrian friendly destination. They wanted to see a medium-sized 1-2 story building containing mixed-use development, possibly live/work units, with retail spaces on the ground level and multi-family residential units above. The building façade should occupy entire 16th St. frontage. Off-street parking on the property should be located behind the building. No curb cuts for in/out traffic from 16th Street. Residents also prefer 8’ sidewalks with tree lawn along 16th Street.
Neighborhood: Martindale-Brightwood
Parcel Number: 1064686
Address: 1450 E. 16th Street
Existing Property Type/Name: Vacant Lot
Existing Zoning: C5
Preferred Future Use: Single Family Residential
Due to the small size of the parcel, residents would like to see single family housing constructed on this site. The environmental concerns are unknown.

Previous Recommendations

Current Recommendations

Design:

Density:

Building Setbacks:

Parking:

Priority:

(1-2 stories, 3-4 stories, 5-6 stories)

(retail, office, single-family residential, multi-family residential, park) *current use

traditional, neo-tradiional, contemporary)

how far back should the building sit from the street)

(front, back, curb, etc.)

(high, medium, low)
Residents wanted to see a medium-sized 1-2 story building, possibly live/work units with retail on the ground level and multi-family residential units above. The building façade should occupy entire 16th St. frontage. Off-street parking on the property should be located behind the building. No curb cuts for in/out traffic from 16th Street. Residents also prefer 8’ sidewalks with tree lawn along 16th Street.
Residents wanted to see existing structure demolished. They preferred mixed-use development, possibly live/work units, with retail stores on first floor and multi-family residential above. The building façade should occupy entire 16th St. frontage. Off-street parking on the property should be located behind the building. No curb cuts for in/out traffic from 16th Street. 8' sidewalks with tree lawn along 16th Street but leave the existing sidewalk up Arsenal.
### Recommendations

**Previous Recommendations**

The site is currently a vacant warehouse. Residents wanted to see this site used for an office building, preferably something healthcare related. The building façade should occupy entire 16th St. and Roosevelt Ave. frontage. Off-street parking on the property should be located behind the building. No curb cuts for in/out traffic from 16th Street. 8’ sidewalks with tree lawn along 16th Street and Roosevelt Ave.

### Neighborhood Information

<table>
<thead>
<tr>
<th>Neighborhood:</th>
<th>Martindale-Brightwood</th>
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<tbody>
<tr>
<td>Parcel Number:</td>
<td>1032392</td>
</tr>
<tr>
<td>Address:</td>
<td>1610 Roosevelt Ave.</td>
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<tr>
<td>Existing Zoning:</td>
<td>Vacant Structure</td>
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<td>Preferred Future Use:</td>
<td>C3C</td>
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<td>(retail, office, single-family residential, multi-family residential, park) *current use</td>
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<tr>
<td>Design:</td>
<td>Office</td>
</tr>
<tr>
<td>(traditional, neo-traditional, contemporary)</td>
<td></td>
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<tr>
<td>Density:</td>
<td>Neo-traditional</td>
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<tr>
<td>(1-2 stories, 3-4 stories, 5-6 stories)</td>
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<tr>
<td>Building Setbacks:</td>
<td>1-2 Stories</td>
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<tr>
<td>(how far back should the building sit from the street)</td>
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<tr>
<td>Parking:</td>
<td>8’ Sidewalks w/ Tree Lawn</td>
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<tr>
<td>(front, back, curb, etc.)</td>
<td></td>
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<tr>
<td>Priority:</td>
<td>North of New Building</td>
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<tr>
<td>(high, medium, low)</td>
<td>Low</td>
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</table>

8’ sidewalks with tree lawn along 16th Street and Roosevelt Ave.
Section 6: Infrastructure

Process and Residents’ Vision
During the public meeting process, the CDCs educated residents, stakeholders and property owners on the benefits and basic components of “green” infrastructure such as bicycle lanes, multi-modal transportation, reduction of stormwater runoff, tree lawns, bioswales, bumpouts and road diets. They were then asked to choose general streetscape design options (eg. lighting, signage and furnishings) from a variety of images shown on a large board. We encouraged residents to start thinking differently about their streets, sidewalks, curbs and alleys, and began the discussion of how these components can be applied to streets in the Smart Growth Renewal District.

