

MERIDIAN KESSLER NEIGHBORHOOD PLAN

Adopted by the Metropolitan Development Commission
as an element of the Comprehensive Plan for
Indianapolis and Marion County.

June 1, 2016

2016-CPS-R-003



METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA
RESOLUTION NO. 2016-CPS-R-003

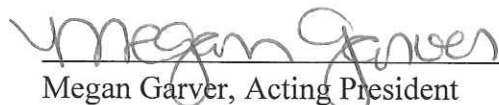
RESOLUTION 2016-CPS-R-003, amending a segment of the Comprehensive or Master Plan of Marion County, Indiana, Meridian Kessler Neighborhood Plan.

Be it resolved that, pursuant to I.C. 36-7-4, the Metropolitan Development Commission of Marion County, Indiana, hereby amends the Comprehensive or Master Plan for Marion County, Indiana, by adoption of the Meridian Kessler Neighborhood Plan, which is attached hereto and incorporated herein by reference as an amendment to the Comprehensive or Master Plan of Marion County, Indiana.

Be it further resolved that Resolution 1979-CPS-R-003, a segment of the Comprehensive or Master Plan of Marion County, Indiana, is hereby repealed.

Be it further resolved that the Secretary of the Metropolitan Development Commission is directed to certify copies of this Resolution 2016-CPS-R-003 amending the Comprehensive or Master Plan of Marion County, Indiana, Meridian Kessler Neighborhood Plan.

Be it further resolved that the Director of the Department of Metropolitan Development is directed to mail or deliver certified copies of this Resolution 2016-CPS-R-003, to the Mayor of the City of Indianapolis, the City-County Council of Indianapolis and Marion County, the Board of Commissioners of Marion County, Indiana and to the legislative authorities of the incorporated cities and towns of Marion County, Indiana that are directly affected by this plan: none. The Director shall also file one (1) copy of the Resolution and one (1) summary of the plan in the office of the Recorder of Marion County.


Megan Garver, Acting President

Metropolitan Development Commission

Date: June 1, 2016

APPROVED AS TO LEGAL FORM
AND ADEQUACY THIS 23rd DAY OF
MAY, 2016


Chris Steinmetz
Assistant Corporation Counsel

MERIDIAN KESSLER NEIGHBORHOOD PLAN

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INTRODUCTION

The Meridian Kessler Neighborhood Plan is an instrument that will provide guidelines for residential and commercial redevelopment, advocate for a sustainable and attractive neighborhood, and promote the area's unique and historic character.

This plan is also an update of, and replacement to, the Meridian Kessler Subarea Plan adopted by the Metropolitan Development Commission as a Comprehensive Plan segment on January 17, 1979 (79-CPS-R-003).

A comprehensive plan is required by state statute (Indiana Code 36-7-4-501 through 512) as a basis for zoning and must include objectives and policies for future land use development and development of public ways, places, land, structures and utilities.

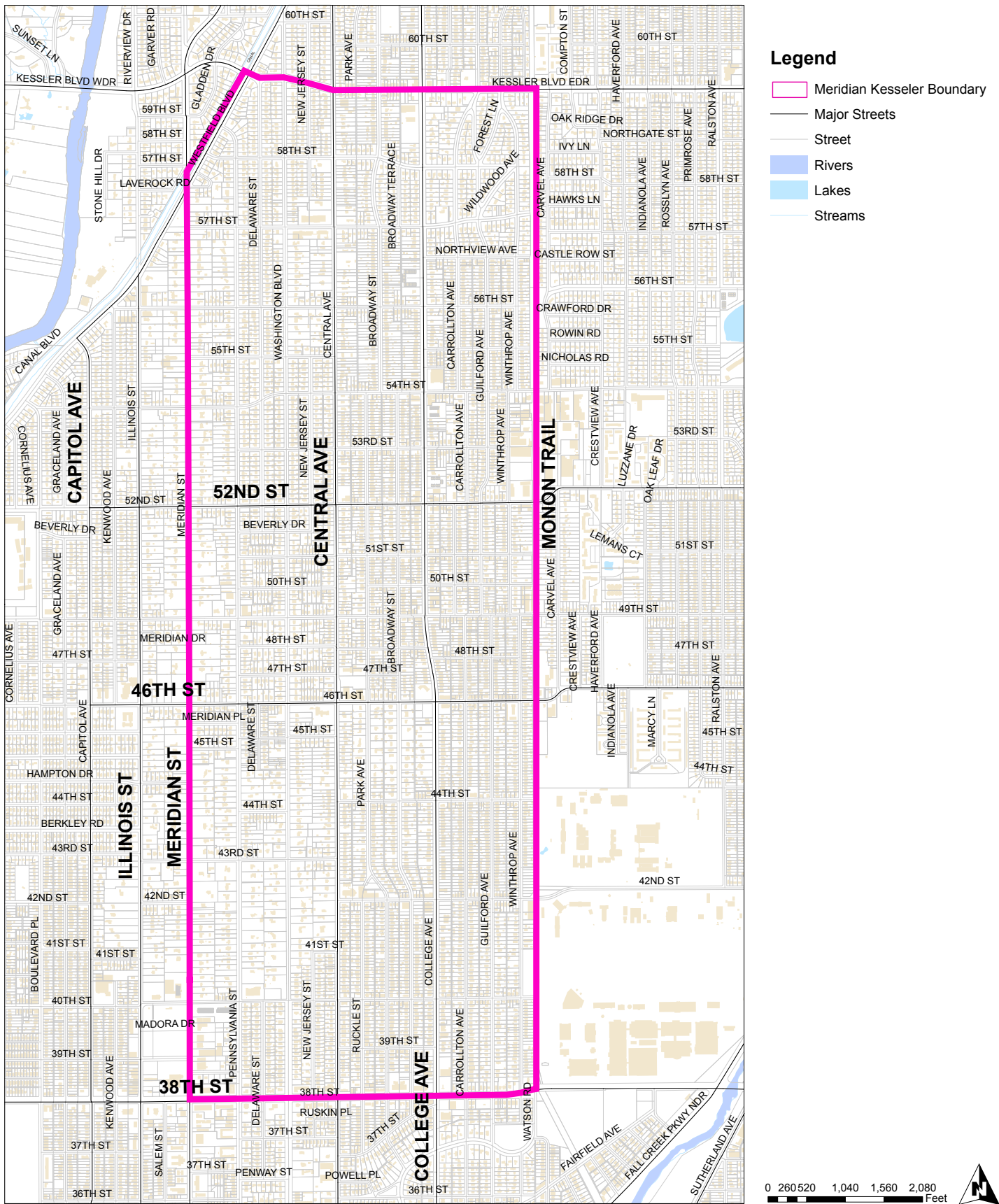
This plan is also a guide for anyone making a decision about the use of a property. It is useful for property owners, developers, neighbors and neighborhood organizations, City staff and City boards and commissions. This plan will be used to evaluate rezoning applications, to project future population and employment concentrations, and prioritize capital improvements.

The study area for this plan is within Kessler Boulevard, the Monon Rail-Trail, 38th Street, Meridian Street and the Indianapolis Water Company Canal on the city's northside.

Prior to 1900 the area that became Meridian Kessler was primarily farm fields and orchards. But as Indianapolis expanded through the first half of the 20th century the farms were platted and the plats were built out. As noted in the "Encyclopedia of Indianapolis":

The emerging neighborhood had become a prestigious address for community and business leaders as well as for those aspiring to influence. The neighborhood's western edge boasted large homes, many of near mansion proportions, on sizable wooded lots. Homes became more modestly middle class toward the eastern edge where bungalows are predominant. Meridian Kessler also has a number of small apartment buildings located primarily along the major thoroughfares of 38th Street and College Avenue but also scattered along Washington Boulevard, Central Avenue, and Pennsylvania Street.

Commercial centers developed at 49th and Pennsylvania streets and along College Avenue at each major intersection to Kessler Boulevard, provide local residents with groceries, shops and service stations.



PLANNING PROCESS

Over the course of three years, a committee of neighborhood volunteers, with assistance from the City's Division of Planning, worked to develop a plan to update the old 1978 Meridian-Kessler Plan to guide future land use development for decades to come. The plan focuses on important "character areas" within Meridian-Kessler.

The committee sought feedback from residents during ten-plus meetings with residents and businesses. The meetings were conducted by neighborhood volunteers with the assistance of City's Division of Planning. The meetings were advertised by posters, leaflets, in the Meridian-Kessler Neighborhood Association (MKNA) Newsletters, and on the MKNA website. The content of those meetings were also posted on the MKNA website. The committee also compiled a new email list of interested residents to keep them informed of the progress of the plan, and regularly sought comments on the MKNA web site.

The meetings were keyed to the critical areas, which included:

- College Avenue from 38th Street to Kessler Boulevard,
- Winthrop Avenue from 54th Street to 46th Street & the Monon Trail,
- 38th Street from the State Fairgrounds to Meridian Street,
- 49th & Pennsylvania streets,
- Central Avenue from 42nd Street to 46th Street, and
- Meridian Street from 38th Street to 40th Street.

The committee released an illustrated final draft of the plan on April 15, 2015. It was made available at the May 14, 2015 MKNA All-Neighborhood meeting. The Plan and Land Use Map were displayed at the College Avenue Branch Library and on the Meridian Kessler Neighborhood Association's website (www.mkna.org) for sixty days for comments. All feedback received during the comment period was evaluated and, if appropriate, incorporated into the plan.

RELATED PLANNING DOCUMENTS

The Meridian Kessler Neighborhood Plan is one of approximately 135 planning documents that make up the Comprehensive Plan for Indianapolis and Marion County. Of particular relevance to the Meridian Kessler Neighborhood are the Red Line Transit-Oriented Development Strategic Plan, the 38th Street Corridor Study, the North Meridian Corridor - Section 6 Plan, and the Meridian Street Preservation Area Plan.

RED LINE TRANSIT-ORIENTED DEVELOPMENT STRATEGIC PLAN

This plan, adopted in 2015 (2015-CPS-R-001), is a plan to promote development adjacent to bus rapid transit stations along the proposed Red Line. The Red Line, further explained below in the description for the Marion County Transit Plan, is planned to connect Westfield with Greenwood, and uses College Avenue and 38th Street in the Meridian-Kessler area. This plan assigns a land use typology to each proposed station area and provides a policy overlay on existing land use plans. Generally, the plan promotes mixed-use and moderate-density (attached single-family and multi-family) around most of the station areas in the neighborhood in alignment with the recommendations of this Meridian-Kessler plan.

38TH STREET CORRIDOR STUDY

This plan was adopted in 1985 and then expanded and readopted in 1998 (98-CPS-R-008). The plan covers the immediate vicinity of 38th Street between Michigan Road/Dr. Martin Luther King Jr. Street and Fall Creek. The study area widens out to 40th Street between Kenwood Avenue and Pennsylvania Street. It widens again at College Avenue to nearly 40th Street. The plan includes recommendations for land use, zoning and design standards. Among the many recommendations are ones to widen the sidewalks along 38th Street and to maintain the architectural character of the area between Pennsylvania and Broadway streets.

In 1998 a three-day charrette was held to generate recommendations for improvements to the 38th Street Corridor. The charrette was a joint project of the Maple Road Development Association, the Indianapolis Chapter of the American Institute of Architects, the Ball State University College of Architecture and Planning and the City of Indianapolis. Among the implemented recommendations of the charrette was the installation of landscaped medians in 38th Street. The charrette also recommended the nomination of the historic apartment buildings between Pennsylvania and Broadway streets to the National Register of Historic Places as a historic district.

NORTH MERIDIAN CORRIDOR – SECTION 6 PLAN

This plan looks at Illinois, Meridian and Pennsylvania streets between 30th and 40th streets. The plan was adopted in 1986 (86-CPS-R-010). The plan includes recommendations for land use, zoning and design standards. A general recommendation for the study area was for its inclusion in the Regional Center Secondary District. Recommendations specifically for the area of overlap between this plan and the Section 6 Plan are:

- construction of an office building at southeast corner of 39th and Meridian streets,
- construction of an apartment building at the southwest corner of 39th and Pennsylvania streets,
- tree planting along the major streets, and
- reorganizing and expanding the parking lots in the area to improve safety and increase supply

MERIDIAN STREET PRESERVATION AREA PLAN

The study area for this plan is the jurisdictional area of the Meridian Street Preservation Commission. The MSPC is a nine-member board that has authority over land use changes and exterior modifications to structures within its district (see page 11). This plan makes recommendations for land use and zoning. It was adopted in September, 2004 (2004-CPS-R-003).

Other plans of particular importance to the Meridian-Kessler Neighborhood are IndyConnect/Marion County Transit Plan and the Midtown Economic Development Area plan and its related Tax Increment Financing (TIF) District.

