



# ENVISION BROAD RIPPLE

CITY OF INDIANAPOLIS . DEPARTMENT OF METROPOLITAN DEVELOPMENT . DIVISION OF PLANNING . 2012-CPS-R-006

*live...work...play...gather*

---

---

# *broad ripple village plan*

November 7, 2012  
2012-CPS-R-003  
City of Indianapolis  
Gregory A. Ballard, Mayor

## **Department of Metropolitan Development**

Maury Plambeck, Director  
Catherine Moore, Mayor's Neighborhood Liaison  
Mark Warner, Mayor's Neighborhood Liaison

## **Metropolitan Development Commission**

Lena Hackett  
Diana Hamilton  
Dorothy J. Jones  
Jesse Lynch  
Edmund Mahern  
Timothy Ping  
Bruce Schumacher  
William Selm

## **DMD Division of Planning**

Michael Peoni, Administrator  
Robert H. Wilch, Principal Planner (retired)  
Keith Holdsworth, Principal Planner  
Tammara Tracy, Principal Planner  
John Neal, Senior Planner  
Kathleen Blackham, Senior Planner  
John Byrnes, Senior Planner  
Alice Gatewood, Planner

## **Envision Broad Ripple Steering Committee**

Neal Bennett  
Tom Healy  
Brenda Rising-Moore  
Brooke Klejnot  
Sharon Butsch Freeland  
Elizabeth Marshall  
Kathryn Shorter  
Judy Weerts Hall  
Mark Demerly  
Sean Northup  
Gary Weaver

# *thanks*

Thanks to the following venues for providing meeting space for the planning process:

Indianapolis-Marion County Public Library, College Avenue Branch  
Indianapolis Art Center  
American Legion, Post No. 34, along with refreshments  
Flanner & Buchanan Event Center Suite  
The Department of Parks and Recreation, Broad Ripple Park Family Center

Thanks to Union Jack Pub for providing pizza.

---

---

# *table of contents*

INTRODUCTION .....	1	8. Seek ways to develop key projects.....	26
Purpose of the Plan.....	1	9. Increase density.....	27
Vision Plan / Form-based Zoning.....	1	LAND USE .....	29
Location and Study Area .....	1	Environmentally Sensitive Areas.....	29
PAST WORK.....	5	Land Use Recommendations .....	29
CREATION OF THE VISION.....	9	Broad Ripple Village.....	29
Public Meetings and Work Sessions.....	10	Critical Areas.....	33
Visual Preference Surveys.....	11	ZONING .....	39
Walking Survey .....	11	Zoning Recommendations.....	39
Model Building Exercises.....	12	Zoning Recommendations for the Village area.....	39
ENVISION PLAN RECOMMENDATIONS.....	13	APPENDICES.....	47
1. Improve transportation and infrastructure .....	13	Appendix “A” .....	48
2. Foster and Improve sustainability.....	20	Appendix “B” .....	51
3. Improve the image of the Village.....	21	Appendix “C” .....	52
4. Honor the historic aspects of Broad Ripple .....	23	Appendix “D” .....	83
5. Increase trees and open space .....	23	Appendix “E” .....	87
6. Respect White River, Central Canal, and Monon		Appendix “F” .....	90
Trail.....	24	Appendix “G” .....	91
7. Maintain the mixed-income diversity and provide		Appendix “H” .....	92
housing opportunities for all age groups. ....	25		

---

*live. . . work. . . play. . . gather*

## INTRODUCTION

### **PURPOSE OF THE PLAN**

The Broad Ripple Village Plan is intended to enhance the quality of the village experience and serve as the foundation on which form-based zoning can be developed. The goal is to create a quality and sustainable environment for all to live, work, play, and gather in Broad Ripple Village.

This plan is an update and replacement of the Broad Ripple Village Plan Update adopted by the Metropolitan Development Commission in 1997 as a segment of the Comprehensive Plan (97-CPS-R-003).

A comprehensive plan is required by the 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. A comprehensive plan segment is one part of the overall comprehensive plan for the county. The Comprehensive Plan for Indianapolis/Marion County is made up of over 80 segments.

This plan is a guide for anyone making a decision about the use of a property. It is useful for property owners, developers, neighbors, 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.

### **VISION PLAN / FORM-BASED ZONING**

This vision plan is the most recent in a series of plans prepared for Broad Ripple Village, all with similar themes, goals, and objectives. What sets this plan apart from the previous plans is the introduction of form-based zoning. It was clear from the beginning that the Broad Ripple Village community, along with confirmation of past efforts, wanted to establish guidelines as future changes were made. White River winds around and forms a natural boundary to the north and west of the village. Consequently, a large portion of the village falls within the 100-year flood plain. As planned flood control projects remove land

from the flood plain, development pressure increases. The community was concerned that the character of the village would be compromised without some development standards to guide these future changes.

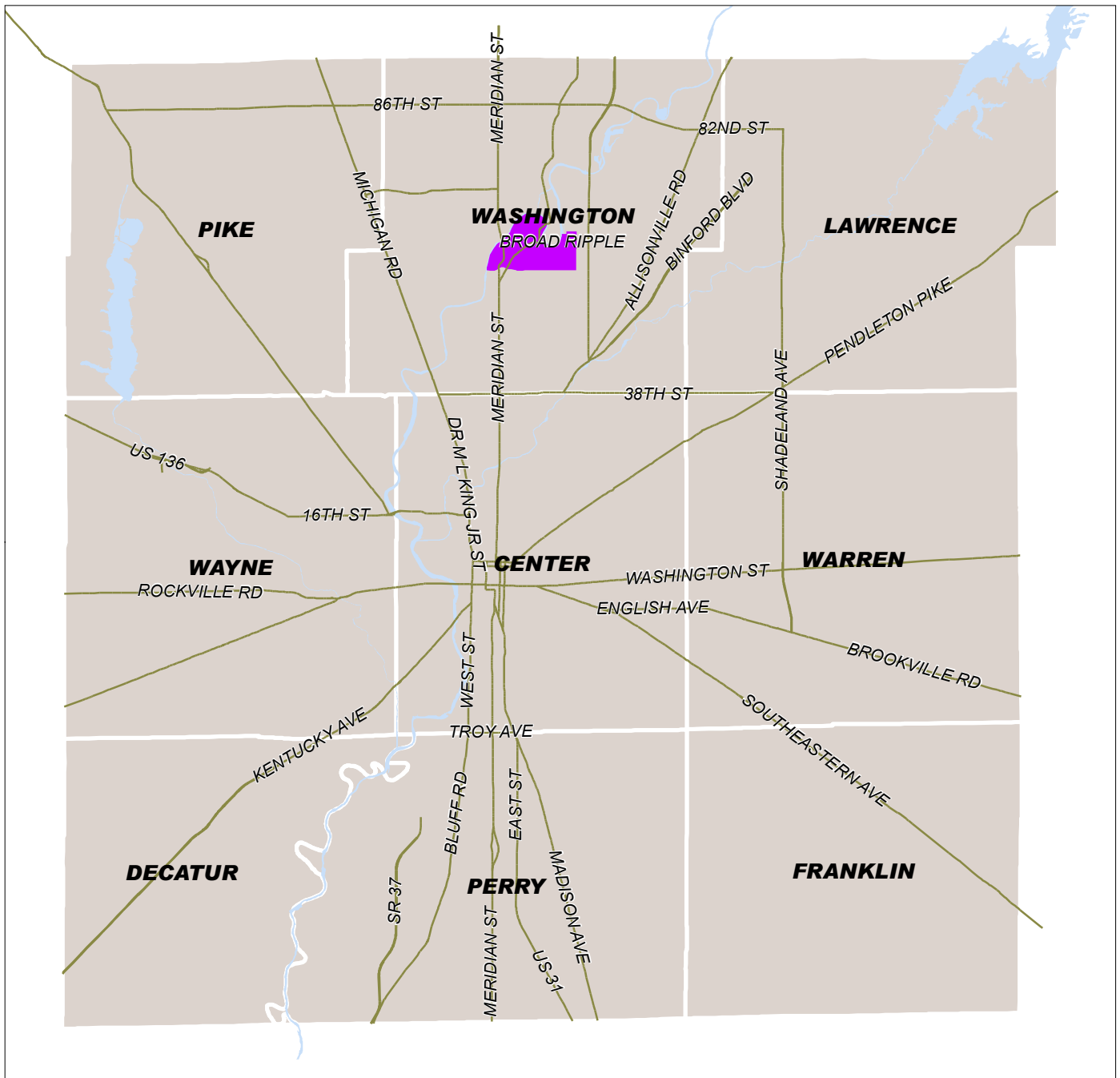
As pieces of the vision came together, it became clear that maintaining a quality environment and protecting the community fabric in the village area would require guidelines that were enforceable rather than “encouraged.” Form-based zoning became a tool that could be used to accomplish this. Form-based zoning “fosters predictable built results and high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Form-based zoning addresses the relationship between building faces and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.”

