



CROWN HILL NEIGHBORHOOD 34th STREET REDEVELOPMENT PLAN

Acknowledgements

For any plan to be successful, it must include the voices of local stakeholders. Special thanks to members of the Crown Hill Neighborhood Association, Crown Hill Land Use Committee, local business leaders, and the numerous Crown Hill residents who participated in the public meetings. Thanks also to Cripe Engineers and Architects for their assistance facilitating neighborhood meetings, and developing preliminary design concepts. This meaningful involvement and input throughout this process helped shape the content of the *Crown Hill Neighborhood 34th Street Redevelopment Plan*.

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SECTION ONE- CORRIDOR OVERVIEW

OVERVIEW

Purpose

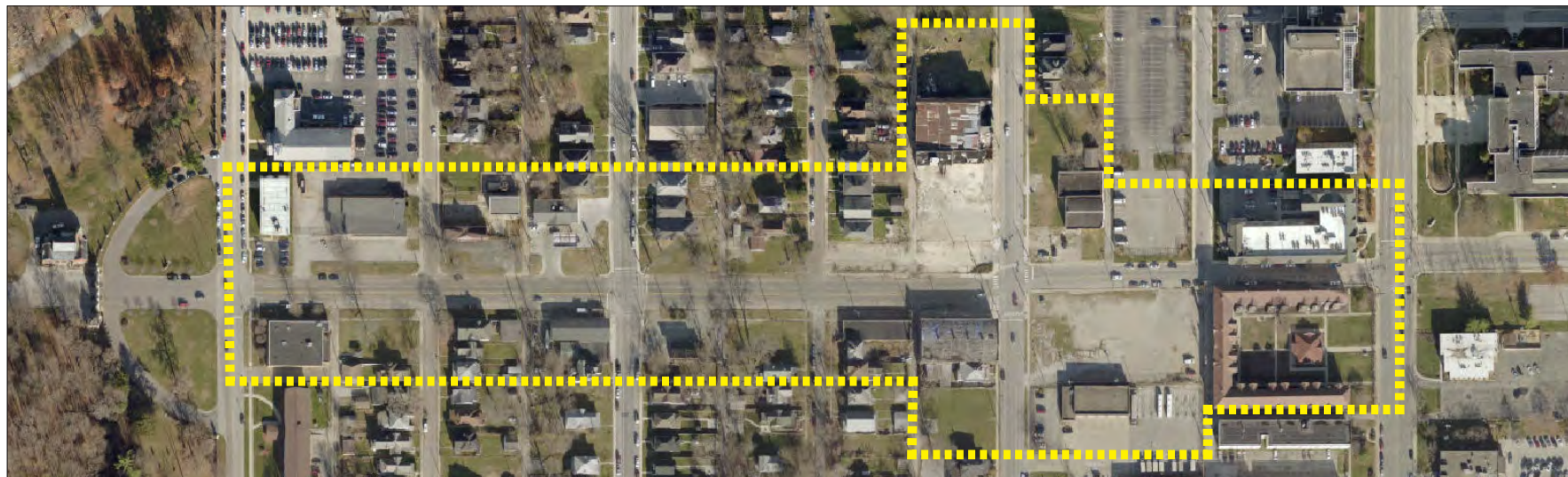
The purpose of the centers on redevelopment opportunities (both private and public sector) along the corridor within the Crown Hill neighborhood. It brings together the vision of neighborhood stakeholders and property owner interests, with the realities of the current real estate market and public infrastructure needs.

As a backdrop to this planning process, the role of the Crown Hill neighborhood within the larger context of downtown Indianapolis' north side is explored, along with an overview of existing conditions specific to the 34th Street corridor. Based on this information, the redevelopment plan outlines a number of development opportunities/scenarios. However, other development outcomes are likely in the future, and these recommendations reflect one possibility for development, not a mandate for development. The focus of the recommendations center on building on the unique characteristics of this high-profile corridor in the Crown Hill neighborhood, as well as infrastructure improvements that make 34th Street a more pedestrian-friendly street/setting.

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Study Area

In order to focus specifically on 34th Street, the plan's study area extends less than ½-block north and south of 34th Street between Meridian Street and Boulevard Place. Crown Hill Cemetery anchors the western edge of the corridor, and Meridian Street the eastern edge. This plan recognizes there are a number of successful businesses and quality housing units within the study area. However, this plan also acknowledges there are a number of vacant or underutilized properties in need of attention and/or redevelopment for the betterment of the larger neighborhood. Recommendations put forth in Section Three focus primarily on these opportunities centered around the 34th and Illinois Street intersection.



Approximate study area

PUBLIC INPUT

Public Meetings

This planning process was initiated in the Spring of 2018 and included a number of meetings to not only present information, but also gather information from neighborhood residents. The input from these events helped inform the recommendations outlined in Section Three of this document. In addition to the public meetings listed below, Near North Development Corporation (NNDC) staff met with the **Crown Hill Neighborhood Land Use Committee** on a number of occasions to gather feedback and guidance throughout this process.

Open House (June 6, 2018)

This initial meeting served as the kick-off to the planning effort and was an opportunity for NNDC staff to present the scope and preliminary goals of the project. Residents participated in a survey to provide feedback on the corridor's strengths and weaknesses, as well opportunities for future development.

Public Presentation (August 21, 2018)

During this meeting NNDC staff and Cripe consultants presented residents with initial ideas and opportunities for (re)development along the 34th Street corridor. The meeting also provided an opportunity for residents to provide feedback and direction on the type, scale, and character of development they would like to see along the corridor.

Stakeholder Presentation (September 10, 2019)

On September 10th members of the **Land Use Committee** and NNDC staff presented the final draft of the plan to local businesses, property owners, and other neighborhood stakeholders. Much of the information presented focused on the plan's recommendations and more specifically the redevelopment scenarios/rationale at the intersection of 34th and Illinois streets.

Public Presentation (September 17, 2019)

During this regularly-scheduled Crown Hill Neighborhood Association meeting, NNDC staff presented the final draft of the plan. This PowerPoint presentation recapped the public input process, scope of the redevelopment plan, an overview of the existing conditions, and the rationale behind the redevelopment recommendations. Following the presentation, there was a question and answer session with the

attendees. There was a general consensus among those in attendance that spoke in favor of the plan's recommendations.

Previous Planning Documents

For the ultimate success of this plan, many of its recommendations must not only be supported by the businesses and residents it will affect/benefit, but also complement the ideas put forward in previous planning documents. In addition to gathering public input, this plan builds on previous documents and studies pertinent to the Crown Hill neighborhood. Some of the documents referenced for this plan include:

- » Red Line Transit Impact Study Baseline Report (2018)
- » Historic Preservation Master Plan (Executive Summary) for Crown Hill Cemetery (2017)
- » Indianapolis/Marion County Pedestrian Plan (2016)
- » Transit Oriented Development Strategic Plan (2015)
- » Maple Crossing Great Places Plan (2014)
- » Mid-North Indianapolis Commercial Node Study (2012)
- » Mid-North Quality of Life plan (2010)

NEIGHBORHOOD CONTEXT

Introduction

The Crown Hill neighborhood is centrally-located to a number of cultural, recreational, and academic destinations in Indianapolis. With IndyGo's RedLine now in service, Crown Hill neighborhood residents now have additional, convenient access to points throughout Indianapolis. The following information highlights just a few of the many attractions/destinations within or near the Crown Hill neighborhood.