Residents, property owners, and stakeholders determined they would like to see the appropriate design standards and development requirements for street improvements to ensure reasonable and safe access to public and private properties. These improvements include appropriately scaled sidewalks related to the urban context, a range of landscape buffers, curbs, gutters, street paving, monumentation, signage, and lighting, to be developed with complete streets principles. Complete streets principles are to plan, design, and operate streets to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster a sense of place in the public realm with attractive design amenities. Below is a list of ten goals established by residents, property owners and stakeholders for guiding the infrastructure improvements they’d like to see along the Corridor.

Goal 1: Multi-Modal Transportation
Residents, stakeholders and property owners would like for the Corridor to provide a balanced multi-modal transportation system with various transportation choices such as automobiles, buses, rail, transit, bicycles, and walking, that will serve existing and future residential and employment growth.

Goal 2: Bicycle Lanes
Residents, stakeholders and property owners believe dedicated bicycle lanes along the Corridor should be developed in tandem with motorized transportation systems, recognizing safety, user diversity, and experiential diversity. A popular idea was to remove a travel lane and replace it with 2 bicycle lanes.

Goal 3: Promote New Development
Residents, stakeholders and property owners believe major infrastructure improvements to the corridor will promote new developments and attractive, safe, and healthy neighborhoods that are walkable places to live, shop, play, and get to work without having to drive.

Goal 4: Health & Fitness
Residents, stakeholders and property owners believe the Corridor should promote and encourage pedestrian and bicycle traffic within this area of the City and not only as a viable means of transportation, but as an important method for maintaining overall health and fitness of the neighborhood’s citizens.

Goal 5: Pedestrian Safety
Residents, stakeholders and property owners believe the 16th Street Corridor should support pedestrian-oriented environments that address safety as a first priority and the use of a landscape strip along the roadway as a safety buffer between pedestrians and moving vehicles.
Goal 6: Street Trees
Residents, stakeholders and property owners promote the planting trees along the Corridor for beautification, to provide a buffer between the pedestrian and traffic, and to provide shade during the warmer months to create a more comfortable pedestrian experience.

Goal 7: Road Diet
Residents, stakeholders and property owners feel the Corridor should be constructed to the narrowest widths feasible, curb to curb, without impeding emergency vehicle access. They also felt that landscaped “bumpouts” on major arterial roads are crucial for beautification, traffic calming, and pedestrian safety.

Goal 8: Linkage to Jobs
Residents, stakeholders and property owners believe multi-modal infrastructure improvements along the corridor will improve linkages between the neighborhoods on the east end with the major employers on the west end such as IU Health, Methodist Hospital and Indiana University-Purdue University Indianapolis (IUPUI).

Goal 9: Cohesive Streetscape Elements
Residents, stakeholders and property owners would like to see a cohesive set of streetscape elements such as bus stops, signage, street lights, trash receptacles and bus shelters along the Corridor to further define an identity. The overwhelming consensus is that residents would like the above elements to be designed in a more traditional or neo-traditional manner. Please refer to the design board in Section 4 for examples.

Goal 10: Reduce Stormwater Runoff
Residents, stakeholders and property owners would like to see elements such as bioswales and permeable pavers installed to curb excessive stormwater runoff, in efforts to curb a serious problem that has plagued Indianapolis for decades.

New Kennedy-King Memorial/MLK Park Ceremonial Entrance
The 2004 Program identified a need to establish a character and identity of the Corridor which would give a well-developed definition of place that defines destination and market identity. A destination and definition will arise in the Kennedy-King Memorial which adds to MLK Park as a destination for summer sports and entertainment.

A major enhancement is the widening of Park Avenue from 16th Street to 17th Street with the addition of a landscaped esplanade with new street lights. At 16th Street will be an attractive, eye-catching Grand Entrance to the future Kennedy-King Memorial in MLK Park. This will be a destination not only for Indianapolis residents, but also for others from outside Indiana, especially those attending conferences in Indianapolis. Please refer to the following page for the proposed enhancements.
NEW CEREMONIAL ENTRANCE TO KENNEDY-KING MEMORIAL AND M.L. KING PARK

SCALE: 1" = 30'-0"
Strategic Improvement Locations

Main Street Corridor
Through our citizen consultation, we came to the conclusion that the 16th Street Corridor lies largely underutilized as both a commuter and recreational connector transportation route. The Monon Trail alone brings hundreds of commuters downtown daily and a couple thousand riders weekly and yet, there are few safe and clearly defined east-west routes to major job hubs such as IU Health’s and IUPUI’s campuses. Other major north/south cross streets to receive bicycle lane investment in the near future are Illinois Street and Capitol Avenue. Lastly, the Monon and 16th Street intersection sits .5 miles from recent 10th Street improvements, and less than .5 miles from three medium to large size parks. However, 16th Street not only lacks proper indicators of these major connections, but remains a very difficult corridor to travel by any mode other than a vehicle.