### **LOCATION AND STUDY AREA**

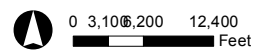
The study area features boundaries established in the 1986 Broad Ripple Village Neighborhood Plan: east – Evanston Avenue; south – Kessler Boulevard; west – Meridian Street; and north – White River and 64th Street.

Within these boundaries lies an area that encompasses the commercial core along Broad Ripple Avenue and the area north of the canal between College Avenue and Westfield Boulevard where form based zoning is recommended.





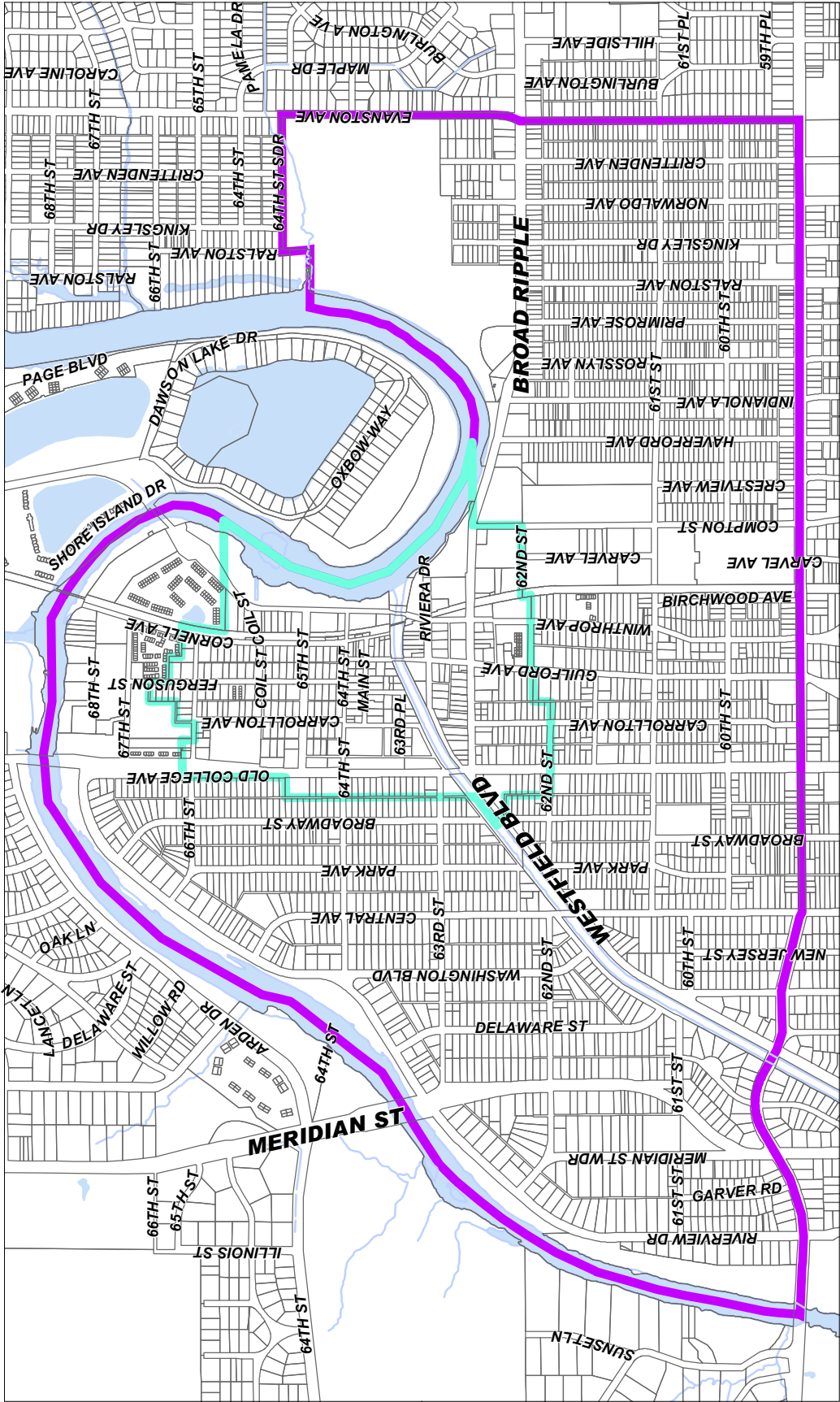
## LOCATOR MAP



### Legend

- Main Thoroughfare
- Project Area
- Township Boundaries

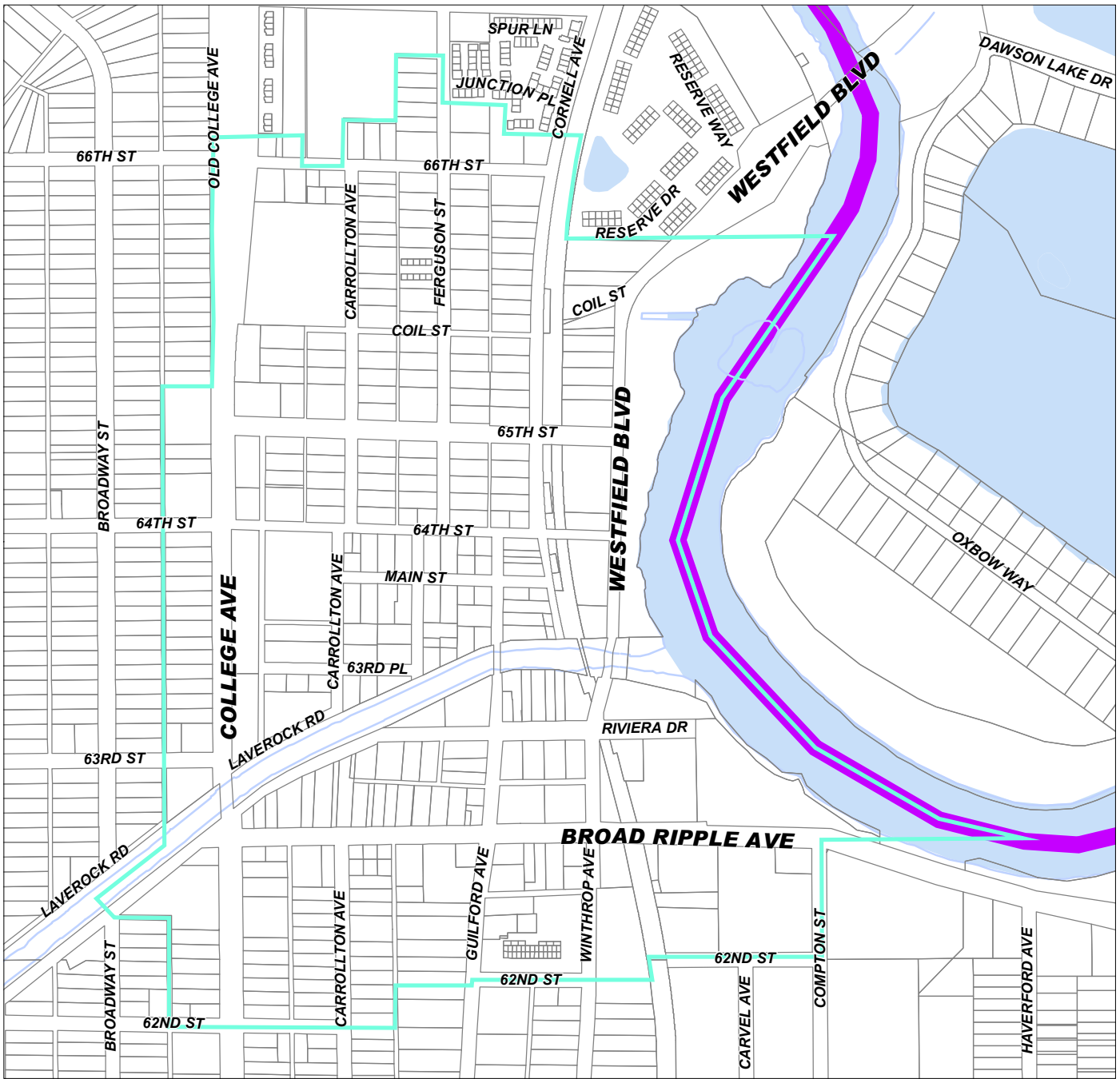




**PROJECT BOUNDARY MAP**

**Legend**

- Streams
- Parcels
- Form Based Zoning Area
- Rivers
- Railroad
- Project Boundary
- Lakes