Crown Hill Cemetery

The origin of what would eventually become Crown Hill Cemetery dates to 1863 when 236 acres of land were purchased from local farmers. The U.S. Government purchased additional land in 1866 for a National Cemetery to bury American soldiers. Over the years, the cemetery has expanded in size to now encompass 555 acres. It contains various Gothic structures, wrought iron fencing and 25 miles of roads. In 1973 Crown Hill Cemetery was listed on the National Register of Historic Places.

Children's Museum of Indianapolis

Located at 30th and Meridian streets, the Children's Museum of Indianapolis is the largest children's museum in the world. The museum campus covers 29 acres, including the 7.5 acre Riley Children's Health Sports Legends outdoor exhibit. Over one million people visit the Children's Museum annually.

Newfields

The 152-acre Newfields campus, located at 38th Street and Michigan Road, includes the Indianapolis Museum of Art (IMA), performance spaces, an art and nature park, and historic landscapes and former estates.

Fall Creek Greenway

Currently the Fall Creek Greenway extends between Meridian Street and Ft. Harrison State Park northeast of Indianapolis. Plans are underway to extend the trail in 2020 from Meridian Street, to the southwest and connect to the White River via the Central Canal. Long term plans call for additional connections between Ft. Harrison State Park and Geist Reservoir to create an uninterrupted multi-use trail from the White River to Geist Reservoir.



Destinations near the Crown Hill neighborhood



SECTION TWO- CORRIDOR CONDITIONS

EXISTING CONDITIONS - LAND USE

Introduction

The following information outlines some of the land use, zoning, infrastructure and circulation conditions along the 34th Street corridor. This brief overview not only provides a “snapshot” of current conditions along the corridor, but also provides a context to inform redevelopment/reinvestment opportunities along 34th Street proposed in the final section of this plan.

Current Land Uses

A variety of land uses currently line the 34th Street corridor. Although there are a number of vacant properties/buildings at the 34th and Illinois intersection, there are also several active businesses and professional offices along the corridor. Single- and multi-family residential areas typical of the Crown Hill neighborhood are located north and south of the corridor as well.



Eastern gate to Crown Hill Cemetery

As noted previously, the eastern gate to Crown Hill Cemetery anchors the western end of 34th Street, while multi-family housing, the Versiti Blood Center headquarters, and Shortridge High School anchor the eastern edge of the corridor at Meridian Street. Additional land uses of note include:

- » New Life Church and Community Outreach Center along Boulevard Place north of 34th
- » Gas station/convenience store at Capitol and 34th
- » Former (now vacant) Ritz Theater building along Illinois Street just north of 34th
- » Multi-family housing units on either side of 34th at Meridian Street
- » Single-family homes and/or duplexes lining both Graceland and Kenwood avenues



Convenience store/gas station at 34th & Capitol



Former post office at 34th & Graceland



Former Ritz Theater at 34th & Illinois

EXISTING CONDITIONS - LAND USE







- » Underutilized/vacant commercial buildings along the south side of 34th Street between Illinois and Kenwood
- » Multiple vacant properties east of Illinois Street fronting 34th

As noted above and illustrated in the graphic below, there are a number of vacant lots lining 34th Street- particularly at Illinois Street. There are also several vacant lots within the residential areas that may provide opportunities for infill residential development. Another unique opportunity to create a sense of identity or place for the Crown Hill neighborhood is the reuse/redevelopment of the former stone carver's building (*right*) at 34th and Graceland. The building owner has recently invested in the building's exterior, and intends to do additional work on the building in the future. The reuse of this building as a retail space, community center, or incorporated as part of a larger public plaza could help define the corridor and create a focal point for neighborhood events.



Recent improvements to building at 34th & Graceland

LEGEND

Residential (Single-Family)		Commercial / Office	
Residential (Multi-Family)		Vacant Property/Parking	
Religious / Social Services / Public		Vacant Building	



Existing land uses

EXISTING CONDITIONS - ZONING

Current Zoning

As the graphic below illustrates, the predominant zoning designation along the corridor is the C4 (Community-Regional) district with residential (D5, D8 and D10) surrounding it. These D5, D8 and D10 zoning designations allow for traditional single- and multi-family residential development typically found in older, more compact, urban neighborhoods throughout Indianapolis. Commercial development within the C4 district relies on excellent access to major thoroughfares, and can be a major traffic generator. Although single- and multi-family residential uses are allowed within this commercial zoning designation, it also allows almost unlimited uses including but not limited to:

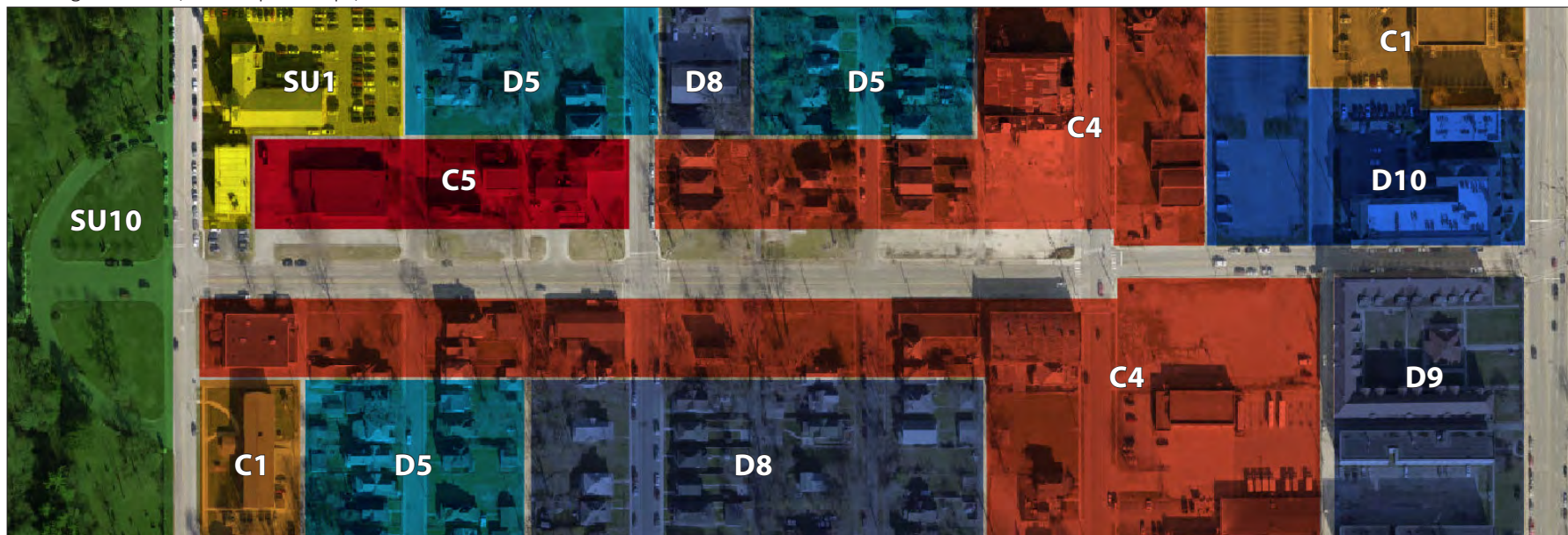
- » schools and hospitals
- » grocery, liquor, and other department stores
- » adult entertainment businesses, bars and restaurants
- » firearm and fireworks sales
- » medical or dental offices, centers, and clinics
- » gas stations, auto repair shops, and auto sales

According to Indy Rezone, the C4 designation is:

“...for the development of major business groupings and regional-size shopping centers to serve a population ranging from a community or neighborhoods to a major segment of the total metropolitan area.”