MARION COUNTY TRANSIT PLAN

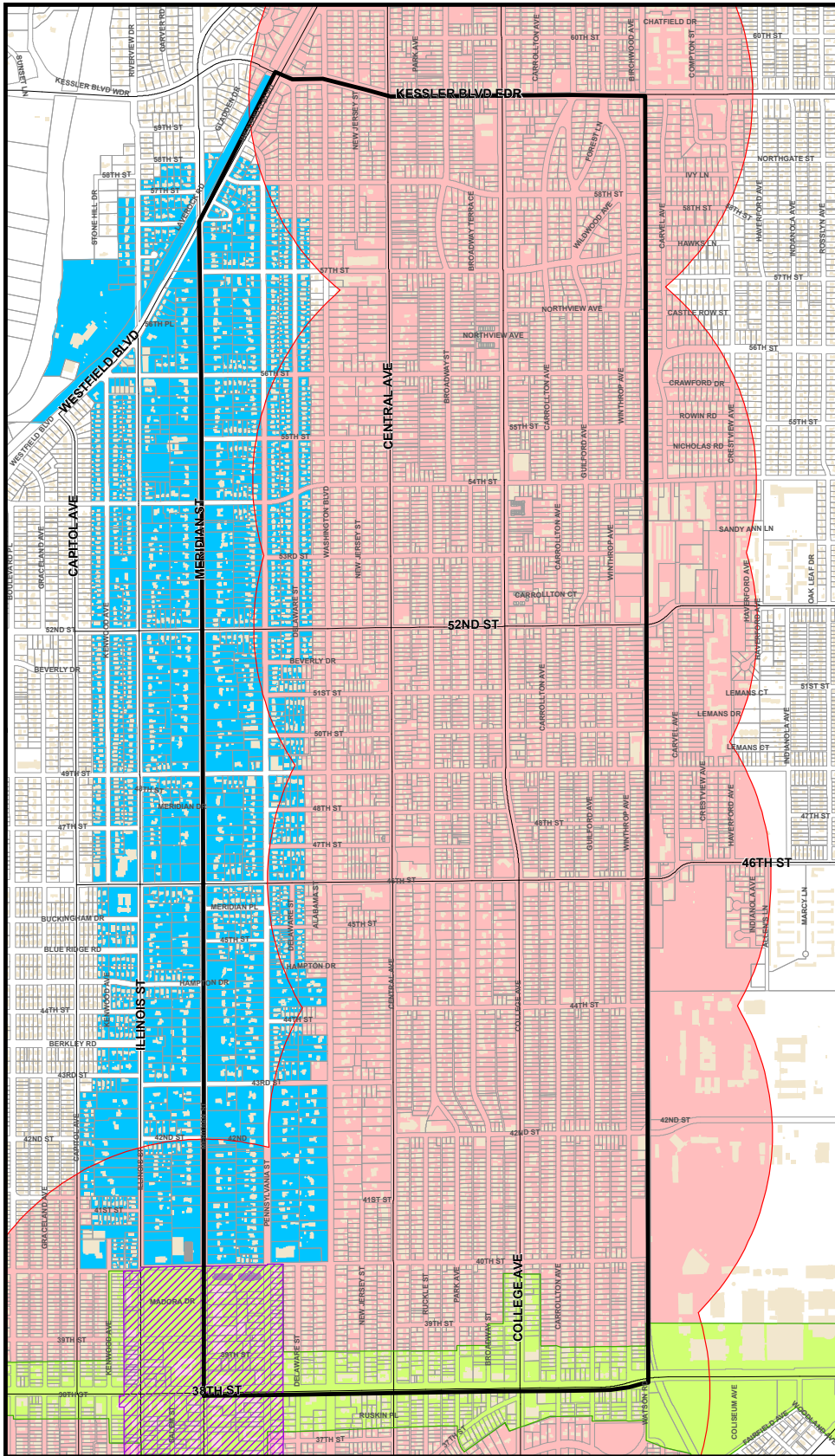
The Marion County Transit Plan (a component of an initiative commonly known as IndyConnect) is part of an ongoing transportation initiative that seeks to improve transit in Indianapolis and central Indiana. The foundation of the initiative is a recalibration of the current bus service to reduce wait times and move from a hub and spoke route system to one that is more like a grid. The centerpiece of the initiative is a group of four bus rapid transit lines. Two of these proposed lines would be transformative to Meridian-Kessler. The proposed Purple Line would run on 38th Street along the neighborhood's southern edge and connect the neighborhood to points east, west and downtown. The proposed Red Line would run north/south from Westfield to Greenwood via Broad Ripple, Meridian-Kessler, Ivy Tech, IUPUI, downtown, and UIndy. Through Meridian-Kessler it would use College Avenue and 38th Street.

ECONOMIC DEVELOPMENT PLAN FOR NORTH MIDTOWN

The purpose of the Economic Development Plan for North Midtown was to focus redevelopment efforts on the area of the College Avenue and Monon corridors from White River to Fall Creek. This area includes much of the eastern portion of Meridian-Kessler. The planning area also includes a leg down 38th Street west along Meridian-Kessler and into the Butler-Tarkington neighborhood. The stated intentions of the plan are to:

- Provide better neighborhood services
- Provide tools for stimulating private investment
- Protect and create jobs
- Recycle obsolescent public property, and
- Upgrade infrastructure

Among the tools being used to implement the plan is Tax Increment Financing (TIF).



Legend

- Meridian Kessler Boundary
- Meridian Street Preservation Area Plan
- Red Line TOD Strategic Plan
- 38th Street Corridor Plan
- North Meridian Corridor Section 6 Plan
- Parcels
- Major Streets
- Street



Map 2: Related Plan Boundaries

RECOMMENDATIONS

1. NEIGHBORHOOD CHARACTER

Meridian Kessler is known and valued for its solid and established character as expressed in its historic homes, mature trees, well-maintained yards, institutions and sidewalk-lined streets. It is a residential neighborhood with a series of commercial nodes that are easily accessible on foot. It is the goal of this plan to preserve and enhance the neighborhood's essential character.

Recommendations and Actions

- 1.1 Maintain the character of the neighborhood – building setbacks, heights, styles, materials and size, lot sizes and shapes, and mix of uses.
- 1.2 Maintain the existing housing stock and discourage demolitions.
- 1.3 Prepare a tree preservation plan.
- 1.4 Maintain the topographic variations throughout the neighborhood.
- 1.5 Create a unique high-quality environment and identity for the Meridian Kessler neighborhood through unified streetscaping (benches, bus stops, trash containers, lighting, signage, etc.).



One example of creating a neighborhood identity through unified streetscaping is to install tile in the sidewalks at neighborhood intersections spelling out the street names.

2. TRANSPORTATION AND INFRASTRUCTURE

Meridian Kessler was originally laid out in a grid. This has created an easily-travelled area with many route options. The neighborhood is also well-connected to the rest of the city by way of arterial streets such as Kessler Boulevard, 38th Street, Meridian Street and College Avenue. A quality pedestrian system of connectivity is critical to a vibrant community. It is the goal of this plan to preserve ease of safe movement within the neighborhood by way of multiple modes of transportation: driving, walking, biking and transit.

Recommendations and Actions

- 2.1 Promote and support mass transit, accompanied with development density, as an integral part of future plans.
 - Promote the vicinity of the intersection of College Avenue and Kessler Boulevard as a mass transit stop.
 - Promote the 38th Street corridor as a transit line, with transit-oriented development at certain intersections.
- 2.2 Install traffic calming elements, as appropriate, throughout the neighborhood. The first priority for traffic calming should be along streets in the “Safe Routes to Schools” program. (See Appendix B) Following are some examples of traffic calming measures:
 - Bump outs/curb extensions (narrows lane width at pedestrian crossings).
 - Chokers (narrows the roadway to a single lane at points).
 - Mini-circles (raised circular islands constructed in the center of residential or minor street intersections - generally not intended for use where one or both streets are arterial streets).
 - Traffic circles (larger circular islands at the intersection of major roads).
 - Paving pattern variety (colors and materials).
 - Road humps (similar to speed bumps, but less aggressive).
 - Chicanes (serpentine lanes that require a decrease of speed to navigate).
 - Islands (provides pedestrian refuges).
 - Median diverters (prevents left turns or through movements into residential areas).
 - Decreased turning radii.
 - Speed cushions (a series of three small speed humps that slow cars down but allow emergency vehicles to straddle them so as not to slow response time).
- 2.3 Provide for strong pedestrian connections throughout the neighborhood and to the Monon Trail.
- 2.4 Improve east/west connections for pedestrians/ bicyclists along 38th Street by creating a collector sidewalk between the State Fairgrounds and the Indianapolis Museum of Art.
- 2.5 Improve the overall streetscape and street lighting.
- 2.6 Pave and light alleys. Promote alleys as pedestrian and bicycle connections. Alley reconstructions should include incorporation green infrastructure. Improvement of the condition and safety of alleys will facilitate residential use of garage parking with alley access.
- 2.7 Retain and maintain historic brick alleys.
- 2.8 Provide individually striped curbside parking where appropriate, such as along College Avenue and near mix-use districts.
- 2.9 On-street parking should be limited to one side where streets are especially narrow.
- 2.10 Encourage green infrastructure, including, but not limited to permeable pavement, rain gardens, rain barrels, green roofs, and bio swales.
- 2.11 Improve traffic control at the intersection of Meridian and 40th streets. Provide safe pedestrian access to Tarkington Park from Meridian Kessler.



Pave and light alleys. Promote alleys as pedestrian and bicycle connections.

3. LAND USE AND DEVELOPMENT

Land use within Meridian Kessler has been generally stable for many decades. However some parts of the neighborhood are seeing interest in conversion from one land use to another. For example, the popularity of the neighborhood has caused interest in expansion of its commercial nodes. Another example is the conversion of the Monon from a rail line to a rail-trail, which has turned an industrial amenity into a residential and commercial amenity. This change is influencing redevelopment along the eastern edge of the neighborhood.

It is the goal of this plan to find harmonious ways to fit new development into the existing fabric of the neighborhood.

Overall Recommendations and Actions:

- 3.1 Any new structures should be consistent with the setbacks, height, style, material, and mass of the surrounding neighborhood.
- 3.2 Chain link fencing should be discouraged.
- 3.3 Signage near residences should not be internally illuminated.
- 3.4 Parking lots should be screened with landscaping.
- 3.5 Appropriately-sized trash containers should be provided on non-residential properties.
- 3.6 Evening and weekend hours should be limited for commercial uses adjacent to residences.
- 3.7 Landscaping and green space should be installed throughout the neighborhood, with particular attention paid to the commercial nodes along College Avenue.
- 3.8 Uses that would serve the youth of the neighborhood should be provided.

In addition to these overall recommendations, specific recommendations and guidelines are provided for specific portions of the neighborhood on subsequent pages.



Landscaping and green space should be installed throughout the neighborhood, with particular attention paid to the commercial nodes along College Avenue.

LAND USE PLAN

BASE LAND USE TYPOLOGIES

The Land Use map recommends a land use for each parcel in the study area. This recommendation is modified if the parcel is within an overlay district (see below). The recommendation will also be modified if the site is located in a Critical Area (see page 16).

Land use categories used on the map broadly define development by type of use (for example: residential, commercial, or industrial) and intensity of use (for example, number of employees or amount of traffic generated). This assignment represents the most appropriate and desirable use for the parcel

The plan's land use categories are:

Living Districts, which include a mix of residential types, public facilities, parks and limited, small-scale and low-intensity retail development

- Estate Neighborhood
- Traditional Neighborhood

Mixed-Use Districts, which contain a substantial mix of retail, residential, public facilities, institutions, parks, and low-intensity industrial uses

- Urban Mixed-Use
- Village Mixed-Use

Working Districts, which contain a mix of employment-generating uses, public facilities, and parks

- Office Commercial Uses

Other Land Uses, which are single-use areas that may be found between or within the districts above

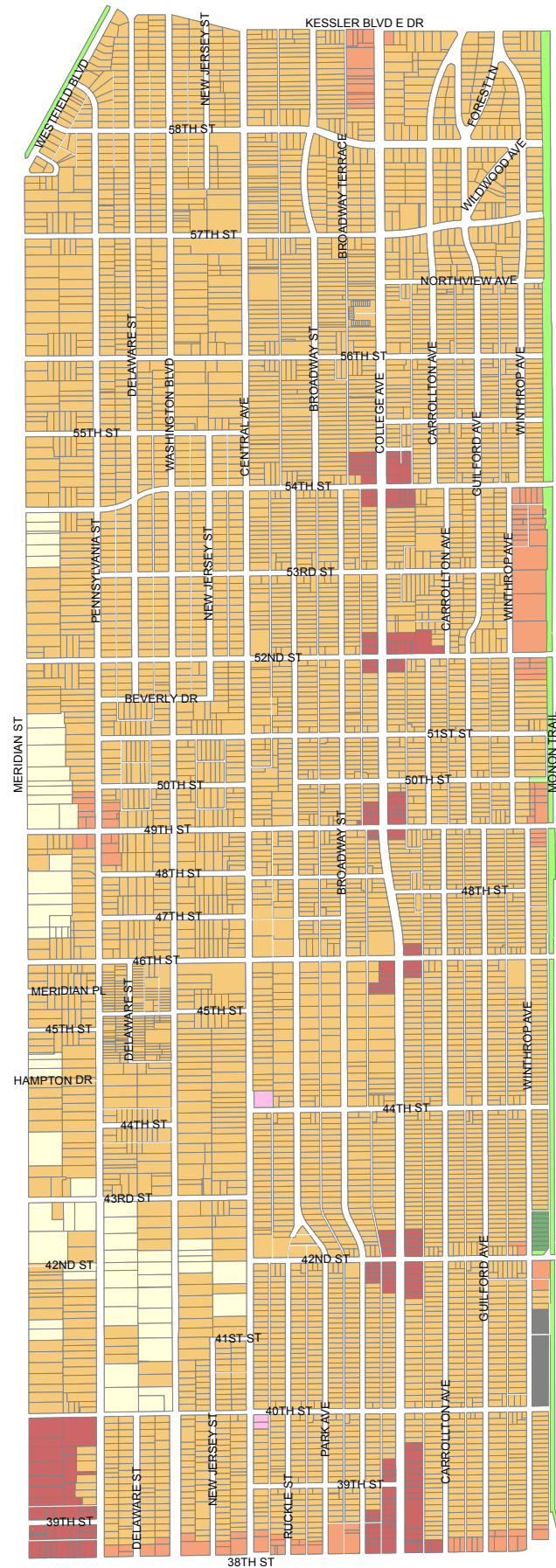
- Park
- Linear Park
- Regional Special Use

OVERLAY MODIFIERS

Overlay modifiers are thematic or issue-oriented districts that change the recommendations of the underlying base typology. Overlays do not stand on their own, but work in conjunction with the base typology.