## FORM BASED ZONING AREA MAP



0 75 150 300 Feet

### Legend

- Streams
- Parcels
- Form Based Zoning Boundary
- Rivers
- Railroad
- Project Boundary
- Lakes

## PAST WORK

Broad Ripple residents are passionate about the Village and have participated in numerous public planning projects over the years. Envision Broad Ripple (EBR) benefited from the data and public input generated in previous planning efforts and incorporated long-standing community aspirations into the current plan. Highlights of past plans include:

### *Broad Ripple Village Neighborhood Plan (1986)*

The study area: north: Riverview Avenue, the White River, and 64th Street South Drive; south: Kessler Boulevard; east: Evanston Avenue; west: Meridian Street. The Department of Metropolitan Development planning staff identified neighborhood goals and objectives based upon a door-to-door residential survey, a needs survey, and merchants survey that resulted in this plan. Key elements: developed goals and recommendations for land use and rezonings, the transportation system, parking standards, recreational facilities, citizen involvement in neighborhood programs and services, development standards in the commercial areas, adequate housing, public safety, educational environment, and the physical environment.

### *Broad Ripple Charrette (1994)*

The Department of Metropolitan Development and the Broad Ripple Village Association, in collaboration with Ball State University, sponsored a two-day brainstorming event to generate a variety of ideas and alternatives addressing future growth and development of residential and commercial areas in Broad Ripple. The gathering was preceded by a survey of the residents and a public meeting, which provided information for the participants to consider. This charrette brought residents, merchants, students, and planning and design professionals together to focus on the challenges and opportunities and identify recommendations for the future of Broad Ripple. Key elements: identified potential for the Central Canal as a linear park; increased bike and pedestrian access, sidewalks and landscaping; urged removal of the parking deck over the canal and replacement with a parking structure.

### *Broad Ripple Village 1994 Parking Study*

The City of Indianapolis entered into a contract with Walker Parking Consultants/Engineers, Inc., to perform a parking supply and demand analysis of the village area. The study area was defined as Compton Street and White River to the east, 64th Street to the north, College Avenue to the west, and 62nd Street to the south. The area was divided up into three zones: 1) area north of the canal; 2) south of the canal and west of Winthrop Avenue/Westfield Boulevard; and 3) east of Winthrop Avenue and Westfield Boulevard. Key Elements: Zone 2 has a deficit of spaces during weekend evening hours, with available spaces in Zones 1 and 3 during the peak evening demand periods. The overall surplus of spaces on a Saturday evening would be expected to disappear if development continues.

### *Indy Parks/Indy Greenways Master Plan (1996)*

Opening the first section of the Monon Trail in Broad Ripple in 1996 established what has since become recognized as one of the metropolitan area's most successful public works projects. The result of a lengthy public process that led to the City's acquisition of the abandoned Monon Railroad right-of-way and conversion to a linear park, the Monon Trail was a significant investment in the Village that continues to pay dividends. Key elements: transform an eyesore into an asset and stimulate economic development along the corridor, with the addition of green space and enhancement of the bike and pedestrian infrastructure.

### *Broad Ripple Village Plan Update (1997)*

This plan was adopted by the Metropolitan Development Commission (97-CPS-R-003) as a Comprehensive Plan Segment and the official plan of record for the Broad Ripple area. It recommended land uses for the entire neighborhood and provided more detailed development recommendations for its commercial and mixed-use heart of the community. Key elements: enhance the natural resources and recreational opportunities, acknowledge the market dynamics within the commercial district, protect the residential areas, and preserve the mixed-used "village" character.

---

### *Scoping Document (1998)*

2nd Globe and ROAMworks were commissioned by the Broad Ripple Village Association to conduct a study and provide a “scope” of recommendations that could be used to guide future development and maintain an appropriate balance among all interests in the Village. Key elements: create bike and pedestrian friendly Village with outdoor dining, recreation opportunities, and improved landscaping.

### *2nd Globe/NINEbark (Broad Ripple Central Canal Action Plan) (2001)*

This plan was a further refinement and elaboration of the 1998 Scoping Document that set goals and objectives and provided a specific timeline to guide the implementation of canal redevelopment vision. It sought to strengthen the Central Canal's relationship to the Village's commercial corridor on Broad Ripple Avenue. Proposed upgrades to the Central Canal Towpath along the north bank would establish landscaped pedestrian-friendly areas. Key elements: improved streetscape with more street trees; provide bike and pedestrian amenities to create park-like atmosphere along the Central Canal to create a new Village “center.”

### *Glendale Area Special Neighborhood Study (2001)*

The Metropolitan Planning Organization (MPO) contracted with urban design firm Storrow Kinsella to lead a public planning process to transform the Glendale Shopping Center into a transit hub and create a more bike and pedestrian-friendly infrastructure. Study area: north: 65th and White River; south: 56th Street; east: Olney Street; west: Primrose Avenue. While a large portion of the study area lies outside of the Broad Ripple Village boundaries, the study included substantial public outreach and input from area stakeholders (including Broad Ripple Village). Community involvement helped spur several recommendations for improved bike, pedestrian, transit accommodations and greenspace that would have beneficial consequences for the Village, hence its inclusion on this list. Key elements: identified comprehensive bike, pedestrian, and transit enhancement principles and practices; described a methodology for rating bike and pedestrian infrastructure; encouraged seeing Broad Ripple Village as part of a larger network

of neighborhoods; improved greenspace and aesthetics through increasing number of street trees and pocket parks; and, created a connection between Broad Ripple Park and the Village proper with a eye toward embracing White River.

### *Broad Ripple Overlay District (2002)*

A joint effort between Broad Ripple community stakeholders and the Department of Metropolitan Development. The mission was to work from DMD's Infill Housing Guidelines (1993) to develop standards to promote and retain the vitality and desirable characteristics of the Village, to protect property values and guide development without restricting creativity and to generally preserve and enhance the livability of Broad Ripple Village. Key elements: articulated rationale for defining standards that maintain Village character via building height, set-backs, massing and public parking.

### *Broad Ripple Historical Significance (2003)*

This report summarized the history of Broad Ripple Village that began in 1820 when the federal government began selling land in Marion County. Historical information on transportation, commercial activities and structures, residential structures, and recreation activities are included in this document. Key elements: documents areas and structures of historic importance for preservation.

### *Broad Ripple Village District Working Plan (2003)*

Crafted by the community in association with the Indianapolis Cultural Development Commission, this plan was a component of a City program to identify six Cultural Districts. Broad Ripple Village was the only Cultural District outside of central city. The Plan was limited in focus to the area bounded on the north - White River; south – 62nd Street, east – Compton Street, west – College Avenue. It looked specifically to increase local cultural participation, enhance the visual appeal of Broad Ripple Avenue, support local arts venues and increase public art. Key elements: highlighted Village cultural attributes, the lively mix of commercial and residential environments reputation for innovation, creativity and independence; urged preservation of Village integrity, enhancement of green spaces, and strengthening of overall design standards and visual qualities.

### *Broad Ripple Village Parking Study (2007)*

The City of Indianapolis contracted with Walker Parking Consultants to analyze parking in the Village and to make recommendations for future parking strategies. The 40-city-block study area included the following boundaries: west: Broadway Street; east: Compton Street and White River; north: 67th Street; south: 61st Street. Key elements: recommended a three-tier approach to addressing parking issues: 1) construction of a 300 space parking structure; 2) establishment of neighborhood parking permit program (to reduce negative consequences of late-night traffic in adjacent residential neighborhoods); and 3) creation of a park and ride shuttle service between Broad Ripple and Glendale mall out lot on Rural Street.

### *Midtown Indianapolis 2010, Guiding Principles and Future Development Strategies (2010)*

Harmoni (now known as Midtown Indianapolis, Inc.) and Maple Road Development Corporation commissioned this working planning document that is a collection of strategies to rejuvenate the neighborhoods and revive businesses. The study area had the following boundaries: White River to the west, White River/62nd Street to the north, Keystone Avenue to the east, and 38th Street/34th Street to the south. Key elements: Midtown aspirations include destination connected, exceptional outdoor experience, place of investment, employment generator, public policy collaborator, identifiable place, and the place to live.