Based on this scenario, the C4 district would not serve the best needs of residents, and the potential development created based on the ordinance’s design standards would not be in keeping with the character of the Crown Hill neighborhood fabric. Based on the city’s current emphasis on transit oriented development near bus rapid transit (BRT) stops, recommendations in Section 3 are outlined that better reflect the mixed-use, pedestrian-friendly setting the 34th Street corridor could become. Such investment - both public and private - could increase pedestrian/sidewalk activity, promote neighborhood-serving commercial uses, and connect neighborhood residents to the RedLine transit stop at 34th and Meridian.

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Existing zoning classifications

EXISTING CONDITIONS - CIRCULATION

Circulation

This section outlines circulation patterns (both vehicular and pedestrian) along and through the corridor. This includes alternative transportation options including IndyGo bus service and dedicated bicycle facilities (lanes). 34th Street includes four travel lanes and on-street parking on either side, resulting in a very wide right-of-way. Other issues of note include:

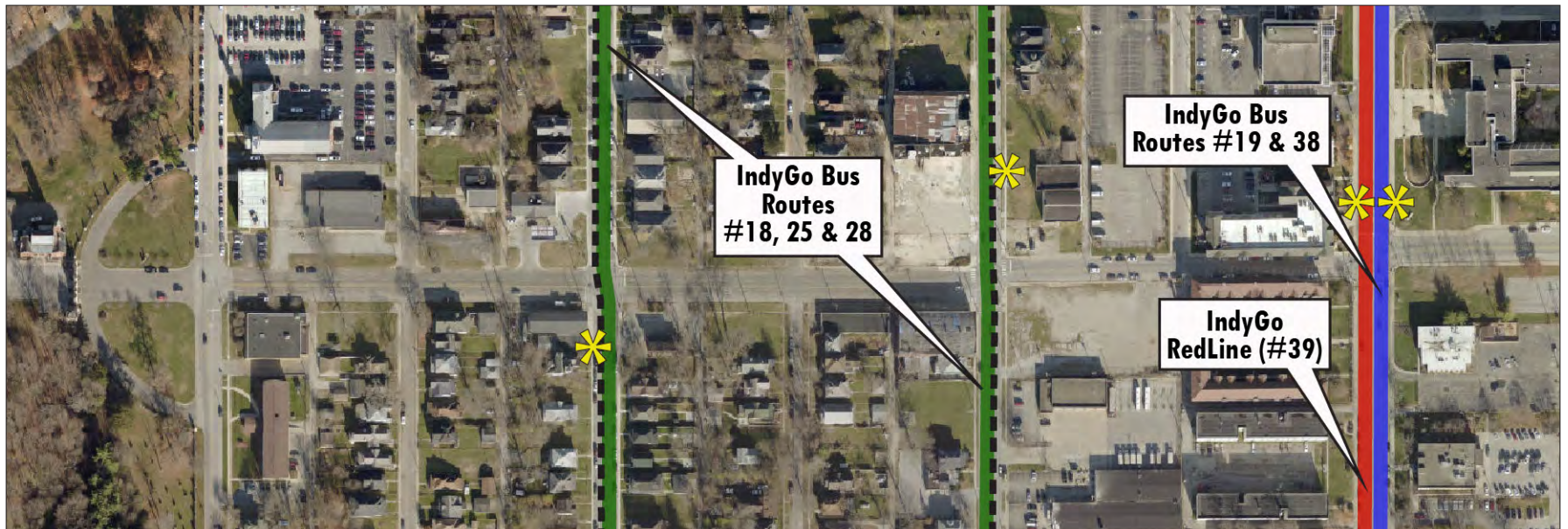
- » The 38th and Meridian Street intersection accommodates over 23,000 vehicles per day
- » One-way streets of Illinois (northbound) and Capitol (southbound) carry high volumes of vehicular traffic
- » Multiple IndyGo bus routes/stops along Meridian and Illinois, as well as Capitol Avenue
- » Bike lanes/facilities along both Illinois Street and Capitol Avenue



34th Street looking west

LEGEND

Bus Stops	
On-Street Bike Lane	



Existing transportation patterns

EXISTING CONDITIONS - INFRASTRUCTURE

Infrastructure

The following overview includes a basic assessment of public infrastructure (i.e. streets, sidewalks, lighting, etc.) along 34th Street. There are sidewalks along both sides of the street that are of varying widths, and/or in various states of disrepair. In a number of instances, there are utility poles obstructing the paths of travel, or there are no sidewalks at all. Additional infrastructure conditions of note include:

- » Overhead power lines along both sides of the street as well as across 34th Street
- » Traditional “cobra head” street lights illuminating the length of the street and sidewalks
- » Majority of sidewalks along 34th Street in poor condition and/or undersized
- » New sidewalks along 34th Street between Meridian and Illinois streets
- » Wide utility easement along north side of 34th Street- used for parking in some locations

nearby bus stops, a safe and complete system of sidewalks is essential. As with most traditional urban neighborhoods, Crown Hill’s streets are lined with sidewalks for residents to navigate the neighborhood. However, the condition of these sidewalks can vary block-to-block creating unintended barriers for those with limited mobility. For the purposes of this brief analysis, the condition of the sidewalks along 34th Street (including handicap ramps at intersections) are classified into three general levels: **Good**, **Fair** and **Poor**. The accompanying photos provide examples of each.

GOOD Sidewalks: consistent, well-maintained surfaces, pathways clear of obstructions, code-compliant ADA ramps at intersections or alleys, and/or consistent sidewalk widths.

FAIR Sidewalks: cracked or slightly uneven surfaces, lack of drainage, some vegetation overgrowth, and/or sidewalks of varying widths.

POOR Sidewalks: lack of visible sidewalk due to overgrown vegetation, severely uneven/broken surfaces that create tripping hazards, lack of ADA ramps at intersections or alleys, and/or narrow or obstructed walkways.

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Sidewalk Conditions

For those wanting/needing to walk within the neighborhood or to



Sidewalk in GOOD condition



Sidewalk in FAIR condition



Sidewalk in POOR condition

EXISTING CONDITIONS - INFRASTRUCTURE

As the graphic below illustrates, in general sidewalks that run ALONG 34th Street are in POOR condition. In a number of places, the sidewalk has deteriorated into loose gravel, and/or have been nearly completely overrun with grass/weeds. In either instance, this sometimes forces pedestrians (particularly those with mobility concerns) to use the street to navigate the neighborhood. However the sidewalks that run perpendicular, or intersect, 34th Street are in GOOD condition. With the RedLine now in operation, and the number of pedestrians observed walking along 34th Street during the course of this planning effort, it is critical any future improvements to 34th Street should include replacing its adjacent sidewalks.