- Environmentally Sensitive Areas (ES)
- Wellfield Protection (WP)
- Residential Corridor Reserve (RR)
- Critical Areas (CA)

These categories are described in more detail in Appendix C.



Legend

Proposed Land Use

- Estate Neighborhood
- Traditional Neighborhood
- Urban Mixed Use
- Village Mixed Use
- Park
- Linear Park
- Regional Special Use
- Office Commercial

0 0.125 0.25 0.5 Miles



Map 3: Proposed Land Use

MERIDIAN STREET

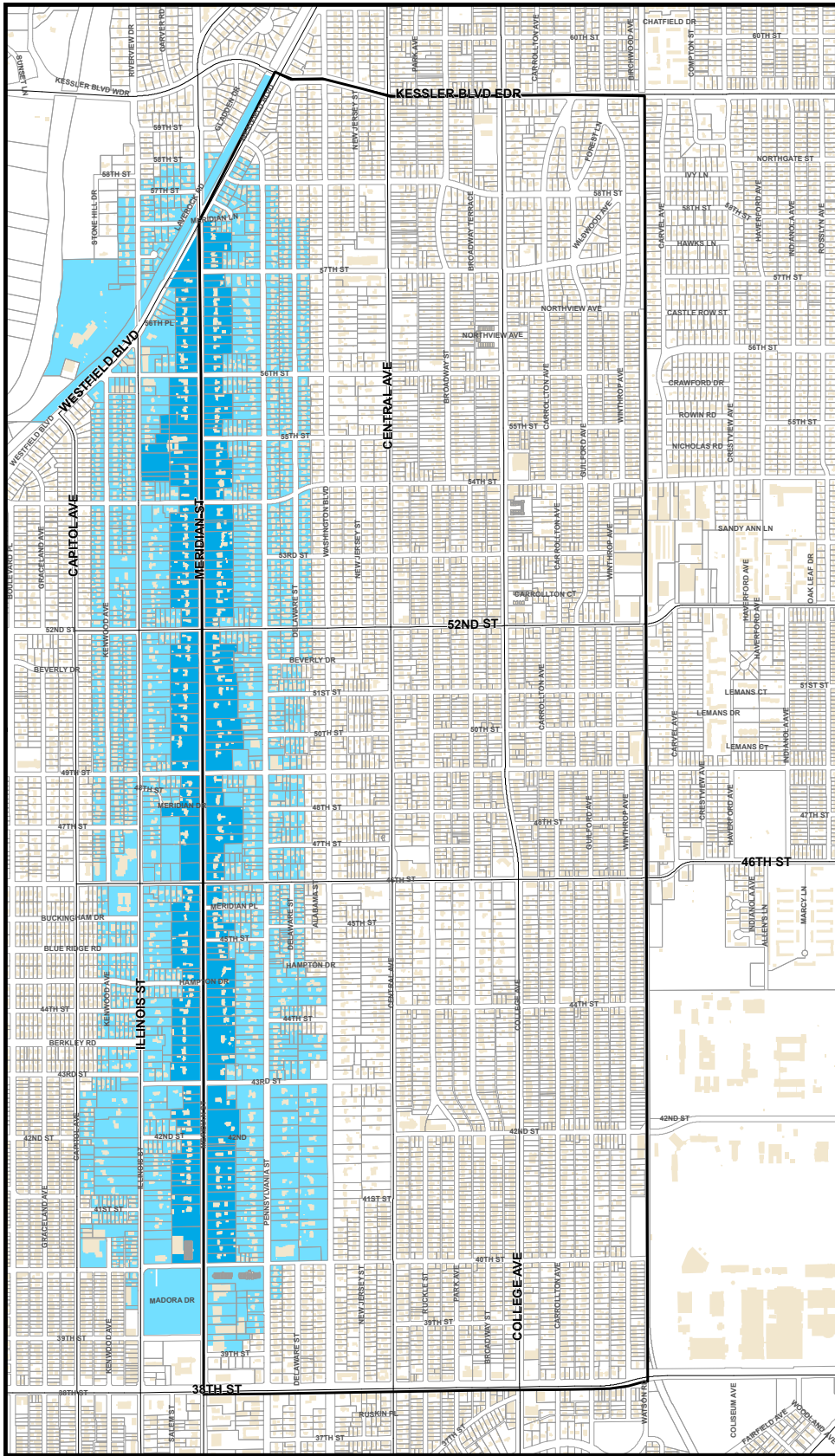
This plan is intended to work with the land use recommendations of the Meridian Street Preservation Area Plan for the properties lining Meridian Street. The land use objective is the preservation of this architecturally and historically significant corridor.

Meridian Street Preservation Commission

Land use along the western edge of the neighborhood is greatly influenced by the Meridian Street Preservation Commission (MSPC). In 1971 the Meridian Street Preservation Act (Indiana Statute PL 260-1971) created the MSPC. Within the boundaries of the Meridian Street preservation district the commission is charged with the task of preserving from deterioration and improperly conceived or implemented change the “historic, scenic, esthetically pleasing, and unique part of a street lying within Indianapolis constituting the backbone of a unique residential area.”

The MSPC consists of a nine-member board, seven of whom are appointed by the Governor of Indiana and two by the Mayor of Indianapolis. The Commission is chaired by a representative of the Indianapolis Department of Metropolitan Development. The Commission meets monthly.

The MSPC’s jurisdiction is split into a Primary Area and a Secondary Area. Property owners in the Primary Area must have proposed modifications of the exterior features of their house and property approved by the Commission prior to beginning any work. This includes construction, reconstruction, alterations or demolitions (See Appendix A). Property owners in both the Primary and Secondary Areas who seek a re-zoning or a zoning variance must receive the approval of the MSPC before their case may be heard by the Metropolitan Development Commission or Board of Zoning Appeals.



Legend

- Meridian Kessler Boundary
- MSPA Primary Zone
- MSPA Secondary Zone
- Parcels
- Major Streets
- Street



Map 4: Meridian Street Preservation Commission Jurisdiction

COLLEGE AVENUE

College Avenue served as a major public transit route when used by the Interurban from 1904 to 1938. Portions of tracks are visible today in some areas. College Avenue remains a heavily traveled street. College Avenue connects north central Marion County and points north to downtown Indianapolis. Currently IndyGo operates two of its 30 routes along College Avenue. College Avenue also has a role in city's mass transit future. It will be the route of the Red Line, a bus rapid transit (BRT) route.

Properties along College Avenue are primarily residential, with commercial uses around the intersections of Kessler Boulevard East Drive, 54th Street, 52nd Street, 49th Street, 46th Street and 42nd Street. These commercial nodes were developed in response to the public transportation route and trolley stops along College Avenue that served the surrounding neighborhoods.

Traffic Volumes on College Avenue and its Cross-Streets

Street	Thoroughfare plan designation*	Average Annual Daily Traffic (year)
College Avenue	Primary arterial	18,464 (2009)
Kessler Boulevard	Primary arterial	21,121 (2009)
54th Street	Collector street	8,513 (1997)
52nd Street	Secondary arterial	uncounted
49th Street	Collector street	uncounted
46th Street	Secondary arterial	13,519 east (2009) 6,646 west (2009)
42nd Street	Collector street	uncounted
* Primary arterials have greater traffic-carrying capabilities and higher levels of service than other at-grade routes. They serve as connecting routes to the freeway system and to other primary arterials. They are oriented to moving through-traffic and often serve as transit and freight corridors. A secondary arterial serves a higher percentage of short trips than do primary arterials, carries a significant traffic volume, and provides system continuity. A collector street collects traffic from an area and moves it to an arterial street while also providing substantial service to abutting land uses.		

Land Use Recommendations

- Residential uses should be protected along this corridor by maintaining commercial uses at their present locations.
- Transit-oriented development (TOD) should be encouraged at each of the commercial nodes along College Avenue.
- Foster a sense of community and uniqueness by attracting a diversity of locally-owned retail and service businesses to the area, although without an over-reliance on alcoholic beverage establishments.
- Create destinations within the corridor by consolidating or combining a diversified group of small local businesses (specialty stores) that would provide a unique "one-stop shopping" experience.

Design Guidelines

- Heights of new buildings should maintain a 2:1 ratio (two feet of right-of-way for one foot building height – i.e. 60' right-of-way/30'-40' tall building) to create a level of comfort and a sense of openness and interaction for pedestrians.
- Provide appropriate buffer between commercial and residential uses to minimize the impact of noise, lighting, and trash.
- Conduct a parking study as part of the Red Line BRT planning effort in order to determine how best to address parking issues along the College Avenue corridor.
- Improve alleys throughout the corridor, including lighting, to provide additional parking, pedestrian access, and service access to businesses.
- Crosswalks should be clearly identified throughout the corridor to improve safety of and encourage use by pedestrians.
- Install bicycle lanes and racks, where appropriate, to accommodate multi-modal means of travel.
- Electronic variable message signs should not be permitted along the corridor due to proximity of the surrounding residential use.
- Encourage the development of green space along the corridor that could be as simple as trees, landscaping, benches, or bicycle racks.
- Parking lots should be screened with adequate landscaping to minimize impact upon adjacent land owners.

MONON CORRIDOR

The Monon Railroad corridor forms the eastern edge of Meridian Kessler. The Monon Railroad had two main lines. The Chicago to Indianapolis main line was built in 1847 and influenced development of the north central portion of Marion County. Industrial nodes developed on the west side of the Monon at 42nd and 49th streets, on the east side of the Monon at 46th Street, and on both sides of the rail line between 52nd and 54th streets.

The rail line was abandoned between Indianapolis and Delphi, Indiana in 1987. This was a time when abandoned railways nationwide were being converted to greenways for recreation and commuter use. By 2003 the Monon Rail-Trail was completed from 10th Street to 96th Street, approximately 10.4 miles. It connects with the 5.2-mile Monon Greenway in Carmel. The trail has direct connections to the Fall Creek Greenway and the Central Canal Towpath, which leads to the White River Wapahani Trail to form a trail network that reaches south to both sides of downtown and northwest to Fort Harrison State Park. The Monon Trail links commercial districts, schools, parks, the State Fairgrounds and a dozen residential neighborhoods. In 2005, the Monon Trail was used more than 1.2 million times, making this urban greenway perhaps one of the busiest in the nation.

The conversion of the Monon from a rail line to a rail-trail has turned an industrial amenity into a residential and commercial amenity, thus influencing redevelopment along the eastern edge of the neighborhood. The four industrial nodes all have existing industrial buildings with industrial or heavy commercial uses in them. This broadens the neighborhood's tax base and employment base. However, each of the industrial nodes is partially or completely surrounded by residential neighborhoods, which can lead to conflicts due to traffic, noise and smells.

Land Use Recommendations

- East/west pedestrian connections along the Monon Trail corridor should be installed to improve access to, and use of, the trail.
- Increase the amount of green space and pocket parks along the Monon Trail similar to Canterbury Park that would serve the residential areas.