### *Indy Connect-Central Indiana's Transportation Initiative (2011)*

The Metropolitan Planning Organization, Central Indiana Regional Transportation Authority, and IndyGo partnered to develop a regional transportation plan. This proposed long-range transportation plan is designed to connect people to places around Central Indiana using bus, rail, roadways, pedestrian walkways, and bike pathways. The first phase begins with a ten-year plan to be built in Marion and Hamilton counties. A Bus Rapid Transit (BRT) line is proposed to run along College Avenue. Key elements: Double the current bus service in the first ten years, develop four BRT lines, develop rail transit between downtown Indianapolis and Noblesville, transition BRT service to light rail, construct pedestrian walkways and

bicycle pathways to other transportation services and routes, and maintain roadways and bridges.

### *North Midtown Economic Development District (2011)*

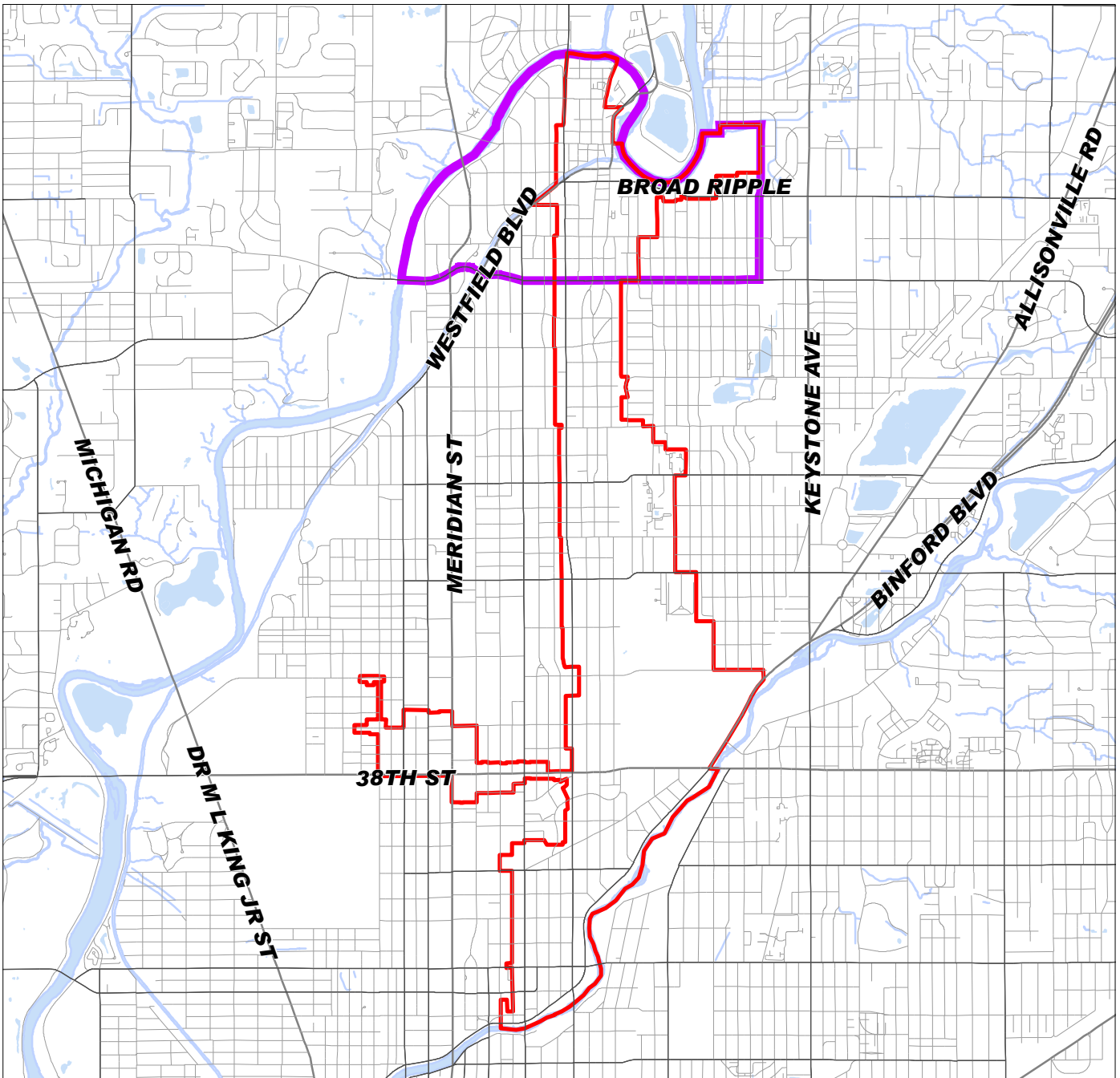
Economic development districts are established to provide cities with tools to stimulate and support reinvestment in areas where reinvestment might not otherwise occur. The North Midtown Economic Development District includes the College Avenue and Monon corridors between Fall Creek and White River and the 38th Street corridor between Fall Creek and Illinois Street. A significant portion of Broad Ripple is included in the boundary of the economic development district. A map of the area can be found on page 8. Due to the changing transportation infrastructure and the evolving needs of retailers and other business owners, the corridors in the economic development district are showing some degree of obsolescence. Key elements: The establishment of the economic development district is intended to provide better neighborhood services, provide tools for stimulating private investment, protect and create jobs, recycle obsolescent public property, and upgrade infrastructure.

### *Art 2 Art Feasibility Study and Opportunity Analysis (2011) + Companion Document*

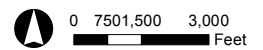
The companion document prepared by Eden Collaborative presented a broad overview of existing conditions along the Central Canal towpath between the Indianapolis Museum of Art (IMA) and the Indianapolis Art Center (IAC). It identified various destinations, a hypothetical route, the need for access points, and a detailed plan for creating a major landmark attraction in Broad Ripple Village.

The feasibility study and opportunity analysis (also prepared by Eden Collaborative) more closely examined the potential for a recreational arts experience along the former Monon railroad right-of-way and the Central Canal while formalizing the connection between the IMA and the IAC. Key elements: This proposal would become a local and regional connector, enhance the community quality of life, serve as an economic driver, create an element of community identity, and provide a level of public safety.

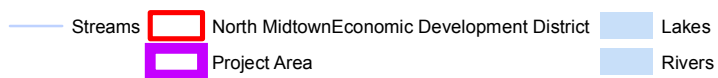




## NORTH MIDTOWN ECONOMIC DEVELOPMENT DISTRICT MAP



### Legend



## CREATION OF THE VISION

After a March 2008 Mayor's Night Out in Broad Ripple Village, neighborhood representatives met with Maury Plambeck, director of the City of Indianapolis, Department of Metropolitan Development, to ask for assistance in updating the Village's 1997 Master Plan. Community leaders anticipated increased development in the areas north of the Canal upon completion of an Army Corps of Engineers levee project that would remove significant portions of the Village from the floodplain. They were motivated, in part, by Mayor Greg Ballard's challenge to "come up with a plan."

Since several controversial variances were granted over the years, community members wanted to establish enforceable development guidelines that would preserve and enhance the Village's "look and feel."

EBR planning efforts began on Earth Day in 2008; a partnership between the City of Indianapolis, Department of Metropolitan Development (DMD), and neighborhood groups including the Broad Ripple Village Association, Green Broad Ripple and HARMONI - the Historic Midtown Initiative (now known as Midtown Indianapolis, Inc.). A Steering Committee was established that included DMD planners and neighborhood representatives. Together, they designed exercises and set meeting agendas before each of the 27 public meetings, led work sessions and compiled results, and then debriefed afterwards by reviewing worksheets and public comments. This enabled the Steering Committee to craft and refine policy recommendations that reflected the substantial

community input. In addition, Steering Committee members led field trips to Bloomington, Indiana, and Columbus, Ohio, to study other communities that resembled Broad Ripple Village and its environs.



Brick-paved alley for pedestrian connection in downtown Bloomington, Indiana



Bus transit stop in downtown Bloomington, Indiana



Public parking transforms into a farmer's market on the weekends - Bloomington, Indiana



Wall mural (Short North) - Columbus, Ohio



Commercial development (Short North) - Columbus, Ohio

## PUBLIC MEETINGS AND WORK SESSIONS

Public work sessions were held every four to six weeks (see appendix “A” for an summary of every meeting). A diverse group of attendees participated: neighborhood residents, business owners, commercial property owners, developers, environmental activists, transit advocates, architects, designers, landscape architects, elected officials, and representatives from local community development agencies and cultural institutions. An average of 32 people participated in each session. Over the course of four years, more than 200 participants registered for work sessions with an indeterminate number in attendance who declined to register.