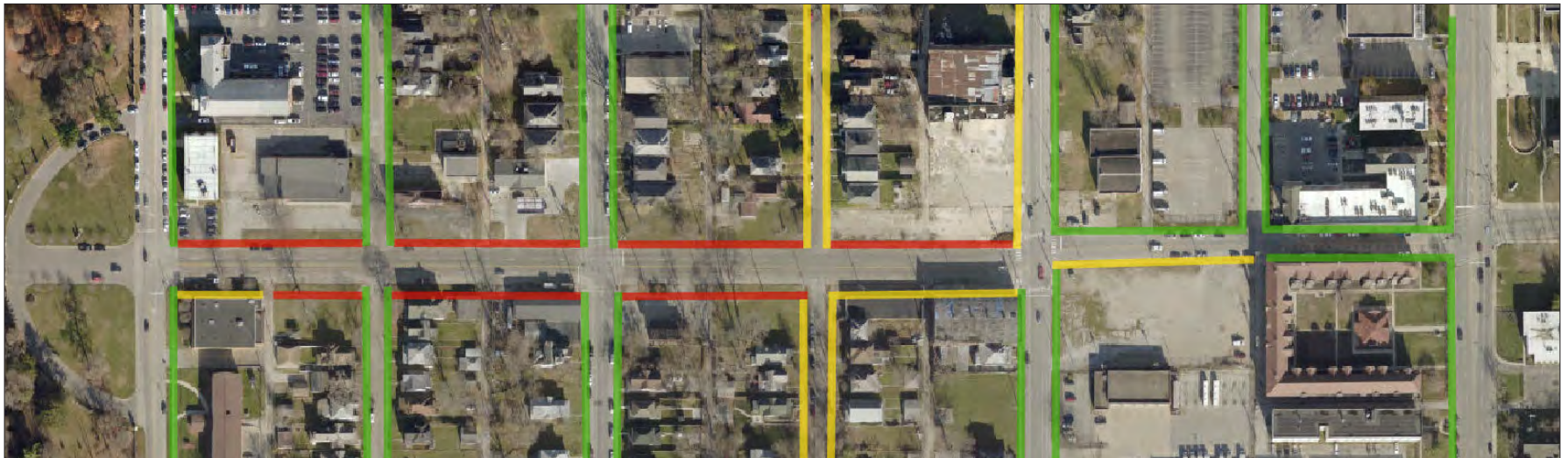


34th Street pedestrian safety issues

LEGEND

- Sidewalks in **GOOD** Condition — green line
- Sidewalks in **FAIR** Condition — yellow line
- Sidewalks in **POOR** Condition — red line

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Existing sidewalk conditions

EXISTING CONDITIONS - DEMOGRAPHICS

Introduction

This final section outlining existing conditions provides an overview of the economic and demographic information for the larger Crown Hill neighborhood. The information was based on U.S. Census data and the recently-completed RedLine Transit Impact Study Baseline Report. Not only does the following data provide a good “snapshot” of current economic/demographic conditions, but also establishes some economic parameters for future development along the corridor.

Demographic Overview

This data is based on U.S. Census information (2010-2014) for the area shown in the graphic below. The area is actually comprised of three separate census tracts (#350300-2, #350300-3 & #351000-2), and the data below is an average based on the statistics for each tract.

- » 2,051 total area population
- » 78.3% Black, 17.5% White, and 2.3% Hispanic
- » 1,884 housing units
- » 226 Owner-Occupied Houses
- » 750 vacant units (39.8% of total units)
- » Median Household Income- \$17,174

RedLine Transit Impact Study (Baseline Report)

Additional important measures of the economic health of the area are outlined in the RedLine Transit Impact Study Baseline Report that was completed in December, 2018. As a condition of receiving federal funds for construction of the RedLine BRT system, IndyGo was required to develop this report to document “baseline” physical, economic and demographic conditions along the corridor prior to construction. Relevant to the Crown Hill neighborhood, the Baseline Report looked at an approximately 1/2-mile radius area centered around 34th and Meridian streets. According to the Baseline Report, within this 1/2-mile area:

- » 41% of the population is living in poverty
- » An average of 34% of household income is spent on housing expenses
- » An average of 37% of household income is spent on transportation expenses

KEY CONSIDERATIONS

- Current market conditions and household incomes do not result in a strong retail market demand.
- Housing values are stable and slightly improving.
- Only 69 building permits were issued in 2016 (*RedLine Transit Impact Study*)
- \$57,400 Median residential assessed property value (*RedLine Transit Impact Study*)



Study Area Statistics (U.S. Census Blocks)



SECTION THREE- CORRIDOR REDEVELOPMENT

34th STREET CORRIDOR DESIGN CONCEPT

Introduction

This final section outlines a number of recommendations for both public and private investment along the corridor based on current market conditions, existing conditions described in the previous sections, and the input of Crown Hill neighborhood residents. The two primary concepts for the corridor include (public) safety and aesthetic streetscape enhancements, along with (private) mixed-use redevelopment scenarios at the 34th and Illinois Street intersection. Other key features or concepts explored include:

- » Improving access to the RedLine and BRT station at Meridian and 34th streets
- » Promoting/"branding" improvements along the corridor that highlight the eastern gate to historic Crown Hill Cemetery
- » Intersection improvements that enhance the pedestrian's experience and safety
- » Mixed-use (re)development that responds to neighborhood needs and current/future market conditions

- » Enhancing alternative transportation linkages to surrounding neighborhoods and destinations via the Red Line and current/future bike facilities
- » Promoting street-level activities and land uses that encourage increased pedestrian activity
- » Redeveloping 34th Street utilizing Complete Streets principles and building on the proposed bike facility linking the neighborhood to the Fall Creek Trail (south) and Monon Trail (east)
- » Strengthening Crown Hill's residential market by building infill, rental and for-sale housing units
- » Promoting public and private investment that creates a sense of place for Crown Hill neighborhood residents and visitors to/through the neighborhood

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34th Street corridor concepts

STREETSCAPE OPPORTUNITIES

Introduction

The Crown Hill neighborhood's network of streets, alleys, and sidewalks should be viewed as a collection of "public places". The most basic goal of all public places is to provide an inviting and safe setting that attracts people. Streetscape improvements can enhance the character and safety of the 34th Street corridor. With the proximity of Shortridge High School and the RedLine BRT station, a well-maintained and cohesive sidewalk network is critical for neighborhood children who attend (and walk to/from) Shortridge, and for transit riders using the RedLine. The thoughtful placement and style of street furniture, utilities and/or other public amenities typically located along sidewalks can be a significant factor in enhancing the identity and success of the Crown Hill neighborhood.