Design Guidelines

- Increase access points to the Monon Trail for the convenience of the users.
- Landscaping guidelines established in the recent Full Circle Greenways Master Plan should be implemented along the Monon Trail corridor.
- Provide appropriate buffers between commercial and residential uses to minimize the impact of noise, lighting, and trash.
- Height of new buildings should be limited to three stories, with a visual presence toward the Monon Trail; as the height is increased, the upper stories should "step back" in order to avoid a tunnel effect along the corridor.
- A parking study should be undertaken to determine the most appropriate way to address the parking shortage.
- Install landscaping along the corridor in those areas where plantings are sparse.
- Improve the appearance of the fencing adjacent to the Monon Trail in the area of the State Fairgrounds (replace the cyclone/razor wire with more aesthetic materials), while maintaining security.

38TH STREET

The 38th Street (aka Maple Road) corridor runs along the southern edge of Meridian Kessler. The two-way, six-lane primary arterial is one of the city's most important east/west routes, bridging White River, providing interstate access, and linking major institutions, retail and employment centers, and numerous neighborhoods.

Until the late 1800s Maple Road was little more than a township road flanked by farms and patches of woods. The first major development was Crown Hill Cemetery, laid out in the 1860s west of Meridian Kessler on the Michigan Road. The names "Maple Road" and "38th Street" were used interchangeably from the turn of the century through the 1940s although the name was officially changed to 38th Street in 1920. Average Annual Daily Traffic Counts (AADT) have decreased over time, with 39,584 vehicles in 1973, 32,825 in 1984, 32,883 in 1993, and 27,212 in 2011.

Five IndyGo bus routes run through this area. Route 4 – Fort Harrison and Route 39 – East 38th Street run along 38th Street. Route 17 – College crosses 38th Street on College Avenue and Route 19 – Castleton crosses 38th Street on Central Avenue. Route 18 - Nora is a north-south route that runs along Pennsylvania Street and then turns west on 38th Street for one block before turning and heading south on Meridian Street to downtown. Recent upgrades in service increases the frequency of service to 15-minute intervals on 38th Street route.

- Bus Rapid Transit has been proposed for the 38th Street corridor in the IndyConnect Plan. Continued study will be needed to determine if/how accommodation of the various modes of travel will relate to each other within the limits of the right-of-way in this busy corridor.
- Despite the high-traffic nature of 38th Street, pedestrian- and bicycle-friendliness should be important aspects of any redevelopment.

The character of the development along 38th Street varies along the length of the street. Four distinct zones are evident. Moving west to east, they are:

- a mid- and high-rise zone in proximity to the intersection of 38th and Meridian streets
- a historic apartment house district between Pennsylvania and Broadway streets
- a retail zone in proximity to the intersection of 38th Street and College Avenue
- a mixed residential zone between Carrollton Avenue and the Monon-Rail Trail
- Desired commercial development in Meridian Kessler may require greater residential densities. This area is an appropriate one for increasing those densities; examples are apartments or condominiums appropriate to seniors or young couples starting out.

Land Use Recommendations

- Create a "Green District," a unique niche that would attract entrepreneurs and art studios/galleries and demonstrate renewable energy sources.
- Promote the grant program offered by Office of Sustainability for "Green district" projects.
- Promote the 38th Street corridor as a transit line, with transit-oriented development at certain intersections.
- Work with the Department of Public Works to improve maintenance of the medians along this corridor.
- Discourage redevelopment that would include fuel stations, cash/pawn stores, check-cashing, payday loans businesses, car lots, billboards, liquor stores or strip malls.
- Encourage businesses to seek façade grants to improve visual appeal of their store fronts.

Design Guidelines

- Provide appropriate buffers and screens between adjacent commercial and residential uses.
- Signage along 38th Street should be respectful of the character of the corridor. This specifically excludes off-premise signs (billboards) and electronic variable-message signs.
- Proper maintenance of the landscaped areas in the right-of-way is essential.

RESIDENTIAL AREAS AND INSTITUTIONS

Single-family housing is the predominant land use in Meridian Kessler. The density of the single-family housing varies widely throughout the neighborhood and frequently varies widely within a single block.

Multi-family housing is mostly found along 38th Street although apartments are dotted throughout the neighborhood. Churches, schools and other institutions are also found scattered throughout the neighborhood.

Given the historic mixing of densities in the neighborhood, the number of units per acre is less important to the ongoing stability of the neighborhood than maintaining the forms and character of the current development.

The general goal of this plan is to maintain the existing housing stock and discourage demolitions.

However, some change over time is to be expected. New technologies and demographic trends will affect how people will adapt their homes to their needs and wants. Some homes will fall prey to disasters, poor maintenance or functional obsolescence. In instances of redevelopment, new construction should conform to the existing development patterns of the neighborhood.



Pocket parks could bring added greenspace to the community.

Parcels

New development should consider the characteristics of the parcels across the neighborhood, but be particularly attuned to the characteristics of the parcels in the immediate vicinity. Among the characteristics to consider are:

- The neighborhood is laid out as a grid and thus enjoys full connectiveness among its parts. Cul-de-sacs are nearly non-existent and dead end streets are anomalous except along the Monon.
- Lots are generally rectangular with a narrow end fronting the street.
- Through lots (lots that face paralleling streets to the front and back) are not characteristic.
- On blocks with a mix of lot sizes, the larger lots are typically on the north/south streets and the smaller lots on the east/west streets.
- Similarly-sized lots are typically found in groups, although there are some exceptions to this.
- Institutions are found at intersections and not mid-block.

Structures

New homes and institutions or additions to existing structures should consider the characteristics of structures across the neighborhood, but be particularly attuned to the characteristics of the homes or institutions in the immediate vicinity.

Setbacks and placement of a home upon its lot generally vary within a narrow range along any given block. New construction or additions should be within that range.

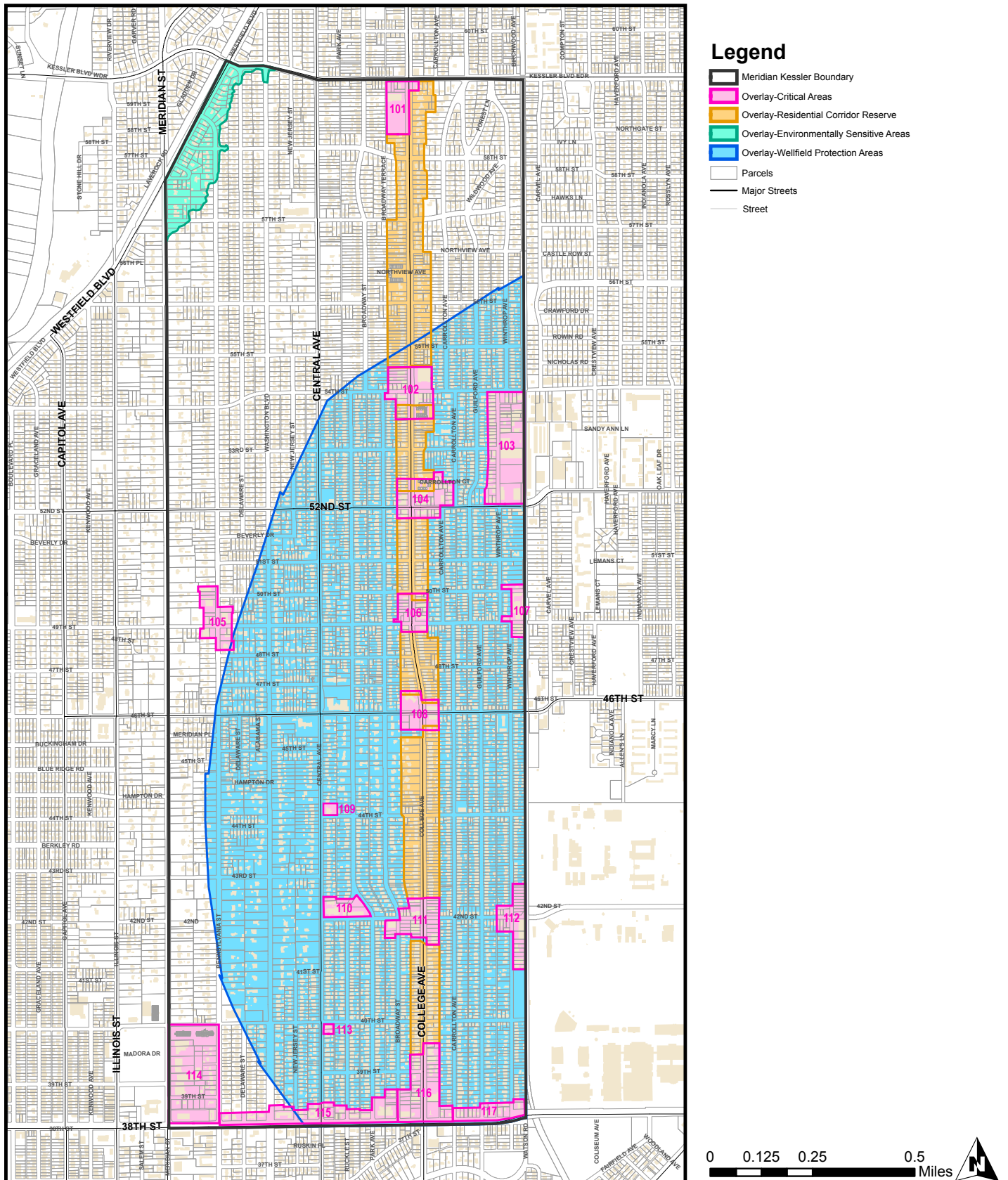
Structures should be compatible with other homes in height, size, building orientation, building shapes, amount and placement of fenestration, and materials.



Open porches provide for more interaction between porch-dwellers and passers-by.

OVERLAYS

Overlay modifiers are thematic or issue-oriented districts that change the recommendations of the underlying base typology. Overlays do not stand on their own, but work in conjunction with the base typology. The ways in which the overlays modify the base typology are detailed in Appendix C. Detailed information on Critical Area overlays follows.



Map 5: Overlays

CRITICAL AREA 101

Location: College Avenue at Kessler Boulevard, East Drive

Why Critical: The southern edge (northern boundary of Meridian Kessler Neighborhood) of this intersection has the most intense commercial zoning (C-4) within the College Avenue corridor. The properties are occupied with a car repair facility (formerly a gas station) on the southwest corner and a veterinarian clinic (formerly a gas station) on the southeast corner. The property (5870 College Avenue) along the west side of College Avenue and south of the C-4 zoning, is owned by AT&T and zoned C-1, which provides for commercial offices. It is developed with a three-story brick building and large parking lot.

Recommendations:

- See Land Use and Design Recommendations for College Avenue above.
- Redevelopment of 5870 College Avenue should be as a multi-story mixed-use building that is integrated and consistent with the character and architecture of the neighborhood. Property of this size is uncommon in the Meridian Kessler neighborhood and should command high-quality design standards.



5870 College Avenue

CRITICAL AREA 102

Location: College Avenue at 54th Street

Why Critical: This intersection is a neighborhood commercial node with a grocery store, bars, night club, cafes, coffee shop, hair salon, and offices. It is surrounded by single-family and multi-family residential structures.

Recommendations:

- See Land Use and Design Recommendations for College Avenue above (page 12).
- Do not permit commercial uses to intrude further into the neighborhood.
- Discourage billboards.
- As redevelopment occurs, encourage underground utilities in an effort to eliminate utility poles and overhead lines, thereby increasing pedestrian space.
- Install traffic calming measures that would provide a more pedestrian-friendly environment.
- Improve pedestrian safety on the southwest corner of the intersection by identifying pedestrian walkways and separating pedestrians from vehicular traffic.
- Clearly identify the crosswalks at this intersection to improve safety and accommodate pedestrians and connectivity to the Monon Trail.
- Install and/or repair sidewalks along 54th Street to facilitate connection with the Monon Trail.



An example of compatible infill development near the intersection of College Avenue & 54th Street.

CRITICAL AREA 103

Location: Monon Trail between 52nd and 54th Streets

Why Critical: The north side of 54th Street is zoned D-5 on the west side of the Monon Trail and C-3 on the east side of the Monon Trail where a small market is operating. Properties along the south side of 54th Street west of the Monon Trail are zoned C-4 and are home to a pair of restaurants.

The land north of 52nd Street between the Monon Trail and Winthrop Avenue is zoned I-4-U and CS. On the west side of Winthrop Avenue facing the street is a row of houses zoned C1, an office commercial zoning district. These houses are mostly used as homes, although a few are used as offices.

The south side of 52nd Street on either side of the Monon Trail is zoned D-5, but is developed with industrial and commercial uses.