The role of Division of Planning staff in these meetings was to provide guidance based on best practices in neighborhood development. The planning profession had undergone a transformation since the Village Plan was adopted in 1998. Concepts like “Smart Growth,” “New Urbanism,” “Transit-oriented Development,” “Compact Urban Form,” and “Complete Streets” became recognized as effective planning principles designed to integrate sustainability and stewardship with economic development.

With the mandate to preserve and enhance the Village “look and feel,” DMD staff led the neighborhood in a series of exercises (walking tours, visual preference surveys, building blocks on base maps, etc.) to assess current conditions, identify desired outcomes and to explore policy options that could guide new development in Broad Ripple Village.

As these novel planning concepts were introduced and a vision emerged, planning staff suggested that each session include an educational component. Thus, EBR sessions frequently featured guest speakers – specialists with expertise in sustainability, tree ordinances, parking, transit and green space. They provided important background information for the community to use in its deliberations.

From the onset of the EBR process, planners stressed the importance of an inventory to identify specific community assets and characteristics. Several sessions devoted to compiling a list of assets generated these results:

- Broad Ripple Park
- Monon Trail
- White River
- Central Canal
- locally-owned small business commercial sector
- lively residential neighborhoods
- cultural hubs like the Indianapolis Art Center

Village characteristics include:

- mature trees
- pedestrian-friendly and bike-friendly streets
- mix of old and new architecture
- creative adaptive reuse of old buildings
- all-ages-friendly Village atmosphere

In previous planning efforts, the Broad Ripple Village community had decided against the establishment of a historic district and sought instead to create a voluntary overlay district. The failure of this effort in 2002 had stymied further plans. After several EBR sessions, DMD staff determined that a different approach to design guidelines was required. Rather than advisory, guidelines should be regulatory. Staff recommended altering the sub area plans to promote appropriate development. The goal was to provide a roadmap to achieve this, while building consensus for the community’s vision for the Village’s future.

One year into the EBR process, DMD staff recommended using form-based zoning in the regulating document. They made the compelling case in favor of well-crafted form-based zoning since it uses physical characteristics, rather than separation of land uses, to organize lively, vibrant communities. Establishing and maintaining a high quality public realm involves addressing the relationship



between pedestrians, building façades, building form and mass, appropriate scale, and the street. The EBR process became focused on crafting a vision that would use the form-based zoning tool to enshrine the community's stated desires for walkable, bikeable, tree-lined streets, and promote locally-owned small businesses.

The resulting EBR neighborhood village plan will serve to articulate the community's vision and provide the principles on which the "Regulating Plan" is based.

EBR was an active series of work sessions. Participants were engaged by DMD staff and Steering Committee members in exercises designed to evoke community aspirations for the Village. The outcomes were documented and then formulated into policy recommendations. In addition to educational presentations, City staff solicited community feedback through the following exercises:

### **VISUAL PREFERENCE SURVEYS**

DMD staff presented slide shows depicting existing conditions interspersed with photos of a variety of architectural styles, building heights and village character. Participants rated each slide on a scale ranging from the most desirable to the least desirable for the Village.

### **WALKING SURVEY**

The area north of the canal required more information because it is an area of much activity and controversy related to variances and rezonings. Participants were divided into four groups with each group conducting a walking survey for a specific area north of the canal. Each group rated four characteristics:

1. uses and activities
2. comfort and image
3. access and linkages
4. sociability

They also provided input by responding to the following questions:

1. What do you like best about this area?
2. What type of land uses and activities would be appropriate for this area?
3. What could be done that would make this area more attractive?
4. What could be done to make this area more

accessible to the community?

5. How could a "sense of community" be fostered?
- Additional comments and discussion ensued upon their return from the walking survey.



Preserve structures that contribute to the character found north of the canal



Residential structures should be preserved when converted to commercial uses



Converted caboose reused as a real estate office

## MODEL BUILDING EXERCISES

Perhaps the most innovative strategy - and certainly the most popular - engaged participants with scale models and base maps of the area. The challenge was to identify those areas of the community that are most likely to change in the next ten to twenty years and consider what might constitute appropriate development. The goal was to explore the relationship between pedestrians and the built environment by using wooden forms and LEGO blocks to represent buildings.



Model of the area north of the canal



Modeling by community participants



Exploring future options using modeling



# ENVISION PLAN RECOMMENDATIONS

## Elements of the Vision

Results from all work since the beginning of the visioning process are organized into the following nine major elements:

1. Improve transportation and infrastructure
2. Foster and improve sustainability
3. Improve the image of the Village
4. Honor the historic aspects of Broad Ripple Village
5. Increase trees and open space
6. Respect and protect the White River, the Central Canal, and the Monon Trail
7. Maintain the mixed-income diversity and provide housing opportunities for all age groups
8. Seek ways to develop key projects
9. Increase density

## 1. IMPROVE TRANSPORTATION AND INFRA- STRUCTURE

*(A) Improve public transit and encourage transit oriented development.* IndyGo operates 30 local service routes throughout Marion County, delivering an average of 8 to 9 million trips per year, many of which converge at downtown Indianapolis. Two of the thirty routes operate within Broad Ripple Village. Route 17 travels between Glendale Mall and downtown, using Broad Ripple Avenue and College Avenue. Route 18 travels between 91st Street and downtown, using College Avenue and Central Avenue within the Broad Ripple Village area. Routes 19 and 26 travel along Keystone Avenue with connections to Broad Ripple.

The MPO prepared a regional transit plan that recommends bus rapid transit along College Avenue as well as Broad Ripple Avenue between Binford Boulevard and College Avenue. The plan retains bus service along Kessler Boulevard East Drive between Glendale Mall and Meridian Street.

### *Vision Statement*

College Avenue is a primary arterial and should be utilized as a major public transit corridor, with

connections to points north, downtown Indianapolis, and Keystone Avenue (Glendale Mall) and Butler University along Broad Ripple Avenue and Westfield Boulevard.

### Goals:

- Develop a program in conjunction with Hamilton County that would promote College Avenue as a major north and south transit corridor.
- Create a program to increase ridership by encouraging Village businesses to offer incentives for residents and visitors to use public transportation.
- Develop a Regulating Plan that provides for transit oriented development along College Avenue at key commercial nodes.
- Initiate discussions with IndyGo to determine the feasibility of expanding public transit through the use of shuttles that would connect Butler University and Glendale Mall with Broad Ripple Village.

### *(B) Utilize Complete Streets standards*

*Complete Streets* are designed and operated to enable safe access for users of all ages and abilities, whether motorist, bicyclist, pedestrian, wheelchair user, bus rider, or shopkeeper. By taking an inclusive and comprehensive approach, Complete Streets build road networks that are safer, more livable, sustainable, and inviting. An example of this is the recent repaving of Broad Ripple Avenue (see Infrastructure Improvements below).

### Vision Statement

As improvements are made and new developments initiated, streets within Broad Ripple Village should include as many policies and elements of *Complete Streets* as possible.

### Goals:

- Develop a Regulating Plan that includes elements of Complete Streets throughout Broad Ripple Village.
- Develop East 65th Street between College Avenue and Westfield Boulevard to the standards of Complete Streets and a gateway



into Broad Ripple Village.

- Support efforts in the Indiana Legislature for a comprehensive state-wide Complete Streets policy.

*A complete street may include:*

- wide paved shoulders
- special bus lanes
- sidewalks
- bike lanes
- comfortable and accessible public transportation stops
- frequent and safe crossing opportunities
- median islands
- accessible pedestrian signal
- curb extensions
- narrower travel lanes
- roundabouts

*See Appendix C for more information*

### ***(C) Improve upon the walkability of Broad Ripple Village***

Twenty-five years ago, the Broad Ripple Village Neighborhood Plan addressed the issue of walkability by conducting a survey that indicated 61% of the respondents walked to points of interest despite there being “several missing links of sidewalks along College Avenue and Broad Ripple Avenue.” Today those missing links of sidewalks throughout the village continue to impact the walkability and connections within the business core and surrounding residential neighborhood. Yet walkability remains an important feature of the future of Broad Ripple Village.



Wide sidewalks support walkability and foster lively streetscape - a key element of the Village “look and feel.”



Walkability contributes to a vibrant community

### **Vision Statement**

Broad Ripple Village should set an example and establish itself as being the most walkable community within the Indianapolis metropolitan area that would attract visitors and encourage new residents.