The conceptual illustration below provides one example of how the combination of both public and private investment could transform the 34th Street corridor in the future. Of course other development outcomes are likely, and this illustration is simply a representation of

one possible scenario. Public improvements along 34th Street should be designed not only for motorists (vehicles), but also for pedestrians, cyclists, and other non-vehicular traffic. Public improvement opportunities addressed in this section include:

- » Replacing deteriorated sidewalks and ADA ramps
- » Improving pedestrian safety at intersections (bump-out's, identifiable crosswalks, streetlights, etc.)
- » Enhancing bus stops/shelters
- » Safely accommodating on-street bike facilities
- » Installing native landscaping and street trees
- » Creating outdoor spaces and/or public venues
- » Installing street furniture (trash receptacles, seating/benches, signage, etc.) at appropriate locations
- » Commissioning (and installing) public art that highlights the Crown Hill neighborhood



Conceptual streetscape and redevelopment improvements

STREETSCAPE OPPORTUNITIES

Circulation

The final draft plan of *Indy Moves* calls for a (2-way) on-street bike facility to be constructed along 34th Street and Boulevard Place. This multi-modal facility would extend east across Meridian Street, continue along Fairfield Avenue, and connect to the existing Monon Trail near the State Fairgrounds. The Boulevard Place facility would extend south from 34th Street and intersect with the Fall Creek Trail Extension (planned for a 2021 completion) near Barton Park. Both of these projects are earmarked as “High Priority Projects” according to the *Indy Moves* Plan.

Red Line Bus Rapid Transit (BRT) Station/Route

IndyGo completed construction of the RedLine route in August 2019 (including the BRT station at 34th and Meridian streets), and

began operations in September. Ridership has been strong to date, and service will continue to improve, making the RedLine a convenient and reliable transportation alternative for Indianapolis residents. The route has the potential to not only transform transportation in the city, but also future land uses along the route at designated stations.



34th & Meridian Red Line Station



Example of a protected, on-street bike facility

With the Red Line along Meridian Street and the planned bike facility along 34th Street and Boulevard Place, it is more important than ever 34th Street is redesigned with the safety of ALL users in mind. Enhanced crosswalks, bump-out's, and ADA ramps are just a few of the ways to improve pedestrian safety.

Complete Streets

As noted in the *Indy Moves* plan, the design of “Complete Streets” is defined as:

“...providing facilities to support walking, biking, other mobility devices, cars, trucks, and where available, transit.”

In other words, the functional requirements for vehicular traffic should be balanced with the aesthetic, functional, and safety needs of pedestrians and cyclists. The current width of 34th Street and its right-of-way offers an opportunity to invest in the necessary safety improvements for all modes of transportation.



Maple Crossing Great Places Plan - connectivity to nearby destinations

STREETSCAPE OPPORTUNITIES

Whereas 34th Street should serve as the fundamental infrastructure for vehicular traffic, a well-maintained and complete sidewalk system should serve as the fundamental infrastructure for pedestrian mobility. As noted in the previous section, the sidewalks along 34th Street are in poor condition which limits (safe) pedestrian travel. Numerous sections are either too narrow, in need of replacement, or even missing completely. Future sidewalks should be a minimum of 6 ft. wide and have ADA-compliant ramps at street intersections.

Although a complete network of sidewalks is important, well-designed street intersections are also a critical component of the pedestrian experience. As the illustrations to the right show, well-designed “bump-outs” enhance the character of the streetscape, and increase pedestrian safety by reducing the length of crosswalks. The added public space created by these bump-outs also provides the opportunity to include other amenities such as landscaping, lighting, trash receptacles, seating, signage, or even artwork.

Incorporating street trees along the street/sidewalk improves pedestrian comfort (providing shade), reduces the “heat island” effect, and mitigates stormwater runoff by absorbing water during rain events. It is important to choose a tree species that can tolerate and thrive in the sometimes harsh conditions of urban areas. For an overview of issues to consider when planting street trees, visit Keep Indianapolis Beautiful’s website at:

<https://www.kibi.org/community-forestry>

For relevant information on acquiring the proper permits and other information for planting trees with the public right-of-way, visit the Department of Public Work’s (DPW) website at:

<https://www.indy.gov/activity/urban-forestry>

Another strategic opportunity to strengthen the neighborhood’s identity could be at the intersection of 34th and Graceland. Through unique pavement markings or similar streetscape features, a focal point could be created to provide a “public setting” for future neighborhood events. Although such a project could be coordinated with the proposed on-street bike lane, this particular effort would be outside the scope and funding of any DPW projects currently planned.



Example illustration (cross section) of pedestrian amenities



Example illustration of pedestrian crosswalk enhancements

Public improvement projects require detailed coordination between agencies, and come with a significant price tag. Costs can vary greatly for streetscape projects due to existing conditions (both above and below ground), scope of the project (size), and the types of materials used (quality). But as a general “rule-of-thumb”, streetscape improvements similar to what’s proposed for 34th Street could range anywhere from \$700,000- \$1.0 million per block, (\$350,000- \$500,000 for each side of the street). Based on these estimates, a streetscape improvement project between Boulevard and Salem (5 blocks) could cost as much as \$5.0 million.

MIXED-USE DEVELOPMENT FEATURES

Introduction

Many of the concepts of mixed-use development go hand-in-hand with Transit Oriented Development (TOD) principles and the TOD Strategic Plan adopted by the Metropolitan Planning Organization (MPO) in 2016. Redevelopment at strategic locations within urban neighborhoods should result in a compact and walkable place where residents can live, work, shop, and play. The mix of compatible land uses typically located within a 1/4-mile radius of transit stops should:

- » Result in a variety of retail, services, public uses, and housing.
- » Be part of a single building, a series of buildings, or centered around a prominent intersection (i.e. 34th and Illinois).
- » Promote walking/biking and reduce vehicle usage and commute time.
- » Create more efficient combinations of land uses serving the (daily) needs of nearby residents.
- » Strengthen neighborhood nodes or focal points.
- » Ensure the long-term adaptability of the built environment to evolving land uses.

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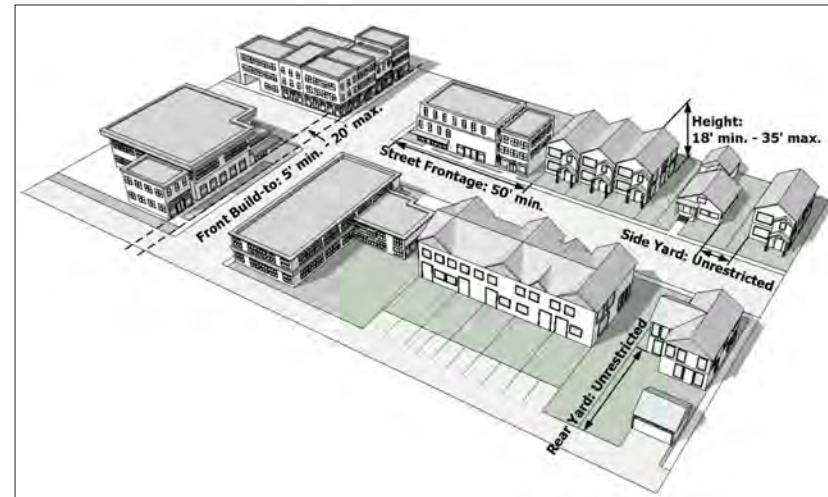
Mix of land uses that promote an active neighborhood street setting

Mixed Use Zoning Districts

In an effort to promote mixed-use development and take advantage of IndyGo's new BRT system, the city of Indianapolis established mixed-use zoning districts (MU-1 & MU-2) that would be appropriate for the Crown Hill neighborhood. It is intended for use in older, urban commercial areas adjacent to established residential neighborhoods. According to the city of Indianapolis' Consolidated Zoning/Subdivision Ordinance, the MU-2 District:

"...is intended to accommodate a mix of residential uses, offices, personal services, retail, and eating and drinking businesses that typically do not draw customers from beyond their neighborhood boundaries and do not generate substantial vehicle traffic."