An example of how a bike-share station could be developed at 52nd Street and the Monon Rail-Trail

Recommendations:

- See Land Use and Design Recommendations for Monon corridor above (page 13).
- Mixed use along the Monon Trail would be appropriate and might include incubator space for start-up businesses, professional offices, art center, and residential uses.
- A boutique hotel in this area could provide accommodations for those visiting Butler University.
- Form-based zoning overlay should be utilized to minimize the impact of the industrial zoned properties upon the surrounding residential community.
- Redevelopment should support a balance of neighborhood needs and services and family-oriented commercial uses.
- Capitalize upon the Monon Trail to develop adjoining green space, pocket parks, and community gardens.
- East/west pedestrian connections to the Monon Trail from both the east and west should be installed to improve community access.
- Provide an access point to the Monon Trail at 53rd St.
- Conduct a traffic study that would incorporate Complete Streets principles and identify appropriate locations for travel lanes, bikes lanes, parking spaces and permit parking for residences.
- Improve the pedestrian experience along Winthrop Avenue and provide a buffer between commercial and industrial uses to the east and the residences to the west of the street.
- Upgrade infrastructure along Winthrop Avenue, including possible storm and sanitary sewer upgrades, burying utility lines, new sidewalks and curbs, street repaving, low level pedestrian lighting, striped curb-side parking (rather than nose-in parking), and fiber optic cable upgrade.
- Renovate alleys between 52nd and 54th Streets and between Winthrop Avenue and College Avenue.
- Upgrade the Monon Trail between 49th and 52nd Streets to include trail lighting and security cameras.

CRITICAL AREA 104

Location: College Avenue at 52nd Street

Why Critical: This intersection is currently zoned community commercial, with a variety of commercial uses that primarily serve the surrounding neighborhood, including a pet supply store, bars, garden shop, cleaners, restaurants, cafes, hair salon, antique store, and offices. Residences surround these businesses. Historic buildings at this intersection create an urban experience that is warm and welcoming. Building setbacks and wide sidewalks provide comfort and safe passage for pedestrians.

Recommendations:

- See Land Use and Design Recommendations for College Avenue above (page 12).
- Preserve the historic buildings and character at this intersection.
- Integrate mixed-use (residential and commercial) at this intersection.
- Upgrade the existing bus stop to include an attractive shelter characteristic of the neighborhood.
- Establish a shared parking policy among the businesses at this intersection.
- Stripe parking along College Avenue and 52nd Street in an effort to organize and provide additional parking spaces.



Facade improvements at the intersection of 52nd Street and College Avenue.

CRITICAL AREA 105

Location: 49th and Pennsylvania streets

Why Critical: The intersection of 49th and Pennsylvania streets is a small, but locally significant retail node. Its popularity has brought about an intensification of the uses. Striking a balance between the needs of the businesses and the needs of the surrounding residences is critical.

Recommendations:

- Prohibit the expansion of commercial uses beyond their current extent.
- Avoid auto-intensive uses. Exception: redevelopment of the existing gas station on the southeast corner of the intersection as a gas station.
- Encourage small, neighborhood-serving businesses rather than businesses that would draw from a wide area.
- Avoid high-traffic businesses such as convenience stores.
- Discourage medium or large-scale businesses such as chain drugstores.
- Discourage 24-hour businesses.
- Limit the height of any new construction to one story.
- Maintain a variety of architectural styles.
- Prohibit banners, billboards or other visual clutter.
- Provide landscaping between the sidewalk off-street vehicular zones.
- Provide a common entrance for multi-tenant buildings.
- Install a bike lane on Pennsylvania Street.
- Install new sidewalks where they are absent on the west side of Pennsylvania Street and the south side of 49th Street.
- Remove obstructions on the sidewalks that interfere with pedestrian passage such as utility poles.
- Provide bike parking.



Crosswalk improvements at 49th and Pennsylvania streets.

CRITICAL AREA 106

Location: College Avenue at 49th Street

Why Critical: The northwest corner is zoned CS (W-5). The other three corners at this commercial node are zoned C-3. The CS District is designed to permit, within a single zoning district, multi-use commercial complexes or land use combinations of commercial and non-commercial uses. The primary objective is to encourage development which achieves a high degree of excellence in planning, design, or function and compatibility among varied land use choices.

This commercial node has recently experienced reinvestment into a variety of businesses that serve the surrounding neighborhood. The commercial brick buildings on the southwest and northeast corners are multi-storied and contribute to an “urban feel” at this intersection. The building on the southwest corner (The Uptown) has commercial use on the ground level with living space above - an example of mixed use. The building on the northeast corner is currently home to a liquor store. The site on the northwest corner was recently cleared and environmental remediation undertaken. The southwest corner is home to a small restaurant.

Recommendations

- See Land Use and Design Recommendations for College Avenue above (page 12).
- Neighborhood-oriented redevelopment and investment should be encouraged.
- Multi-story buildings should be placed adjacent to the street, with gradation of lower heights adjacent to residences.
- Historic buildings should be preserved.
- As properties are redeveloped, building setbacks should be established that maintain the urban character and provide visibility for safe travel.
- Commercial signage should be scaled for pedestrians and of a quality to reflect the character of the area.
- A parking plan, including striping of on-street parking, should be prepared that provides a parking system that maintains the pedestrian safety while accommodating automobiles and bicycles.

CRITICAL AREA 107

Location: Monon Trail at 49th Street

Why Critical: The west side of this intersection on either side of 49th Street is zoned C-7 which is a high intensity commercial zoning. On the southeast corner, the property is zoned SU-18 which provides for a light or power substation. The northeast corner is zoned D-5 (residential).

Recommendations

- See Land Use and Design Recommendations for Monon corridor above (page 13).
- Continue to support Indy Hostel as an appropriate use for the neighborhood.
- Develop a pocket park at 50th Street and the Monon Trail.
- Install sidewalks in this area for pedestrian safety, comfort, and connectivity.

CRITICAL AREA 108

Location: College Avenue at 46th Street

Why Critical: Three of the corners (northeast, southeast, southwest) of this intersection are zoned C-3. A church occupies the northwest corner and is zoned SU-1. The SU-1 zoning also extends to the south across 46th Street and west of the corner property. That area is used for overflow parking for the church. The southwest property was the site of a gas station. The building has been removed and the property environmentally remediated to commercial standards.

The northeast and southeast corners are commercially developed with a used furniture store and neighborhood grocery, respectively.

Recommendations

- See Land Use and Design Recommendations for College Avenue above (page 12).
- Support commercial use on the southwest corner that would be appropriate to and respect the adjacent residential uses in terms of noise, traffic, and trash.
- Support uses at this intersection that would capitalize upon the direct access to Butler University.
- Support uses that would provide a destination experience, rather than a drive-through experience. Examples would be open space, a fitness facility, or farmers market.
- Encourage a specialty grocery store or farmers market development on the former Kroger site.
- Protect the historical architectural integrity of the existing structures at this intersection.
- Support increased density with mixed use development such as two- to three-story live over work structures.
- Encourage pedestrians by supporting uses that would draw neighbors to this commercial node, while providing safe places for them to walk.

CRITICAL AREA 109

Location: Northeast corner of Central Avenue and 44th Street.

Why Critical: This property is zoned residential (D2), but has a use variance to permit the building to be used for “office-type businesses generally accepted to be permitted by the C-1 Office Buffer District of the Commercial Zoning Ordinance,” with certain limitations. The use variance is not tied specifically to the current operation. The use variance, therefore, runs with the land until a new use would be proposed, at which time a public hearing would be required. If the use would be returned to a D2 residential use, no public hearing would be necessary.

Recommendations:

- Any future expansion or new structures should be consistent with setbacks, height, style, material, and mass of the surrounding neighborhood.
- Future uses should not intensify above the current office use.
- If the current use would leave the building, future use should be consistent with the current residential zoning.
- Any outdoor seating area for the facility should be placed on the interior of the site and away from adjacent neighbors.

CRITICAL AREA 110

Location: Northeast corner of Central Avenue and 42nd Street.

Why Critical: St. Joan of Arc Catholic Church occupies the site. Through the years the church has expanded by purchasing adjacent properties and vacating an alley and a portion of Ruckle Street. It is zoned SU-1 for religious purposes. The zoning code defines religious use as “a land use devoted primarily to divine worship together with reasonably related accessory uses, which are subordinate to and commonly associated with the primary use, which may include but are not limited to, educational, instructional, social or residential uses.”

The impact of future expansions upon the neighborhood should be carefully studied and kept to a minimum.

Recommendations:

- As expansion plans are made, demolition of adjacent houses should be discouraged.
- If new structures are constructed, setbacks, height, style, material, and mass should reflect the surrounding neighborhood.
- As resources become available, site access should be improved, including upgrading of the alley that connects Central Avenue and Park Avenue.
- Any site improvements should consider children and pedestrian safety.
- Curbside parking should be permitted, organized, and striped.

CRITICAL AREA 111

Location: College Avenue at 42nd Street

Why Critical: This intersection is currently zoned Special Use with categories to provide for government buildings (public safety), church, and library.

Recommendations

- See Land Use and Design Recommendations for College Avenue above (page 12).
- Preserve the historic buildings and character at this intersection.



Example of façade improvements to the historic Masonic Lodge at the intersection of 42nd Street and College Avenue.

CRITICAL AREA 112

Location: Monon Trail at 42nd Street

Why Critical: Major state institutions can be found on the east side of the Monon with the state School for the Deaf to the north and the State Fairgrounds to the south. Properties along the western edge of the trail at 42nd Street are zoned C-7.

Recommendations:

- See Land Use and Design Recommendations for Monon corridor above (page 13).
- Storage buildings should be maintained and cleaned up.
- Properties should be landscaped to visually improve the appearance.
- Community gardens should be developed and made available to the residents within the neighborhood.
- Abandoned vehicles and houses should be reported to the Department of Code Enforcement and Marion County Health Department.
- Establish relationships with the State School for the Deaf and the State Fairgrounds to facilitate improvements along the Monon Trail corridor including the maintenance of green space and creation of a public park as shown in the land use plan.



The Monon Rail-Trail entrance to the Indiana School for the Deaf located is an example of how public art can be incorporated into the neighborhood.

CRITICAL AREA 113

Location: Southeast corner of Central Avenue and 40th Street.

Why Critical: This site is developed with a three-story brick building (constructed 1916) and parking area for approximately 30 vehicles. It is zoned SU-38, which permits the site to be used as a community center.

The location within a residential neighborhood and the size of the building presents special challenges. Any reuse of the building or redevelopment of the property would have immediate impact the surrounding neighborhood. Any new use or redevelopment of the site would require either a variance of use or a rezoning.

Recommendations:

- New use of the site should have minimal impact upon the adjacent residential properties and the neighborhood.
- Historical character of the existing building should be preserved.
- Any new structures should respect the character of the surrounding neighborhood and be consistent with the setbacks, height, style, material, and mass of the existing residential structures.
- Except for low intensity office uses, the site should not be used for commercial operations.
- Vehicular ingress/egress should be upgraded to improve safety.
- Exterior lighting should be directed inward to minimize impact upon adjacent properties.
- Internally-illuminated or neon signs should not be permitted.

CRITICAL AREA 114

Location: Intersection of 38th and Meridian streets

Why Critical: The intersection of 38th and Meridian streets is meaningful as the point where the symbolic centerline of the City (Meridian Street) crosses from the center part of the city (Center Township) to the north side (Washington Township). This intersection is also notable for being one of a small number of areas in the city outside the downtown with a concentration of multi-story buildings. This area displays a mix of multi-family housing and office buildings. New development will benefit this area if it builds upon the existing character of the area and provides greater coordination and cohesion in the functioning and aesthetics of the area.

Recommendations:

- See Land Use and Design Recommendations for 38th Street corridor above (page 14).
- Mixed uses are appropriate along both 38th and Meridian streets. Uses could be mixed among neighboring structures as well as within structures.
- High-rise structures are appropriate in this area but will need appropriate transition to the neighboring single-family homes.
- Existing residential stock should be rehabilitated or reused, particularly those structures that have historic value.
- Architectural diversity is encouraged; however monolithic structures (blank walls, minimal fenestration) are not appropriate.
- Although architectural diversity is encouraged, the area should look and function as a cohesive whole with unified signage, lighting, landscaping, and shared parking.
- Traffic control at the intersection of Meridian and 40th streets should be improved to provide safe pedestrian access to Tarkington Park from Meridian Kessler.

CRITICAL AREA 115

Location: 38th Street between Pennsylvania and Broadway streets

Why Critical: This area contains a mix of historic two- to three-story apartment houses and similarly-scaled commercial buildings, which gives an architecturally and historically significant character to the area. A small number of one-story commercial structures break an otherwise cohesive streetscape.

Recommendations:

- See Land Use and Design Recommendations for 38th Street corridor above (page 14).
- Mixed uses are appropriate along 38th Street. Uses could be mixed among neighboring structures as well as within structures.
- Types of commercial establishments desired along 38th and Meridian streets include:
 - Banking branches
 - Restaurants
 - Hotel or Bed & Breakfast
 - Living center for Seniors
 - Neighborhood grocery (not a “mega store”)
- Building heights should be proportional to the street width and front setback. However, building height should be limited to four to five stories.
- Existing residential stock should be rehabilitated or reused, particularly those structures that have historic value.
- Existing setbacks along 38th Street are appropriate; the rhythm of existing building setbacks should be maintained when redevelopment activities and infill projects are undertaken.
- The public realm between the building setback and the street should be enhanced with lighting, landscaping, wide sidewalks, and tree lawns.
- Architectural diversity is encouraged; however monolithic structures (blank walls, minimal fenestration) are not appropriate.
- New multi-family structures should have common front entryways as seen in the existing historic apartment buildings in this section of 38th Street.
- Shared parking is acceptable in the commercial areas.