### **Goals:**

- Conduct a survey that would specifically identify where new sidewalks and curbs are needed in order to create a connectivity network, in accordance with standards of the specific street typologies identified in the Regulating Plan and the Multi-modal Guidelines.
- Identify those areas within the existing sidewalk grid that are in need of repair and/or replacement; then coordinate with the Department of Public Works and developers to establish priorities to complete and maintain the connectivity grid.
- Close off street(s) and create programmable pedestrian spaces for special events.
- Identify those portions of the sidewalk network where it would be appropriate to widen the sidewalks.
- Identify those areas where streets could be safely narrowed and sidewalks widened.
- Construct a river pedestrian and bicycle walkway connector between the Monon Trail, Broad Ripple Village, and Broad Ripple Park.
- Identify access points for pedestrian and bicycle connections along the Monon Trail.
- Establish a lighting scheme that will create an

identity for Broad Ripple Village and promote pedestrian safety.

- Develop Broad Ripple Avenue as walkable street with more pedestrian appeal to encourage walking to all services for living, shopping, and entertaining.
- Encourage vehicle parking at Broad Ripple Park and walking to the village.

### *(D) Improve alleys*

Well-maintained alleys serve many useful purposes, including vehicular access and parking, pedestrian access, trash/recycling collection, and drainage. (see map on page 16)

#### **Vision Statement**

Attractive and well-maintained alleys throughout the Broad Ripple Village will improve, expand, and contribute to the Village vitality.

#### **Goals:**

- Discourage the vacation of alleys as new projects are proposed.
- Work with developers to maintain and improve the existing alley network.
- Develop a “clean up our alleys” program through Green Broad Ripple.
- Continue with the “Green Alleys” program through Green Broad Ripple.
- Use alleys for circulation, parking, drainage, recycling, and more housing.
- Utilize the Regulating Plan to establish standards for sustainable alleys that can be used for vehicle and pedestrian travel.

### *(E) Improve infrastructure*

Due to age, drainage structures, curbs, sidewalks, and streets are in disrepair throughout Broad Ripple Village. Lack of adequate funding, however, prevents establishment of an appropriate maintenance program. Broad Ripple Avenue was repaved from College Avenue to Keystone Avenue in 2011. Through the efforts of the concerned residents, funds were generated to provide additional amenities that included sidewalk bump-outs, benches, bike lane striping, unique crosswalks, and bike racks.

#### **Vision Statement**

A sustainable, complete and well-maintained infrastructure will improve drainage, contribute to the aesthetics of the village character, increase property values, and stimulate new development.

#### **DRAINAGE**

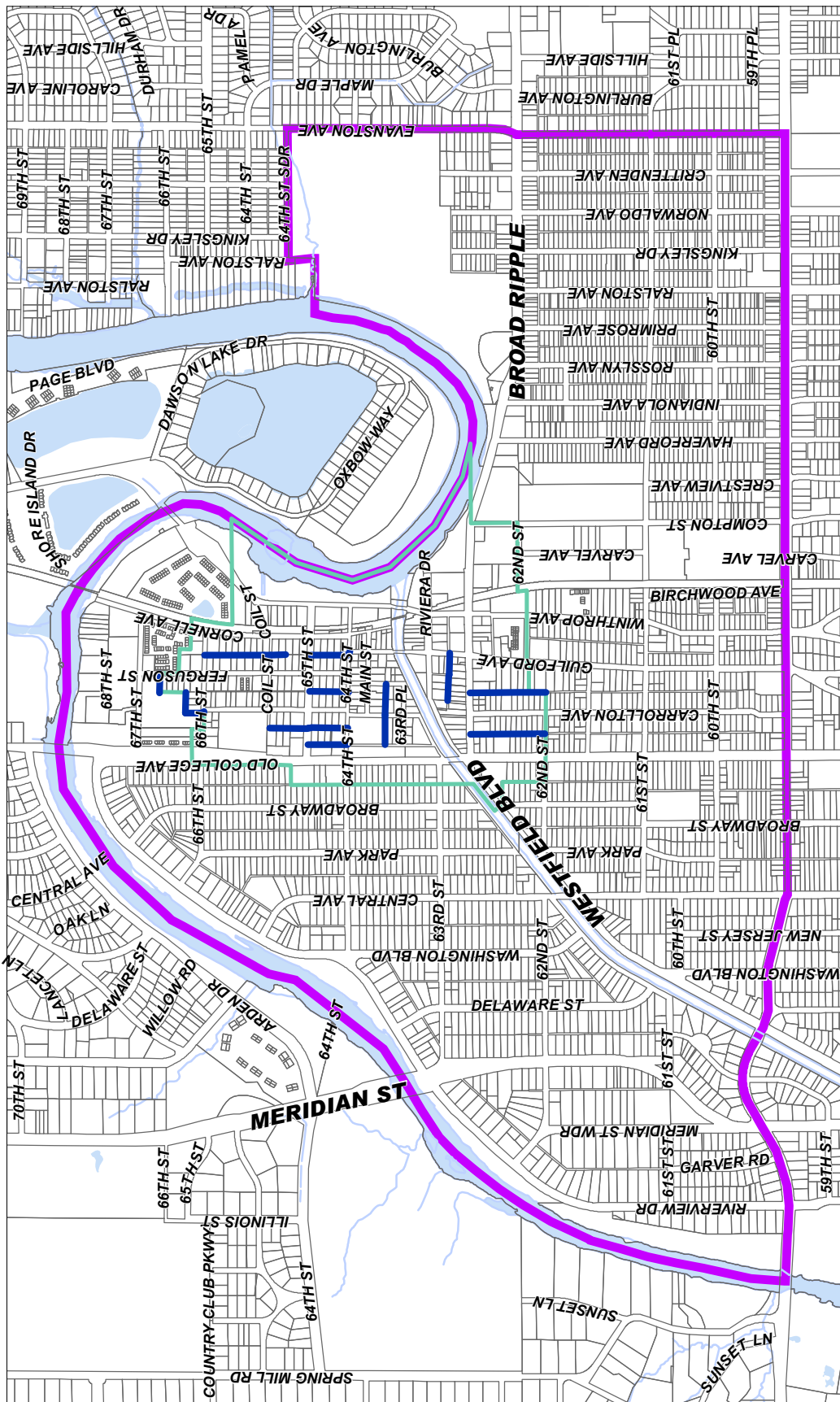
There are more than 10,000 miles of drainage facilities in Marion County (approximately 6,000 miles are on private property). Storm water drainage and flooding has been a chronic problem for the Broad Ripple Village. The Department of Public Works has a Storm Water Master Plan (currently in the process of being updated) that addresses problems and prioritizes problem areas in order of severity.

#### **Goals:**

- Conduct a comprehensive infrastructure assessment for Broad Ripple to include, but not limited to sanitary and storm sewers.
- Identify the most problematic drainage and flooding areas, report the problems to the Department of Public works, and request investigations. A list of priorities would then be prepared.
- Identify alleys with drainage and flooding problems where a “Green Alleys” project would be appropriate.
- Coordinate with the Department of Public Works and the US Army Corps of Engineers on the Indianapolis North Flood Damage Reduction Project.
- Encourage the use of rain gardens and rain barrels to reduce flooding and runoff impact upon our sewer system.
- Coordinate with the Department of Public Works and utilities to create programs that would improve energy efficiency and reduce utility costs to those living within the area.

#### **CURBS**

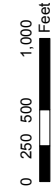
The presence of curbs improves the appearance of an area by organizing parking and separating pedestrians from vehicles. They also contribute to proper drainage and ease flooding by directing water into drainage structures.



## PROPOSED PARKING ALLEYS MAP

### Legend

- Streams
- Proposed Parking Alleys
- Railroad
- Parcels
- Project Boundary
- Form Based Zoning Area
- Lakes
- Rivers



### **Vision Statement**

Curbs throughout Broad Ripple Village should either be repaired and/or installed where appropriate, including all new development.

### **Goals:**

- Coordinate with the Department of Public Works to prepare an inventory of existing curbs and establish a priority of repairing curbs and installing new curbs.
- Encourage new developments to install and/or repair curbs within the boundaries of their development.

### **STREETS**

Streets accommodate a variety of activities that are frequently in conflict with one another and create unsafe conditions. The Complete Streets program offers alternatives that provide safer travel for all users. The recent resurfacing of Broad Ripple Avenue set a Complete Streets standard for all future street projects where pedestrians, bicyclists, and vehicles are more safely integrated with one another.

### **Vision Statement**

As streets are repaired, rebuilt, or installed, the principles of Complete Streets should be used to enhance and maintain a safe transportation network for vehicles, bicyclists, and pedestrians that will enhance Broad Ripple Village experience and attract visitors and new residents.