The designation encourages neighborhood-focused redevelopment with buildings that are between two and three stories in height, and building design elements scaled to the pedestrian. This type of development is particularly appropriate along primary and secondary thoroughfares (such as 34th and Illinois streets) to buffer the surrounding residential areas from the impacts of vehicular traffic.



Redevelopment scaled to existing neighborhood residences (Source: Indy ReZone)

MIXED-USE DEVELOPMENT FEATURES

Other features of the MU-2 District include:

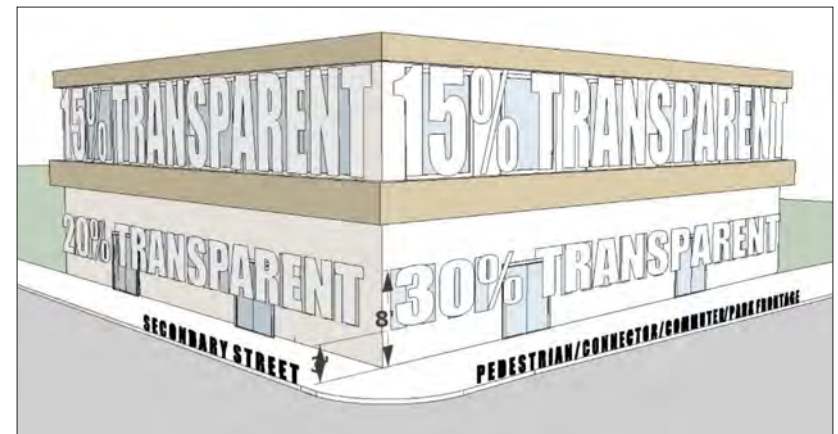
- » Encouraging safe, vibrant pedestrian activity
- » Minimizing auto-related uses
- » Focusing building design on street-level activities, multiple ground floor tenants/entrances, and building transparency (multiple/large windows)
- » Building heights between 18'-35' (2- or 3-stories)
- » Building details/design scaled to the pedestrian

Mixed-Use Development Design Features

The images to the right from Indy ReZone illustrate a number of the features outlined above. The goal of many of these design standards center on activating the street/sidewalk, and creating visual interest for pedestrians. Large first floor windows, canopies or awnings to protect pedestrians from the weather, and changes in building materials or color are all ways to increase street-level activity. Increased sidewalk activity not only can lead to increased business activity, but can also lead to increased pedestrian safety and security as a result of more “eyes on the street”.



Street-level retail and building design features promoting an active sidewalk



MU-2 standards promoting pedestrian-scaled design/form (Source: Indy ReZone)

CORRIDOR DEVELOPMENT FEATURES

Introduction

Private investment and redevelopment of the 34th Street corridor will require a long term perspective. However, incremental changes/improvements along the corridor can lead to long term, sustained growth and positive change for the Crown Hill neighborhood. This development, focused primarily at 34th and Illinois streets, should be designed to maintain and strengthen the overall character of the neighborhood.

For the most immediate impact on the corridor and the neighborhood, a high priority should be the redevelopment of several vacant or underutilized parcels at 34th & Illinois streets. This effort could center on strategic, mixed-use development focused on the needs of the neighborhood. Such development would coincide with the city's vision for appropriate (re)development located within a 1/4-mile of Bus Rapid Transit stops. It is also important to evaluate the rehabilitation/reuse of strategic buildings where feasible as part of redevelopment efforts. This should be a consideration not only at this intersection, but at other locations along the 34th Street corridor.

Innovative infill housing fronting 34th Street between Kenwood and Capitol avenues could also be a part of future corridor development. This would include a mix of housing types and price points suitable for a variety of families and households in the Crown Hill neighborhood. As illustrated later in this section, this type of development could be designed to not only "fit" with the character of existing single-family homes, but also serve as a buffer between traffic along 34th Street and existing residences.

Timing of Development

Future development should take into account stakeholders along 34th Street, as well as the future needs/plans of nearby institutions that could shape the long term future of the corridor. Along with new development, it is important to include existing homeowners as part of future investment opportunities. Homeowners seeking to make improvements to their properties can reach out to INHP, Habitat for Humanity, or similar organizations that offer

programs to homeowners that qualify for assistance. The following Redevelopment Profiles outline both short- and long-term (private) development focused on many of the mixed-use principles noted previously in this section. Factors in determining whether potential private investment could be done in the short- or long-term would depend on a number of factors including:

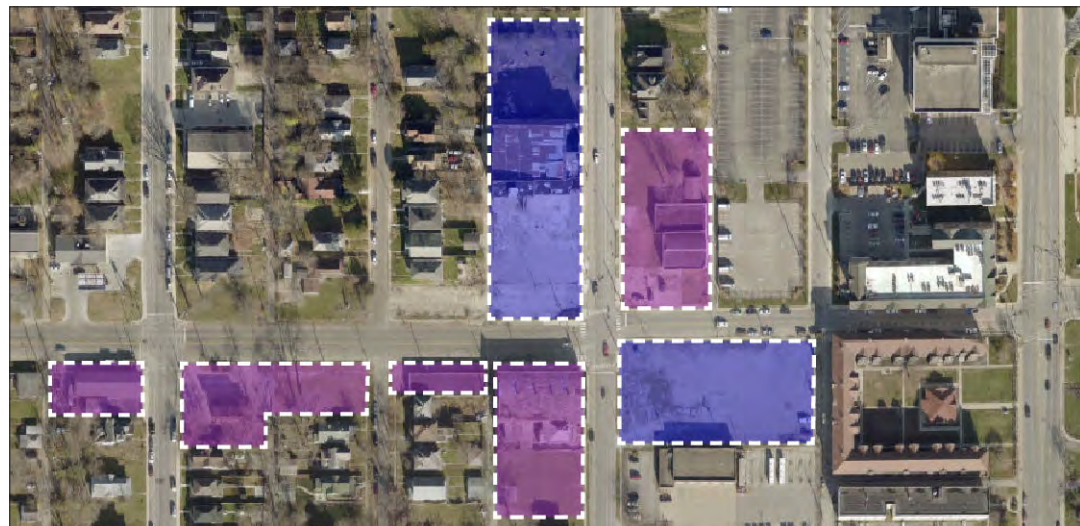
- » market conditions (residential or commercial rates)
- » site acquisition and/or assembly costs
- » number of property owners involved
- » size of the investment and/or financing options
- » potential brownfield or environmental conditions
- » vacant properties vs. potential demolition costs/timing
- » coordination with public agencies for infrastructure improvements

LEGEND

Near Term Redevelopment



Long Term Redevelopment



CORRIDOR DEVELOPMENT FEATURES

34th Street Corridor Development Highlights

The proposed public and private improvements along 34th Street could total tens of millions of dollars and require decades to come to fruition. Such an effort will require a coordinated approach among city agencies, current or future property/business owners, developers and financial institutions among others. Public investment should support and catalyze private investment focused at 34th and Illinois and radiating along both streets. In total, the redevelopment proposed will not only redefine the 34th and Illinois street intersection, but reshape the 34th Street corridor into a more pedestrian-friendly urban setting.