It seems we can safely assume that as our city moves toward becoming a more bicycle friendly city, major east/west routes’ relationships to these main north/south commuter avenues will only increase in priority. In addition, defining the connections between the major east/west corridors will allow travelers as many access points as are necessary to find convenient and safe paths to work.

Most important to all stakeholders is the continuation to Roosevelt Avenue of the bump outs and street narrowing currently being implemented along the Corridor west of Central Avenue. These improvements are crucial to the development of the neighborhood. This may include bringing four vehicle lanes down to three, or even two lanes where appropriate, to provide enough space for on-street parking and sidewalk buffers. Slowing the traffic will have a two-fold effect on the Corridor in that it will make all travelers feel safer, no matter their mode of transportation, and it will allow passers-by more time to notice and enjoy attractions as they pass. For properties that are blighted, the new infrastructure and slower traffic will signal a change in planned property uses and is more likely to spur future investment.

Following street narrowing are wayfinding, walkability, bicycle paths and green infrastructure. Given 16th Streets connection to various north/south travel routes, signage and intuitive design indicators will open up and make those connections more visible. In addition, several areas of 16th are extremely unsafe due to their 4-foot width that sits directly next to four lanes of traffic. This is where the street narrowing and green buffers and/or parking lanes will shield the pedestrian from oncoming traffic. Bicycle lanes can be added to either or both sides of the Corridor, depending on the decided upon number of lanes. Any green infrastructure will include bioswales, tree-plantings and pervious concrete usage where possible.

Connectivity Improvements
Since 16th Street has lacked appropriate attention as a connector corridor for so long, many of its north/south connections remain challenging as well. Since walkability and bikability have been reoccurring priorities and themes in our 16th Street discussions, we are suggesting a few projects that will go alongside and increase the safety and connectivity of major corridor improvements. Though the four main connectivity opportunities are not directly on 16th Street, they surround it and revolve around its nearby amenities and attractions.

1) Sidewalks, Alleys, & Curbs
2) Monon Access
3) Bicycle Boulevard
4) Lewis Street & Brookside Connectors
The closest and most direct project would coordinate sidewalk, alley and curb improvements along 16th and the Monon, improving the attractiveness and physical safety for those entering and exiting the Monon on and around 16th from surrounding parks and other destinations. Secondly, additional entrance/exit points will be created around the Monon from the interstate to 22nd Street. This will allow greater visibility and safety near the main corridor.

The bicycle boulevard is a tool that will enhance recreational travel routes that connect Herron High School, Martin Luther King Park, JTV Park and the Monon. One or more of these innovative boulevards would likely go on less heavily automobile trafficked neighborhood streets and would limit vehicle traffic, while giving preference to bicycles and foot traffic. The intent is to allow additional access to nearby amenities and to free up main street corridors for direct route cyclist commuters. Families and groups will be able to take advantage of quieter residential paths and the corridor will be able to primarily accommodate commuter cyclists within its tight space confinements.

Few people realize the additional trail and path options around 16th and the Monon that local residents know well. For instance, along an abandoned CSX rail line on 21st Street exists a stretch that would connect 8 miles of the Brookside Trail to the Monon, thus creating a full 10 mile Trail circle on the city’s northeast side. In addition, there is a half mile stretch along the Monon, between the new 10th Street improvements and 16th Street that has been forgotten and blocked off years ago. If the street were reopened, 10th Street, 16th Street and College Avenue would become more accessible and would increase the possibility for additional positive traffic flow. Currently, this lack of connections is stunting the full potential for recent city investments and for future redevelopment and private investment. The only way to break down the legacy left by divisive highway intrusions within these neighborhoods is to focus on reopening connections such as these.

**Future Infrastructure Catalysts**

Other key north/south cross streets are College Avenue and Andrew J. Brown Avenue, where new infrastructure could improve safety as secondary transit veins. Both streets feed heavily into 16th Street and are therefore very much associated with the continued corridor improvements. In addition, other main commercial transit corridors that have been long-ignored can utilize this plan as blueprint such as 22nd Street.

In the future, the residents and the committee would like to see the basic improvements of curb cuts, traffic slowing, and increased bikability/walkability continued on nearby cross streets and similar parallel corridors. These basic improvements indicate that the city is committed to redevelopment in the Smart Growth Area, other catalyst urban corridors and anywhere in the city where residents and organizations combine forces to drive improvement and reinvestment in the blighted urban core.