### **Goals:**

- Conduct an inventory of the existing street network in Broad Ripple Village that would include a rating system for the condition.
- Coordinate with the Department of Public Works to establish priorities for repairing and/or rebuilding streets based upon greatest need, as funds become available.
- Encourage developers to incorporate the principles of Complete Streets in their plans.
- Create a hierarchy of transportation in the following order: 1) Pedestrians; 2) Public Transit; 3) Bicycles; and 4) Vehicles.

### ***(F) Improve bicycling***

The City of Indianapolis will create 200 miles of bicycle lanes within the next 12 years, including a 1.02 mile bike lane installed in late 2011 along Broad Ripple Avenue between the Monon Trail and Keystone Avenue. Currently, there are 30.63 miles of bike lanes with another 29.82 miles planned for the next two years. Additionally, the City of Indianapolis has received the designation of “Bicycle Friendly” by the League of American Bicyclists. (map page 18)

### **Vision Statement**

Broad Ripple Village will become an active and integral partner with the City of Indianapolis as the Indy Bikeways plan is implemented through the village's support of activities that promote bicycling as a viable means of transportation within the area.

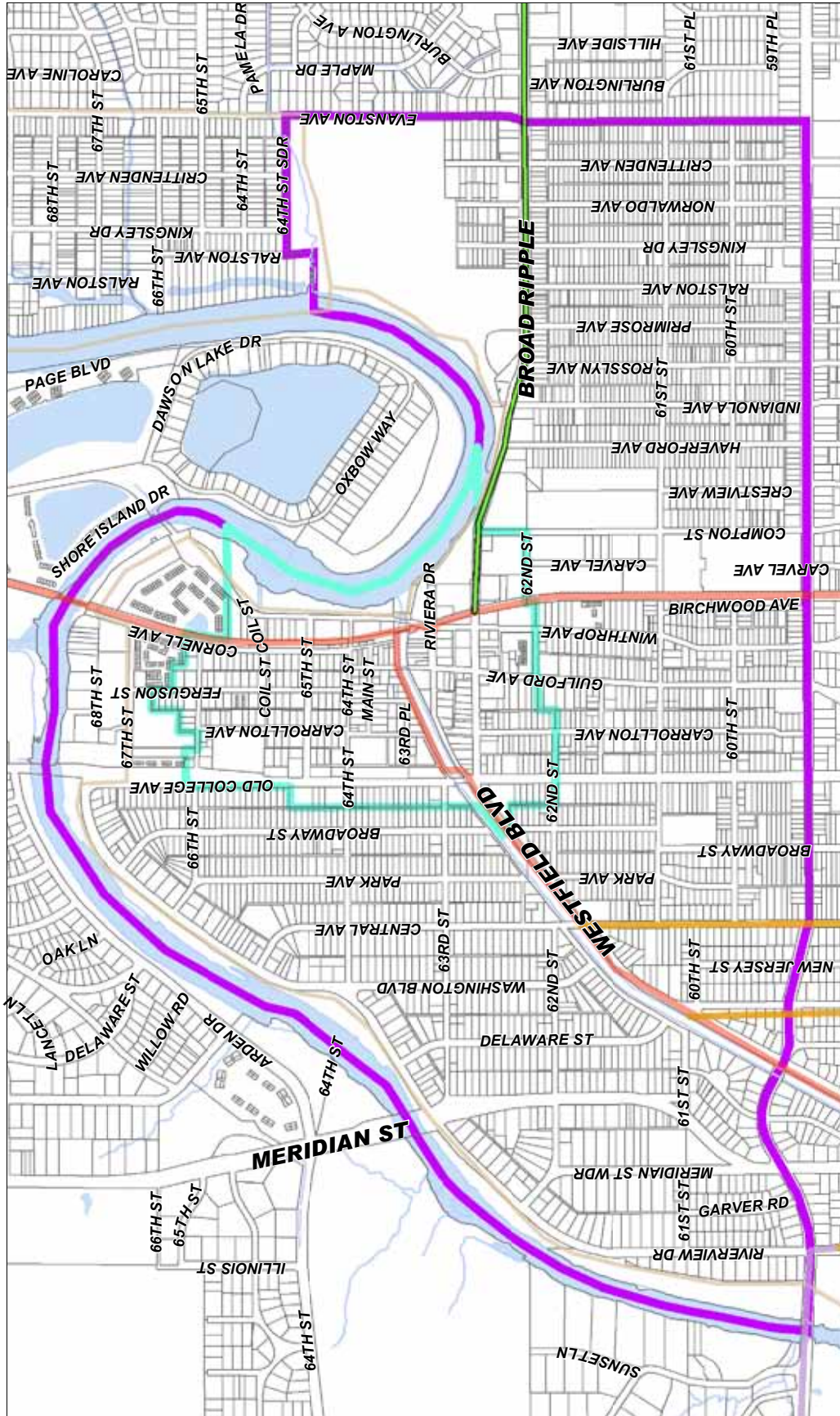
### **Goals:**

- Partner with the City of Indianapolis and advocate for Broad Ripple Village as plans are made to expand the bikeways throughout the Indianapolis metropolitan area.
- Encourage businesses and employers to promote the IndyGo Bike 'n Ride programs by offering incentives for those who ride their bicycles.
- Incorporate safety features for bicyclists throughout Broad Ripple Village, including reverse angle parking (up to 43% reduction in accidents involving injuries related to parking), appropriate signage, etc.
- Encourage businesses and employers to provide accommodations for bicyclists, including safe storage, parking, and shower and changing rooms.
- Designate 61st Street as a bicycle boulevard through the study area and connecting to the Central Canal and Glendale Mall.

### ***(G) Improve parking***

The perceived lack of parking within the Broad Ripple Village has existed for many years. Two parking studies (1994 and 2007) found that deficits of parking are restricted to the area south of the canal during Saturday evenings. The 2007 study offered ideas to increase parking that included regulation of employee





## REGIONAL BICYCLE PLAN

### Legend

- Open Bikeways
- Period One 2011 - 2015
- Period Two 2016 - 2025
- Period Three 2026 - 2035
- Period Four 2035 +
- Open Segments
- Infill and Fringe



parking, valet parking, a residential parking program, circulator shuttle, and a parking garage.

#### **Vision Statement**

Improvements in parking should increase the number of parking spaces and have minimal impact upon the unique character that draws people to Broad Ripple Village.

Options suggested by the community include the following:

1. Improve and increase on-street parking.
2. Place off-street parking in appropriate locations.
3. Develop remote parking with a shuttle.
4. Develop a parking garage.

#### **Goals:**

- Explore the reverse angle parking that could increase the number of parking spaces in those parallel parking areas by 25%-30%.
- Promote the use of transit in an effort to reduce the need for more parking.
- Encourage the use of shared parking.
- Utilize form-based zoning to require more appropriate parking standards for a sustainable community.
- Conduct a survey of on-street parking to identify those areas where defining and organizing parking by striping and/or installing curbs would result in additional parking spaces.
- Conduct a study that would identify where existing curb cuts could be eliminated and increase space for parking.
- Develop typologies in the Regulating Plan that would locate parking in the rear and side of properties, rather than in the front of buildings.
- Investigate the potential of providing parking areas outside of the neighborhood with a shuttle providing service to and from Broad Ripple Village. Butler University, Broad Ripple Park, and Glendale Mall would be potential sites.
- Identify potential locations for a mixed use development that would include a parking garage.
- Utilize revenue from parking meters in Broad Ripple Village as a funding source to construct a parking garage within the business core area of the village and improve infrastructure.

#### ***(H) Improve traffic circulation***

Traffic circulation has been an ongoing issue within the Broad Ripple Village. There have been a number of different recommendations put forth to address the congestion in the business core, particularly along Broad Ripple Avenue. The 2010-2011 repaving project generally provides for a center lane (for turning and deliveries) with an east/west lane on either side of the center lane, within which is a portion of the lane to be shared with bicyclists. There is also space on either side of the avenue for parallel parking. The inherent challenge in improving circulation lies with the limited rights-of-way and utilities that are generally located within the rights-of-way.

#### **Vision Statement**

Improvements in traffic circulation should include provisions for pedestrians and bicyclists, while maintaining the standards promoted by Complete Streets.