Additional landscaping in the public realm of a historic apartment building on 38th Street.

CRITICAL AREA 116

Location: Intersection of 38th Street and College Avenue

Why Critical: The commercial area at College Avenue is the most notable retail node along the 38th Street within Meridian Kessler. There is a mix of historic two-story structures and newer one-story structures.

Recommendations:

- See Land Use and Design Recommendations for 38th Street corridor above (page 14).
- Mixed use (office/retail use on the first floor, with residential on the upper floors) is appropriate at this node.
- Land uses that serve neighborhood needs (i.e. grocery store) would be preferred over uses that would be regional draws.
- A boutique restaurant would be a welcome addition to the corridor.
- The height of the buildings should be limited to four to five stories.
- Existing setbacks are appropriate, but the public realm between the building setback and the street should be enhanced with lighting, landscaping, wide sidewalks, and tree lawns.
- Maintain rhythm of existing building setbacks when redevelopment activities and infill projects are undertaken.



Coburn Place on East 38th Street is an example of adaptive re-use.

CRITICAL AREA 117

Location: 38th Street between Carrollton Avenue and the Monon Rail-Trail

Why Critical: Large single-family residences dominate the land use mix. Many of these houses have been converted to multi-family or office uses. Retail structures can be found on northwest and northeast corner of 38th Street and Winthrop Avenue.

Recommendations:

- See Land Use and Design Recommendations for 38th Street corridor above (page 14).
- Mixed use (office/retail use on the first floor, with residential on the upper floors) is appropriate along this corridor.
- Existing residential stock should be rehabilitated or reused, particularly those structures that have historic value.
- Existing setbacks along 38th Street are appropriate; the rhythm of existing building setbacks should be maintained when redevelopment activities and infill projects are undertaken.
- The public realm between the building setback and the street should be enhanced with lighting, landscaping, wide sidewalks, and tree lawns.
- A bicycle facility (rental, repair, etc.) would be an appropriate use in the old Monon Train Station that lies adjacent to the Monon Trail.
- Improve relationship with the State Fairgrounds by integrating pedestrian/bicycle connections between the neighborhood and the State Fairgrounds.



Additional amenities could be added to the historic Monon Depot on the edge of the Indiana State Fairgrounds.



Incremental changes can have an enormous impact on a street. These illustrations show how streetscape improvements and infill development could change Winthrop Avenue.



APPENDIX A

A portion of Indiana Code concerning the Meridian Street Preservation Commission.

IC 36-7-11.2-59

Prohibited new or altered structures on Meridian Street

Sec. 59. A new structure may not be erected upon a parcel of Meridian Street property or an existing structure upon the property may not be altered if the structure would do any of the following:

(1) Permit a residential usage that, in relation to the parcel upon which situated, would be of a substantially greater density than the average residential density of Meridian Street property lying within one thousand (1,000) feet of the property in question, excluding for purposes of determining the average Meridian Street property used for multiple family residential or commercial purposes.

(2) Appear substantially smaller or larger in size and scale than the average size and scale of the single and double family residential dwellings situated upon Meridian Street property lying within one thousand (1,000) feet of the property in question.

(3) Have a set-back from Meridian Street significantly less than the average set-back of structures facing upon Meridian Street that are situated upon Meridian Street property lying within one thousand (1,000) feet of the property in question.

(4) Have side lots measuring less than fifteen (15) feet from the property line of the subject property to the wall of the structure erected or altered.

(5) If primarily a residential dwelling, have a ground floor area of less than two thousand (2,000) square feet or forty percent (40%) of the total area of the parcel of land upon which the dwelling lies, whichever is less.

(6) Including all other structures upon the parcel, have a total ground floor area greater than fifty percent (50%) of the total area of the parcel of land upon which the structure lies.

(7) Substantially encroach upon the view and exposure of a residential structure on a neighboring property.

IC 36-7-11.2-60

Subdivision of Meridian Street property

Sec. 60. A parcel of Meridian Street property may not be subdivided into lots having:

(1) an area of less than fifteen thousand (15,000) square feet; or

(2) frontage of less than one hundred (100) feet upon Meridian Street or upon an east-west street intersecting with Meridian Street.

IC 36-7-11.2-61

Conditions for constructing, reconstructing, altering, or demolishing Meridian Street property

Sec. 61. (a) A person may not construct on Meridian Street property a structure or feature or reconstruct, alter, or demolish Meridian Street property unless the following conditions have been met:

(1) The person has previously filed with the commission an application for a certificate of appropriateness in the form and with the plans, specifications, and other materials that the commission prescribes.

(2) A certificate of appropriateness has been issued by the commission as provided in this section.

(b) After the filing of an application for a certificate of appropriateness, the commission shall determine whether the proposed construction, reconstruction, or alteration of the structure in question:

(1) will be appropriate to the preservation of the area comprised of Meridian Street and bordering property; and

(2) complies with the architectural and construction standards then existing in the area.

(c) In determining appropriateness, the commission shall consider, in addition to other factors that the commission considers pertinent, the historical and architectural style, general design, arrangement, size, texture, and materials of the proposed work and the relation of the proposed work to the architectural factor of other structures in the area. The department of metropolitan development may not issue a permit for the construction, reconstruction, alteration, or demolition of a structure in the area unless the application for the permit is accompanied by a certificate of appropriateness.

(d) The issuance of or refusal to issue a permit is a final determination appealable under section 64 of this chapter. With respect to a certificate of appropriateness, the commission may, by rule or regulation, provide for:

(1) the public hearings;

(2) notice of the hearings; or

(3) the filing of the application for the certificate;

that the commission considers necessary.

(e) Notwithstanding this section, the commission may, by rule or regulation:

(1) define; and

(2) exempt from the application of this section;

specific types and categories of construction, reconstruction,

APPENDIX B

Long-Range Traffic Calming Recommendations.

Compliance with the Complete Streets Ordinance, as well as compatibility with the Marion County Bicycle and Pedestrian Plans, is implicit with all the traffic calming measures which follow.

Specific crosswalk design markings along designated “Safe Routes” to school otherwise designated as “SR” and including the following:

- Blinking overhead (or embedded) yellow lights
- Flashing school zone signs on programmable timers
- Unique school zone signage (? Mounted on the pavement)/MUTCD crossing signage
- Unique crosswalk marking embedded in pavement and unique to Safe Routes (SR) designated pathways
- Raised crosswalks -- raised intersections at all school crossings
- Explore State Law regarding mandatory stops at crosswalks
- Pavement flashing lights embedded in crosswalks of school zones

Unless otherwise indicated, “curb bump out” will be located at the southwest and northeast corners of intersections. Unless otherwise specified, permeable pavers will be used; if bump out is “adopted” per MOU, may be planted as bio-swales in lieu of pavers.

Use permeable and “high albedo pavement” wherever possible.

Speed humps ONLY if supported by neighborhood petition.

Where bicycle lanes are present, mark the curbside parking spaces to avoid confusion.

Some type of shelter should be provided at bus stops .

Alley repair with particular attention between College and Broadway with use of permeable pavers or asphalt and install adequate alley lighting

Central Avenue:

- General: central double yellow line with no other lane definitions—to match Washington Boulevard and Pennsylvania Street. Bike lane on west side in southward direction. Change of speed limit to 30 mph.
- Kessler Boulevard—add pedestrian countdown indicators, curb bump out
- 58th Street—crosswalk “SR” markings on 58th north-south both sides
- 57th Street —curb bump out/mark parking within one block radius of 57th/all “SR” items/relocate sidewalk utility pole SW corner/install a permanent “your speed is” sign northbound

- 56th Street —mark parking/crosswalk “SR” markings on 56th north-south both sides
- 55th Street —crosswalk “SR” markings on 55th north-south west side
- 54th Street —curb bump out/crosswalk “SR” markings on 54th north-south both sides
- 53rd Street —crosswalk “SR” markings on 53rd north-south both sides
- 52nd Street —curb bump out/crosswalk “SR” markings on 52nd north-south both sides
- 51st Street —crosswalk “SR” markings north-south both sides
- 50th Street —crosswalk “SR” markings north-south west side
- 49th Street —curb bump out/crosswalk “SR” markings all directions
- 48th Street —crosswalk “SR” marking north-south west side
- 47th Street —crosswalk “SR” marking north-south west side, marked parking
- 46th Street —curb bump out for east-west crossings along north and south sides 46th/all “SR” items in all directions
- 45th Street —crosswalk “SR” north-south
- 44th Street —crosswalk “SR” markings north-south
- 43rd Street —crosswalk/mark parking
- 42nd Street —curb bump out NE, NW, and SW (SW—combined with platform for transit users and curb ramp/mark parking/flashing school zone sign/raised intersection/crosswalk “SR” east-west on north side/restyle crosswalk on east, north-south and north, east-west to match “SR” design/improve sidewalk between Central and the Monon Rail-Trail. Install speed limit signs in both directions on 42nd Street between Central and Carrollton/MUTCD crossing signage/hire adult crossing guard/install in pavement flashing lights along crosswalk lines
- 41st Street —curb ramp/crosswalk “SR” west side north-south
- 40th Street —curb bump out/mark parking/crosswalk “SR” east-west
- 39th Street —bus shelter/crosswalk “SR” east side going north-south

Washington Boulevard:

- General: Bike lane on east side of street in northward direction
- 58th Street —crosswalk “SR” markings all directions
- 57th Street —curb bump out/mark parking within a one block radius of 57th/all “SR” items

- 56th Street —mark parking/crosswalk “SR” markings north-south both sides
- 55th Street —Stop sign (in an effort to slow traffic coming down the hill and passing on right)/crosswalk “SR” markings north-south both sides
- 54th Street —curb bump out/crosswalk “SR” markings north-south both sides
- 53rd Street —crosswalk “SR” marking north-south east side
- 52nd Street —curb bump out/crosswalk “SR” marking all directions
- Beverly Drive—crosswalk “SR” markings north-south both sides
- 49th Street —crosswalk “SR” markings all directions
- 48th Street —crosswalk “SR” markings north-south west side
- 47th Street —crosswalk “SR” markings north-south west side
- 46th Street —curb bump out/crosswalk “SR” in all directions/pedestrian countdown indicator
- 43rd Street —crosswalk “SR” markings all directions

Pennsylvania Street:

- 57th Street —curb bump out/crosswalk “SR” markings all directions
- 56th Street —crosswalk “SR” markings north-south both sides
- 55th Street —curb bump out between 56th and 54th/crosswalk “SR” markings north-south both sides
- 54th Street —curb bump out/crosswalk “SR” markings north-south both sides
- 53rd Street —crosswalk “SR” markings north-south both sides
- 52nd Street —curb bump out/crosswalk “SR” markings all directions
- 49th Street —Raised intersection, crosswalk “SR” markings all directions
- 46th Street —curb bump out/crosswalk “SR” in all directions/pedestrian countdown indicator signals
- 43rd Street —crosswalk “SR” markings all directions
- 40th Street —curb bump out

College Avenue:

- General—mark curb side parking both sides of street from 38th to Kessler Boulevard
- Kessler Boulevard—curb bump out in southbound lane
- 57th Street —curb bump out/add pedestrian countdown indicators, raised crosswalk (SR)
- 54th Street —curb bump out/raised intersection/crosswalks

- 52nd Street —curb bump out/
- 49th Street —curb bump out/raised intersection/crosswalks
- 46th Street —curb bump out/crosswalk “SR” all directions
- 42nd Street —curb bump out/Raised intersection, crosswalk “SR” all directions/pedestrian countdown indicator/prohibit right turn on red southbound/MUCTD crossing signage/restrict parking on College immediately adjacent to 42nd
- 38th Street —crosswalk “SR” in all directions

Broadway Street:

- Mark parking on one side of street from 51st to 55th Street

Park Avenue:

- 49th to 44th Street —narrow driving lane by adding bike lanes, parking bump outs
- 44th to 46th Street —improve sidewalks
- 42nd Street —curb bump out northwest corner/pedestrian crossing signs/crosswalk “SR” all directions
- 57th Street-Improve sidewalk condition from Pennsylvania to College
- 56th Street-4 way stop 56th and Delaware/crosswalk “SR” markings
- 54th Street-Construct continuous sidewalk from Boulevard to Monon Trail
- 52nd Street-Construct continuous sidewalk from Boulevard to Monon Trail
- 44th Street-Carrollton—crosswalk “SR” 44th
- Park—crosswalk “SR” at 44th
- Broadway Street —crosswalk “SR”
- Park—crosswalk “SR”

Meridian Street:

- 56th Street —add pedestrian indicators with countdowns
- 52nd Street —add pedestrian indicators with countdowns
- 46th Street —pedestrian countdown indicator/raised intersection and crosswalk
- 43rd Street —install traffic signal with pedestrian countdown indicators/crosswalk “SR” all directions
- 40th Street —stop sign/signal/or pedestrian refuge island

Northview Avenue:

- Carrollton Avenue—4 way stop
- Guilford Avenue—4 way stop

Forest Hills Streets due to cut through traffic:

- Carrollton/Guilford point—evaluate center-island with diversion
- Winthrop/Forest Lane point—evaluate center-island with diversion
- Winthrop/Wildwood/58th St point - evaluate center-island with diversion
- Guilford/Forest/58th St—evaluate center-island with diversion
- Wildwood/Guilford/57th St point—evaluate center-island with diversion
- Guilford and Northview Intersection—4-way stop

40th Street:

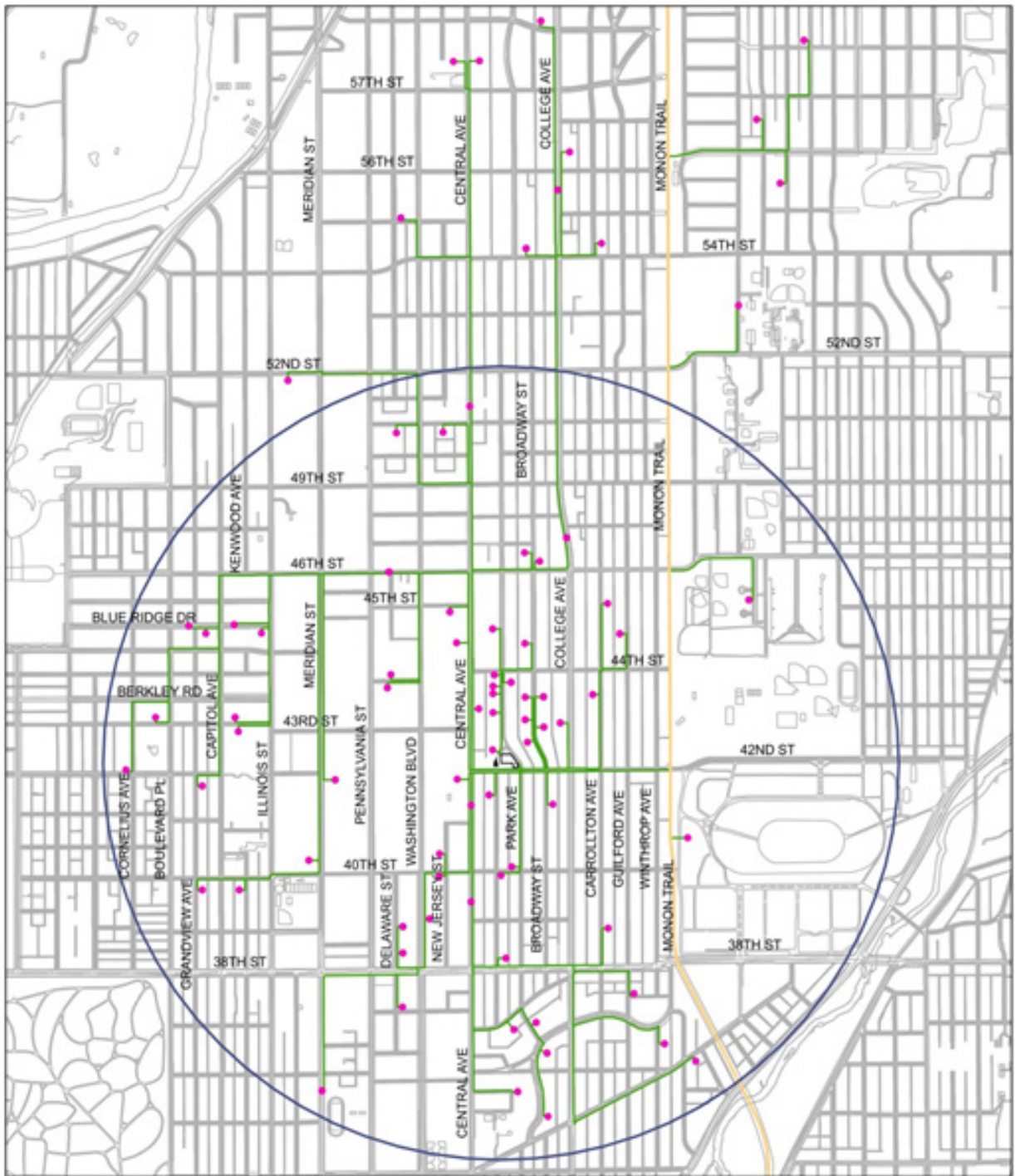
- Cut through traffic needs to be addressed between Washington and Pennsylvania

38th Street:

- Delaware—restrict ingress by allowing only west bound traffic to enter from 38th,

Delaware Street:

- No left turn southbound on Delaware, traffic diverter/planter on Delaware if emergency vehicles can be accommodated



**SAINT JOAN OF ARC SCHOOL
SAFE ROUTES TO SCHOOL PLAN
PREFERRED WALKING/BIKING ROUTES**

circle - 1 mile radius

LEGEND



SJA



SJA Family



Preferred Walking/Biking Routes



The Monon Trail



APPENDIX C

Land Use Classification System

BASE LAND USE TYPOLOGY

This Land Use Plan incorporates a typology or district approach. Districts are defined with a range of anticipated uses that are geographically constrained by the presence of a minimum level of infrastructure and the contextual relationship of the use to other adjacent uses. The result is that each use is not necessarily recommended for every site inside the typology, because each use is limited by having the required infrastructure in place and having to meet contextual requirements. This determination is made through the development review process.

Living Districts, which include a mix of residential types, public facilities, parks and limited, small-scale and low-intensity retail development

- Estate Neighborhood
- Traditional Neighborhood

Mixed-Use Districts, which contain a substantial mix of retail, residential, public facilities, institutions, parks, and low-intensity industrial uses

- Urban Mixed-Use
- Village Mixed-Use

Working Districts, which contain a mix of employment-generating uses, public facilities, and parks

- Office Commercial Uses

Other Land Uses, which are single-use areas that may be found between or within the districts above

- Park
- Linear Park
- Regional Special Use

Detailed explanations of the base land use typologies, including their individual uses and interaction with the overlay modifiers, are provided in subsequent pages.

OVERLAY MODIFIERS

Overlay modifiers are thematic or issue-oriented districts that change the recommendations of the underlying base typology. Overlays do not stand on their own, but work in conjunction with the base typology.

- Environmentally Sensitive Areas (ES)
- Wellfield Protection (WP)
- Residential Corridor Reserve (RR)
- Critical Area (CA)

Environmentally Sensitive Areas (ES) The purpose of the Environmentally Sensitive Areas overlay is to protect or conserve special natural characteristics of the land. Five natural qualities are called out in this overlay:

- Natural Woodlands, which are groupings of trees, naturally occurring or planted.
- High Quality Woodlands, which are woodlands that have been relatively undisturbed for over 50 years, and which tend to have greater biodiversity. Based on 1999 data.
- Wetlands, which are based on mapping provided by the Indiana Department of Natural Resources.
- Floodplains, which are areas where floodwater is likely to stand during a flood of such intensity that it is likely to happen once in 100 years. Based on Federal Emergency Management Agency flood panels.
- Steep slopes, which are slopes of 10% or more. These are slopes with greater than one foot of rise in elevation over 10 feet of horizontal distance. Based on 2003 data.

Wellfield Protection (WP) The purpose of the Wellfield Protection overlay is to protect the water taken from wells used by Marion County public water suppliers from contaminants. The Meridian-Kessler neighborhood has both W1 and W5 wellfields. A W1 wellfield is the area around a public well where a drop of water falling on the surface will travel to the well's intake point within a year. A W5 wellfield is the area around a public well where a drop of water falling on the surface will travel to the well's intake point within five years.

Residential Corridor Reserve (RR) The purpose of the Residential Corridor Reserve overlay is to protect residential areas along major streets from the destabilizing effects of commercial encroachment.

Critical Area (CA) The purpose of the Critical Area overlay is to provide additional, more detailed, guidance for certain locations that have complex and highly unique circumstances not addressed by other overlays.

ESTATE NEIGHBORHOOD

DESCRIPTION:

The Estate Residential district is a living district intended to provide low intensity uses for areas found in historic areas that were developed as large estate-style homes on large lots. A full complement of city services would be expected.

PERFORMANCE CHARACTERISTICS:

- Typical district-average residential density of less than one unit per acre.
- Served by minimally-improved roads.
- Pedestrian facilities are typically limited to regional greenways.
- Transit service is minimal if present.

ANTICIPATED PRIMARY LAND USES:

Land Use	Infrastructure Requirements	Context Requirements	Environmentally Sensitive Areas (ES)	Wellfield Protection (WP)	Residential Corridor Reserve (RR)
<i>Below are the land uses that are anticipated in this land use district. However, the land use is not recommended unless the project meets . . .</i>	<i>these infrastructure requirements and . . .</i>	<i>these context requirements.</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>
Detached Housing			ES-1	n/mod	n/mod
Group Home		5	ES-1	n/mod	n/mod
Bed and Breakfast		5	ES-1	n/mod	RR-1
Large-Scale Schools, Places of Worship, and Neighborhood-Serving Institutions/Infrastructure	A, E, F, H	6	ES-1	WP-1	RR-1

- Infrastructure and Context requirement codes can be found on page 42.
- Overlay district modification codes can be found on page 42.
- n/mod = No Modification; this overlay district does not modify the requirements of the base district.
- n/a = Not Applicable; this base district will not be located where this overlay district is found.

TRADITIONAL NEIGHBORHOOD

DESCRIPTION:

The Traditional Neighborhood typology is a living district intended to provide a variety of housing and associated neighborhood-oriented uses typically supportive of daily living needs. It contains a mix of housing (including accessory dwelling units where permitted), neighborhood-oriented commercial, recreation, and neighborhood-serving institutional uses arranged in more dense and connected development patterns.

The typology is typically single-family, detached homes, and may be interspersed with attached homes and small-scale multi-family buildings. Parks, schools, places of worship, and similar neighborhood-serving institutions are likely to be interspersed in the district. Some larger-scaled multi-family housing and limited neighborhood-oriented commercial uses may be located along and at the intersections of major streets.

This typology should be very walkable with pedestrian amenities being common. A full range of city services is to be expected in this typology.

PERFORMANCE CHARACTERISTICS:

- Typical district-average residential density of 4 to 15 units per acre.
- Served by 2 to 4 lane arterial or collector streets in developed areas, and 3 to 5 lane streets in newly developing areas.
- Access to individual parcels is generally by an alley.
- Streets are typically highly-connected with few, if any, dead-ends or cul-de-sacs, and with block lengths generally shorter than 500 feet.
- Sidewalks are generally present along most streets.
- Transit service is generally common and frequent.

ANTICIPATED PRIMARY LAND USES:

Land Use	Infrastructure Requirements	Context Requirements	Environmentally Sensitive Areas (ES)	Wellfield Protection (WP)	Residential Corridor Reserve (RR)
<i>Below are the land uses that are anticipated in this land use district. However, the land use is not recommended unless the project meets...</i>	<i>these infrastructure requirements and ...</i>	<i>these context requirements.</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>
Detached Housing	A	1	ES-1	n/mod	n/mod
Attached Housing	A	1, 2, 13	ES-1	n/mod	n/mod
Small-Scale Multi-family Housing	A	1, 14, 15	ES-1	n/mod	n/mod
Large-Scale Multi-family Housing	A, B, C	1, 3	ES-1	n/mod	RR-1
Assisted Living Facilities/Nursing Homes	A, D	6	ES-1	WP-1	RR-1
Group Homes	A	5	ES-1	n/mod	n/mod
Bed and Breakfast	A	5	ES-1	n/mod	n/mod
Small-Scale Offices, Retailing and Personal or Professional Services	A, E	7, 8, 9, 10, 16	ES-1	WP-1	RR-1
Small-Scale Schools, Places of Worship, and Neighborhood-Serving Institutions/Infrastructure	A, D, E		ES-1	WP-1	RR-1

Land Use	Infrastructure Requirements	Context Requirements	Environmentally Sensitive Areas (ES)	Wellfield Protection (WP)	Residential Corridor Reserve (RR)
<i>Below are the land uses that are anticipated in this land use district. However, the land use is not recommended unless the project meets . . .</i>	<i>these infrastructure requirements and . . .</i>	<i>these context requirements.</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>
Large-Scale Schools, Places of Worship, and Neighborhood-Serving Institutions/Infrastructure	A, C, E, F	3, 6	ES-1	WP-1	RR-1
Small-Scale Parks	G	11	n/mod	WP-1	n/mod
Community Farms/Gardens		12	ES-2	WP-1	n/mod

- Infrastructure and Context requirement codes can be found on page 42.
- Overlay district modification codes can be found on page 42.
- n/mod = No Modification; this overlay district does not modify the requirements of the base district.
- n/a = Not Applicable; this base district will not be located where this overlay district is found.