The intersection of Illinois and 34th streets accommodates a high volume of traffic, which make this location an opportune site for future mixed-use development. In addition, public (DPW) investment in an on-street bike facility, and other street/sidewalk improvements will result in improved access to the RedLine and improved linkages between the Crown Hill neighborhood and surrounding neighborhoods. Additional highlights illustrated in the following profiles include:

- » Demolition of vacant buildings at 3 of the 4 corners of Illinois & 34th
- » New multi-family (rental) housing along Illinois Street
- » New (for-sale) housing units along 34th Street
- » 34th Street bike facility connecting neighborhood to the RedLine BRT
- » Streetscape enhancements along 34th Street focused on pedestrian safety and comfort
- » Neighborhood gathering place at 34th & Graceland- possibly including former stone cutters building
- » New multi-story (2-4 story), mixed-use projects at all four corners of Illinois & 34th- possibly including shared space with nearby institutions

However, in addition to this proposed development, one must also keep in mind existing homeowners and business owners. New development cannot come at the expense of existing property owners. Investment in existing properties will not only maintain or even improve property values, but may also strengthen the overall real estate market for the benefit of future development (i.e. increased rental rates).

Redevelopment Opportunity Profiles

The (5) *Redevelopment Opportunity Profiles* are comprised of four basic components that provide a brief overview related to each development or site. These components include:

- » Project overview (description)
- » Key considerations
- » Project details and pro-forma
- » Precedent images

The proposed *Opportunity Profiles* were developed based on a number of factors and assumptions including what the market can “absorb”, current commercial and residential market rates, as well as traditional “pro forma” calculations. The pro-forma’s generated are based on current market conditions/costs, local industry standards, and NNDC’s experience working in the area. Of course any future development will be based on “real world” acquisition costs, potential environmental clean-up timelines and costs, or other factors specific to affected parcels. Some of the other assumptions used in determining the following project costs include:

- » \$250,000/acre acquisition cost for vacant land
- » \$10/Sq. Ft. for demolition costs
- » \$15/Sq. Ft. for commercial rental rate
- » \$1/Sq. Ft. for residential rental rate
- » \$4,000/surface parking space for construction cost(s)
- » \$175/Sq. Ft. for commercial construction cost(s)
- » \$166,000/unit for total residential unit construction cost(s)

Finally, the precedent images included with each profile are intended to represent the character, scale and form of potential development appropriate at each given site. The images are NOT intended to mandate how any actual development should occur or how it should appear. The images are included to simply provide an example of one type of development envisioned for that particular site.

N/W QUAD REDEVELOPMENT OPPORTUNITIES



Redevelopment projects at the NORTHWEST quadrant

Key Considerations

- ↑ STRENGTH: Multiple parcels under one ownership
- ↑ STRENGTH: Large site within the urban context
- ↓ CHALLENGE: Possible incorporation of former Ritz Theater into new development
- ↓ CHALLENGE: Potential environmental issues
- ↔ OPPORTUNITY: Possible incorporation of former Ritz Theater into new development

N/W Quad Redevelopment

The northwest corner of 34th and Illinois represents a large, contiguous site for development since all but one of the parcels is owned by one entity. Although this scenario could include the demolition of the old theater, new multi-family development could occur on the northern-most parcels while the southern parcels are readied for new development. In total, development at this site would include multiple 3- and 4-story buildings. Other activities that could occur, or issues to consider at this site include:

- » Acquisition of parking lot adjacent to 34th Street
- » Feasibility study to determine the viability of either rehabilitating or demolishing the former Ritz Theater
- » New multi-story, mixed-use project at NW corner of Illinois and 34th streets
- » New infill affordable housing units along Illinois Street (north of the mixed-use project)

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PROPOSED PROJECT DETAILS

SITE ACREAGE:	1.35
BUILDING HEIGHT:	4 STORIES
RESIDENTIAL UNITS:	65
PARKING SPACES:	93
COMMERCIAL S.F.:	2,400

SITE COSTS:	\$955,000
CONSTRUCTION COSTS:	\$11,200,000
DEVELOPER FEE:	\$1,100,000
TOTAL DEVELOPMENT COST:	\$13,255,000

TOTAL DEVELOPMENT VALUE \$7,145,000

NET GAP \$6,110,000



Mixed-use redevelopment (residential above street-level retail) example and Multi-family (5-plex) residential example



S/E QUAD REDEVELOPMENT OPPORTUNITIES

S/E Quad Redevelopment

This southeast corner at 34th and Illinois is comprised of a single parcel owned by one entity. Because this site is adjacent to existing 3- and 4-story buildings (fronting Meridian St.) it could accommodate a new 4-story mixed-use building with some street-level retail and residential units above. Additional activities or considerations at this location include:

- » Building design that prominently features a corner element “anchoring” the building at the intersection
- » Potential partnership with Versiti (Indiana Blood Center) for shared parking or other uses
- » Continuation of streetscape enhancements along 34th Street between Illinois and Salem

Key Considerations

- ↑ STRENGTH: Vacant parcel controlled by owner and ready for development
- ↑ STRENGTH: Proximity to Children’s Museum campus
- ↓ CHALLENGE: Potentially high acquisition cost(s)
- ↔ OPPORTUNITY: Potential partnerships with nearby institutions and/or major employers



Mixed-use redevelopment at the SOUTHEAST quadrant

PROPOSED PROJECT DETAILS

SITE ACREAGE:	1.10
BUILDING HEIGHT:	4 STORIES
RESIDENTIAL UNITS:	58
PARKING SPACES:	72
COMMERCIAL S.F.:	2,100

SITE COSTS:	\$490,000
CONSTRUCTION COSTS:	\$9,553,300
DEVELOPER FEE:	\$937,000
TOTAL DEVELOPMENT COST:	\$10,980,300

TOTAL DEVELOPMENT VALUE \$6,362,500

NET GAP \$4,617,800



Mixed-use redevelopment (residential over retail) examples that “anchor” the street corner



N/E QUAD REDEVELOPMENT OPPORTUNITIES



Multi-family redevelopment at the NORTHEAST quadrant

Key Considerations

- ↑ STRENGTH: Vacant parcel/buildings currently for sale
- ↓ CHALLENGE: Multiple property owners
- ↓ CHALLENGE: Potential environmental issues on multiple sites
- ↔ OPPORTUNITY: Potential partnerships with nearby institutions and/or major employers for shared parking

N/E Quad Redevelopment

It is expected development of the N/E Quadrant will require a longer time frame due to site conditions and multiple property owners. Development at this site would re-establish or redefine the street edge, creating a more pedestrian-friendly setting along both 34th and Illinois streets. This project could potentially be comprised exclusively of market-rate and affordable rental units. Other activities or features to consider at this location include:

- » Acquisition and demolition of vacant/underutilized buildings
- » New multi-family rental housing (only) project

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PROPOSED PROJECT DETAILS

SITE ACREAGE:	0.72
BUILDING HEIGHT:	3 STORIES
RESIDENTIAL UNITS:	36
PARKING SPACES:	42
COMMERCIAL S.F.:	0

SITE COSTS:	\$368,000
CONSTRUCTION COSTS:	\$5,900,000
DEVELOPER FEE:	\$564,200
TOTAL DEVELOPMENT COST:	\$6,832,200

TOTAL DEVELOPMENT VALUE \$3,812,000

NET GAP \$3,020,200



Multi-story, multi-family residential development examples scaled to pedestrian activities

S/W QUAD REDEVELOPMENT OPPORTUNITIES

S/W Quad Redevelopment

Similar to the proposed (near term) development across 34th street, development at this site could be comprised of 2- or 3-story buildings to reflect the scale and character of the surrounding Crown Hill neighborhood. This site presents a number of challenges and would likely require a longer time frame due to its odd shape and multiple property owners. Additional activities or considerations at this location include:

- » Acquisition and demolition of vacant/ underutilized building
- » Building design that prominently features a corner element that “anchoring” the building at the intersection
- » Major commercial/retail component compared to other scenarios
- » Smaller scale of development to transition to (current and future) residential area west of site

Key Considerations

- ↑ STRENGTH: Proximity to Children’s Museum campus
- ↓ CHALLENGE: Potentially high acquisition cost(s)
- ↓ CHALLENGE: Potential environmental issues
- ↓ CHALLENGE: Multiple property owners for site assembly
- ↔ OPPORTUNITY: Chance to “reactivate” a long-vacant and underutilized property



Mixed-use redevelopment at the SOUTHWEST quadrant

PROPOSED PROJECT DETAILS

SITE ACREAGE:	0.81
BUILDING HEIGHT:	2 STORIES
RESIDENTIAL UNITS:	8
PARKING SPACES:	60
COMMERCIAL S.F.:	8,000

SITE COSTS:	\$606,000
CONSTRUCTION COSTS:	\$2,873,000
DEVELOPER FEE:	\$305,000
TOTAL DEVELOPMENT COST:	\$3,784,000

TOTAL DEVELOPMENT VALUE	\$1,614,500
NET GAP	\$2,169,500

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Mixed-use redevelopment (residential over retail) examples scaled to the existing neighborhood context

34th STREET TOWNHOME OPPORTUNITIES



Key Considerations

- ↑ STRENGTH: Multiple property owners provide the opportunity to phase-in development over time
- ↑ STRENGTH: High visibility along 34th St.
- ↓ CHALLENGE: Multiple property owners for site assembly
- ↓ CHALLENGE: Potential environmental issues
- ↔ OPPORTUNITY: Opportunity to create a more walkable streetscape along 34th Street
- ↔ OPPORTUNITY: Introduce a new residential product type to the neighborhood/market
- ↔ OPPORTUNITY: Increase for-sale residential development opportunities for the Crown Hill neighborhood

34th Street Redevelopment

This “final” phase of development centers on more traditional residential development in the form of townhomes. Such development would build on recent private investment, offer another option for would-be homebuyers, and take advantage of the evolution of 34th Street into a multi-modal, complete street. Additional activities that could occur, or issues to consider at these locations include:

- » Multiple 2- or 3-story residences that buffer existing homes from traffic along 34th Street
- » Potential incorporation of modular construction techniques to create a more efficient or “green” housing option
- » Develop residential units as for-sale units structured as a condominium association or “fee simple” transaction/ownership

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PROPOSED PROJECT DETAILS

SITE ACREAGE:	0.63
BUILDING HEIGHT:	2 STORIES
RESIDENTIAL UNITS:	18-24
PARKING SPACES:	18-24
COMMERCIAL S.F.:	0

SITE COSTS:	\$250,000
CONSTRUCTION COSTS:	\$3,295,000
DEVELOPER FEE:	\$318,000
TOTAL DEVELOPMENT COST:	\$3,863,000

TOTAL DEVELOPMENT VALUE \$1,937,100

NET GAP \$1,925,900



Examples of townhome designs



IMPLEMENTATION STRATEGIES

Introduction

The conclusion of this planning effort should serve as a starting point for a renewed effort within the Crown Hill neighborhood to collectively work toward a renewed vision for the 34th Street corridor based on common desires or goals. As such, it is appropriate to create a framework of implementation measures that address this plan's recommendations. By establishing such a framework, there is an inherent understanding not all of the ideas outlined in the previous sections can be implemented immediately and/or by a single organization.

In short, proven (visible) results will create excitement in the neighborhood and spur additional public and private investment. With the completion of the *34th Street Redevelopment Plan*, neighborhood leaders can use this document as a tool or guide when advocating for improvements along the corridor. This will require a sustained, coordinated effort among many over time, and this plan can serve as the unifying catalyst for a common vision of 34th Street. This following information outlines potential partners and funding strategies that can be pursued to affect tangible change along the corridor.

Implementation Considerations

In addition to these (potential) partnerships, it is important neighborhood leaders recognize the various issues that could affect redevelopment in the area. Ongoing conversations within the neighborhood, with property owners/stakeholders, and with city leaders should focus on a strategy for transforming the 34th Street corridor. Such a strategy should take into account:

- » Site control and assembly
- » Due diligence on potential properties
- » Formalizing partnerships (Implementation Team)
- » Rezoning implications/options
- » Capitol Improvement Plans (public infrastructure)
- » Relevant funding cycles/deadlines (DMD, State or Federal grants)

Implementation Partners

As noted earlier, it will require the coordinated effort of both public and private entities to initiate and execute the recommendations (or

variations of) in this plan. Various city agencies, local organizations, and non-profits can be a part of future development along the corridor. More importantly, many of these same agencies have access to funding sources that could be used to implement some of the plan's recommendations. Potential entities the Crown Hill neighborhood could partner with include:

- » Department of Public Works (DPW)
- » Department of Metropolitan Development (DMD)
- » IndyGo
- » Near North Development Corporation (NNDC)
- » Midtown Indy
- » Indy Chamber
- » Indianapolis Neighborhood Housing Partnership (INHP)
- » Local Initiatives Support Corporation (LISC)
- » Keep Indianapolis Beautiful, Inc. (KIB)
- » The Children's Museum of Indianapolis
- » Arts Council of Indianapolis
- » Central Indiana Community Foundation (CICF)
- » Crown Hill Foundation

Implementation Sources

There are a number of funding options that can provide communities with resources to address a wide range of unique community development needs. Many of these are focused on benefitting low- and moderate-income persons, eliminating slum or blight, or addressing particularly urgent community development needs. Listed below are just some of the potential funding sources that could be used for public improvements, affordable housing, and/or (re)development activities.

- » Community Development Block Grant (CDBG)
- » HOME Investment Partnerships Program (HOME)
- » Blight Elimination Program (BEP)
- » Indianapolis Neighborhood Infrastructure Partnership (INIP)
- » Anchor Housing Partners Program
- » Small Business Façade and Property Improvement Program
- » TIF and tax abatement programs



Crown Hill Neighborhood Association