URBAN MIXED-USE

DESCRIPTION:

The Urban Mixed-Use typology is intended to provide for dense, pedestrian-oriented, mixed-use (primarily commercial), development within the historic central city and first generation suburban areas of Indianapolis.

The Urban Mixed-Use typology is also to be used in areas where it is appropriate to replicate this older style of development such as around a transit hub or commercial node. In proximity to a major transit stop, this land use category is intended to create compact and high intensity mixes of residential, office, retailing and services, entertainment, institutional and civic uses and a high level of transit and pedestrian activity.

The development pattern varies from location to location but typically includes multi-story buildings located at or near right-of-way lines, with entrances and large windows facing the street. Parking is typically within, to the side, or to the rear of buildings. Original building uses were retail and services on the ground floor with offices or apartments on subsequent floors. Future development in these areas should maintain the historic fabric of the existing development.

PERFORMANCE CHARACTERISTICS:

- Typical district-average residential density of 10 to 15 units per acre.
- Streets are typically highly-connected with few, if any, dead-ends or cul-de-sacs, and with block lengths generally shorter than 500 feet.
- Sidewalks are present along all streets, and internal pedestrian connections between adjacent buildings are common.
- Transit service is common and frequent

ANTICIPATED PRIMARY LAND USES:

Land Use	Infrastructure Requirements	Context Requirements	Environmentally Sensitive Areas (ES)	Wellfield Protection (WP)	Residential Corridor Reserve (RR)
<i>Below are the land uses that are anticipated in this land use district. However, the land use is not recommended unless the project meets ...</i>	<i>these infrastructure requirements and ...</i>	<i>these context requirements.</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>
Detached Housing	A	1, 4	ES-1	n/mod	n/mod
Attached Housing	A	1, 4	ES-1	n/mod	n/mod
Small-Scale Multi-family Housing	A	1, 16	ES-1	n/mod	n/mod
Large-Scale Multi-family Housing	A, D	1, 26	ES-1	n/mod	RR-1
Assisted Living Facilities/Nursing Homes	A	6	ES-1	WP-1	RR-1
Group Homes	A	5	ES-1	n/mod	n/mod
Bed and Breakfast	A	5	ES-1	n/mod	n/mod
Small-Scale Offices, Retailing and Personal or Professional Services	A, E	10, 16	ES-1	WP-1	RR-1
Small-Scale Schools, Places of Worship, and Neighborhood-Serving Institutions/Infrastructure	A, E	16	ES-1	WP-1	RR-1

Land Use	Infrastructure Requirements	Context Requirements	Environmentally Sensitive Areas (ES)	Wellfield Protection (WP)	Residential Corridor Reserve (RR)
<i>Below are the land uses that are anticipated in this land use district. However, the land use is not recommended unless the project meets . . .</i>	<i>these infrastructure requirements and . . .</i>	<i>these context requirements.</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>
Large-Scale Schools, Places of Worship, and Neighborhood-Serving Institutions/ Infrastructure	A, C, E, F	16	ES-1	WP-1	RR-1
Structured Parking		17	ES-1	WP-1	RR-1
Small-Scale Parks		11	n/mod	WP-1	n/mod

- Infrastructure and Context requirement codes can be found on page 42.
- Overlay district modification codes can be found on page 42.
- n/mod = No Modification; this overlay district does not modify the requirements of the base district.
- n/a = Not Applicable; this base district will not be located where this overlay district is found.

VILLAGE MIXED-USE

DESCRIPTION:

The Village Mixed-Use typology is intended to provide for development focused on a mixed-use Main Street, Village Center or major transit stop. Its purpose is to strengthen existing, historically rural, small towns and cities within Marion County that are intended to continue as neighborhood gathering places. It allows a wide range of small businesses, housing types, and public and semi-public facilities.

Village mixed-use is also appropriate where the retrofit of village characteristics around a transit hub or commercial node is desired. In proximity to a major transit stop, this land use category is intended to create compact and medium intensity mixes of residential, office, retailing and services, entertainment, institutional and civic uses and a high level of transit and pedestrian activity.

Strip commercial development, large-scale freestanding retail uses, heavy commercial uses, large-scale light industrial uses and heavy industrial development are inappropriate in this district.

Development in these areas should focus on design issues related to architecture, building size, parking, landscaping, lighting, and streetscaping to contribute to a pedestrian-oriented village.

PERFORMANCE CHARACTERISTICS:

- Typical district-average residential density of 6 to 10 units per acre.
- Streets are typically highly-connected with few, if any, dead-ends or cul-de-sacs, and with block lengths generally shorter than 500 feet.
- Sidewalks are present along all streets, and internal pedestrian connections between adjacent buildings are common.
- Transit service varies.

ANTICIPATED PRIMARY LAND USES:

Land Use	Infrastructure Requirements	Context Requirements	Environmentally Sensitive Areas (ES)	Wellfield Protection (WP)	Residential Corridor Reserve (RR)
<i>Below are the land uses that are anticipated in this land use district. However, the land use is not recommended unless the project meets . . .</i>	<i>these infrastructure requirements and . . .</i>	<i>these context requirements.</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>
Detached Housing	A	1	ES-1	n/mod	n/mod
Attached Housing	A	1	ES-1	n/mod	n/mod
Small-Scale Multi-family Housing	A	1, 16	ES-1	n/mod	n/mod
Large-Scale Multi-family Housing	A, D	1, 16	ES-1	n/mod	RR-1
Assisted Living Facilities/Nursing Homes	A	6	ES-1	n/mod	RR-1
Group Homes	A	5	ES-1	n/mod	n/mod
Bed and Breakfast	A	5	ES-1	n/mod	n/mod
Small-Scale Offices, Retailing and Personal or Professional Services	A, E	10, 16	ES-1	WP-1	RR-1
Small-Scale Schools, Places of Worship, and Neighborhood-Serving Institutions/Infrastructure	A, E	16	ES-1	WP-1	RR-1

Land Use	Infrastructure Requirements	Context Requirements	Environmentally Sensitive Areas (ES)	Wellfield Protection (WP)	Residential Corridor Reserve (RR)
<i>Below are the land uses that are anticipated in this land use district. However, the land use is not recommended unless the project meets . . .</i>	<i>these infrastructure requirements and . . .</i>	<i>these context requirements.</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>
Large-Scale Schools, Places of Worship, and Neighborhood-Serving Institutions/Infrastructure	A, C, E, F	6	ES-1	WP-1	RR-1
Structured Parking		17	ES-1	WP-1	RR-1
Small-Scale Parks		11	n/mod	Wp-1	n/mod

- Infrastructure and Context requirement codes can be found on page 42.
- Overlay district modification codes can be found on page 42.
- n/mod = No Modification; this overlay district does not modify the requirements of the base district.
- n/a = Not Applicable; this base district will not be located where this overlay district is found.

OFFICE COMMERCIAL

DESCRIPTION:

The Office Commercial typology is a working district intended to provide for single and multi-tenant office buildings. This typology is often a buffer between higher intensity land uses and lower intensity land uses. Office commercial development can range from a small freestanding office to a major employment center. Examples are medical and dental facilities, education services, insurance, real estate, financial institutions, design firms, legal services and hair and body care salons.

PERFORMANCE CHARACTERISTICS:

- Served by 2- to 5-lane arterial streets.
- Pedestrian facilities provide connections to nearby commercial uses and neighborhoods.
- Transit service is present with varying degrees of frequency.

ANTICIPATED PRIMARY LAND USES:

Land Use	Infrastructure Requirements	Context Requirements	Environmentally Sensitive Areas (ES)	Wellfield Protection (WP)	Residential Corridor Reserve (RR)
<i>Below are the land uses that are anticipated in this land use district. However, the land use is not recommended unless the project meets . . .</i>	<i>these infrastructure requirements and . . .</i>	<i>these context requirements.</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>	<i>If the proposed land use is located in this overlay district, its requirements are modified by the following</i>
Offices			ES-1	WP-1	n/a
Small-Scale Retailing and Personal or Professional Services	D, E	18, 19	ES-1	WP-1	n/a
Small-Scale Schools, Places of Worship, and Neighborhood-Serving Institutions/Infrastructure	E		ES-1	WP-1	n/a
Small-Scale Parks	G		n/mod	n/mod	n/a

- Infrastructure and Context requirement codes can be found on page 42.
- Overlay district modification codes can be found on page 42.
- n/mod = No Modification; this overlay district does not modify the requirements of the base district.
- n/a = Not Applicable; this base district will not be located where this overlay district is found.

PARK

DESCRIPTION:

The Park district is intended for public or private spaces for active or passive recreation. Typical uses include parks, golf courses, recreation centers, aquatic centers, publicly and privately held conservation and preservation areas, civic spaces and community gardens.

LINEAR PARK

DESCRIPTION:

The Linear Park district is intended for public or private property designated for active or passive recreation and is primarily used for the passage of people or wildlife. Examples are greenways, parkways, trails, off-street paths and conservation and preservation areas. Linear parks are frequently along stream or utility corridors. Linear parks that are to be used primarily for humans should link people with destinations.

REGIONAL SPECIAL USE

DESCRIPTION:

The Regional Special Use district provides for public, semi-public and private land uses that serve a specific institutional purpose for a significant portion of the county. They are large-scale, generally stable institutional uses such as cemeteries, hospitals, and universities, high schools. In Meridian-Kessler the only Regional Special Use is the Indiana State Fairgrounds.

INFRASTRUCTURE AND CONTEXT REQUIREMENT CODES

INFRASTRUCTURE REQUIREMENTS

- A Adequate municipal water and sanitary sewer required.
 - B Developments of more than 30 housing units must have access to at least one arterial street of 3 or more continuous travel lanes between the intersections of two intersecting arterial streets.
 - C Located along an arterial street
 - D Located along an arterial or collector street.
 - E Pedestrian infrastructure (sidewalk, greenway, or off-street path) should be in place or provided.
 - F Located within one-half mile of a bus or rapid transit stop.
 - G Sidewalk or pedestrian path required within the park.
 - H Located along arterial street. The development must have access to at least one arterial street of 3 or more continuous travel lanes between the intersections of two intersecting arterial streets.
- 11 With the exception of minimally-improved natural areas or golf courses, parks should be integrated as focal points and should not have more than 25% of their perimeter comprised of adjoining rear or side yards. Parks should be situated along streets on which the front door of housing units is located.
 - 12 Limited to three acres each; may include sales of products grown onsite.
 - 13 Individual buildings of attached housing (not part of a complex) may be interspersed with single-family homes, but should not make up more than 25% of the primary residential structures on a block.
 - 14 On each block (properties on both sides of a single street between intersecting streets), up to three buildings of multi-family housing or a total of 24 units may be interspersed with single-family homes, but should not make up more than 25% of the primary residential structures on a block.
 - 15 In predominantly platted, single-family neighborhoods, site layouts should be similar in site- and building-orientation as the surrounding single-family homes.
 - 16 Mixed-use structures are preferred.
 - 17 Should include ground floor office or retail uses.
 - 18 Appropriate as a primary use only in major employment centers.
 - 19 Limited outdoor display of merchandise.

CONTEXT REQUIREMENTS

- 1 All residences should be within a one mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly-accessible recreational or cultural amenity (excluding golf courses).
- 2 May be integrated into detached housing areas if organized around intersections of neighborhood collector streets, parks or public squares, or neighborhood-serving retail.
- 3 In predominantly platted, single-family neighborhoods, site layouts should include a street frontage of a length at least the average depth of the development in order to minimize intrusion deep into existing single-family areas.
- 4 Minimum of 10 units per acre.
- 5 The facility should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas.
- 6 These facilities should be in harmony with the surrounding neighborhoods and should site and screen their parking, service and emergency vehicle areas to buffer surrounding residential areas.
- 7 Located at the intersections of arterial and collector streets, the intersection of which should be no closer than one-half mile of another commercial node.
- 8 Limited to an aggregate of 1 acre per intersection.
- 9 Limited to areas and parcels with adequate space for required screening and buffering
- 10 Automotive uses (such as gas stations and auto repair) and uses requiring a distance separation greater than 20 feet under the zoning ordinances (such as liquor stores, adult uses, and drive-through lanes) are excluded.

OVERLAY DISTRICT MODIFICATIONS

- ES-1 Development is significantly discouraged on steep slopes (greater than 1:10), in wetlands, and in 100 year flood plains. Development should minimize disturbance of natural and high-quality woodlands.
- ES-2 Development is significantly discouraged on steep slopes (greater than 1:10), in wetlands or where it would disturb natural or high-quality woodlands
- WP-1 Land uses with chemicals that could potentially impact the groundwater are discouraged.
- RR-1 Removed as a recommended anticipated use.