#### **Goals:**

- Conduct a traffic study within the commercial core of Broad Ripple Village that would look at the volume and congestion to determine what steps could be taken to relieve the situation.
- Survey residents and business owners about the impact of the existing one-way streets and whether changes would be appropriate.
- Incorporate street typologies in the Regulating Plan that would provide for multi-modal movement.
- Reinforce College Avenue as a transportation corridor to and from downtown, with cross connections at Broad Ripple Avenue and Kessler Boulevard.

#### **CONCEPTUAL STREETSCAPE CROSS-SECTIONS**

As a way to implement many of the recommendations of element #1 (Improve transportation and infrastructure), conceptual streetscape cross-sections have been developed. The conceptual cross-sections help to describe the intended outcomes of streetscape improvements among the village's streets. (see Appendix C)

---

Because the streets in the village vary in how they look and function, the conceptual streetscape cross-sections vary according to street width, direction of traffic (one-way vs. two-way) and frontage typology (see “frontage typologies” on page 42).

The conceptual cross-sections are to be used as site improvements are made. Provision of streetscape amenities should be proportional to the site improvements. Examples are intensification of the use of the site, increase in building coverage, and increase in parking area. The conceptual cross-sections are to be treated as prototypes that should be modified as necessary to provide for traffic safety and flow, pedestrian safety and to make smooth transitions as the streetscape changes.

As the right-of-way gets wider, more space becomes available to enhance the streetscape. In the development of the draft cross-sections the following assumptions were made and standards adhered to:

- Streets have curbs.
- Sidewalks are inside the right-of-way.
- A sidewalk on at least one side of the street is a higher priority than on-street parking.
- Sidewalks are a minimum of five feet in width. In a small number of circumstances a width of four feet may be acceptable (for example, where space is limited and there is a five feet wide sidewalk on the other side of the street and the alternative is no sidewalk at all.). In places with heavy pedestrian traffic and a wide right-of-way, sidewalks should be six to twelve feet wide.
- Sidewalks should have at least four feet of clear passage free from obstacles such as utility poles, traffic signs, tree pits, parking meters and fire hydrants.
- Sidewalks may be widened into the activity zone (the outdoor living space generally located between the pedestrian way and the front facade of the adjoining buildings).
- To provide for better maintenance, two feet is the minimum width of a “tree lawn” (the green space between a curb and sidewalk).
- A tree lawn must be at least five feet in width to permit installation of street trees; six feet wide or wider is preferable.
- With few exceptions, on-street parking is a higher priority than a tree lawn.
- Bump-outs at crosswalks are recommended in the area south of the canal.
- Transit stops should be safe, convenient and comfortable. Where appropriate, accommodation should be made for seating, shade, rain protection and trash disposal. Coordination with IndyGo or other transit providers for the installation and ongoing maintenance of enhanced transit stop facilities is important.
- Small tree pits in sidewalks typically do not allow for enough root area to sustain a tree in the long term. Tree pits should be a minimum size of 180 square feet with no exterior dimension less than 8 feet. The minimum volume of soil per tree should be 540 cubic feet.
- The Activity Zone is the area between the right-of-way line and the front façade of the structure. Potential elements in the activity space include:
  - Bicycle parking
  - Landscaping, water features and green infrastructure such as rain gardens
  - Lighting
  - Outdoor dining
  - Outdoor display of merchandise (as allowed by zoning)
  - Pedestrian-only automated teller machines (if integrated into building façade)
  - Pedestrian walk-ways and ramps
  - Play equipment
  - Porches and terraces
  - Seating
- Spaces for social interaction are particularly encouraged in the Activity Zone.

The Cross Sections can be found in Appendix C.

## **2. FOSTER AND IMPROVE SUSTAINABILITY**

Since 1986, the Broad Ripple Village community has embraced the concept of sustainability and identified specific priorities to improve the quality of life and economic vitality of the area. Today sustainability brings the public and private sectors together as they support economic and social growth without compromising the natural resource base and environmental quality of future generations.

The American Planning Association adopted a Policy Guide on Planning for Sustainability in 2000. This guide identifies the following four objectives:

1. Reduce dependence upon fossil fuels, extracted underground metals and minerals.
2. Reduce dependence on chemicals and other manufactured substances that can accumulate in nature.
3. Reduce dependence on activities that harm life-sustaining ecosystems.
4. Meet the hierarchy of present and future human needs fairly and efficiently.

### *(A) Increase recycling*

#### **Vision Statement**

Broad Ripple Village should set recycling standards and expand a program throughout the area that has been initiated by the Green Broad Ripple organization that currently recycles glass and cardboard generated by businesses within a one-block section of Broad Ripple Avenue. This pilot program could serve as a model for the remaining village commercial establishments and surrounding residential community.

#### **Goals:**

- Support the efforts of Green Broad Ripple.
- Create well-designed recycling opportunities throughout Broad Ripple, including Broad Ripple Park, along the canal, shared dumpsters / recycling bins in proximity of merchants.
- Provide a location for community gardens in Broad Ripple Park.
- Develop greenhouses in Broad Ripple Park, using compost generated from waste from Broad Ripple Village restaurants.

### *(B) Ensure that new development is sustainable*

#### **Vision Statement**

Historically, the Broad Ripple Village community has supported the principles of sustainability. This community value should be formalized and become an integral partner with Green Broad Ripple.

#### **Goals:**

- Form a group to oversee sustainability efforts in Broad Ripple.
- Renovate buildings and discourage demolition of those buildings of historical significance.
- Encourage developers to build green by creating a neighborhood award for green design.
- Recruit businesses that are sustainable.
- Encourage the use of permeable pavement and rain gardens throughout Broad Ripple Village.
- Develop standards for and a means to measure sustainability.
- Develop an education program for sustainability.
- Develop an active “green alleys” program for Broad Ripple Village.
- Encourage developers to be sensitive about site clearing.
- Seamlessly integrate nature, infrastructure, and community.

## **3. IMPROVE THE IMAGE OF THE VILLAGE**

Broad Ripple Village has an eclectic charm and has become a popular night time destination for the younger crowd. The activities associated with this level of popularity unfortunately generate trash and in some cases, destruction of private property. The need then arises to maintain an environment that attracts visitors of all age groups and generates returning visitors.

### *(A) Improve maintenance*

#### **Vision Statement**

Maintaining and improving the image of Broad Ripple Village is a partnership between the residences, commercial businesses and public entities.

#### **Goals:**

- Engage the commercial businesses to assure maintenance of their properties.
- Coordinate with the Department of Public Works, Department of Parks and Recreation, and Citizens Energy Group to establish maintenance responsibilities for the Central Canal, streets, and parks.
- Reduce visual clutter such as signs, graffiti, trash containers, and utility lines.

---

## *(B) Improve cleanliness*

### **Vision Statement**

Cleanliness and trash removal is a joint effort among the Broad Ripple Village businesses, residents, public agencies, and semi-public organizations.

Green Broad Ripple recently purchased a used “green machine” to more effectively and efficiently address and maintain a high level of trash removal. Additionally, the Broad Ripple Village Association organizes a monthly clean-up program.

### **Goals:**

- Ensure that the efforts by Green Broad Ripple (example: purchase of a used green machine) receives volunteer and/or financial support from other groups who are responsible for maintaining their property within the Broad Ripple Village.
- Engage the community in city-wide efforts, such as the Great Indy Clean Up, and specifically target Broad Ripple Village.
- Coordinate with Keep Indianapolis Beautiful and their Adopt a Block program.

## *(C) Create a recognizable Broad Ripple Village identity*

The reputation of Broad Ripple Village is well known, yet it does not have a cohesive and attractive visual image that would say “Broad Ripple” to those who live there or to future visitors.

### *Vision Statement*

An appropriate visual identity tag should be developed that would build upon the existing character, yet encourage individual variations.

### **Goals:**

- Develop a comprehensive lighting plan that would be appropriate for Broad Ripple Village.
- Develop a comprehensive signage plan that would offer variety, flexibility, and maintain the Village character and image, while diminishing the “commercial-strip” appearance.
- Expand upon the recently installed benches and bicycle racks along Broad Ripple Avenue by

installing similar amenities as new development occurs.

- Consider using paving patterns as an identity and design element that would visually connect sidewalks throughout Broad Ripple Village.

## *(D) Improve gateways*

Primary gateways into Broad Ripple Village consist of Westfield Boulevard from the west, Broad Ripple Avenue from the east, and College Avenue from the north (at White River) and south (at Kessler Boulevard). The intersection of Westfield Boulevard, College Avenue, and the Central Canal is the most prominent.

### **Vision Statement**

Gateways into Broad Ripple Village should make powerful statements that are consistent with and speak to the “village character.” These gateways could be accented by architecture, public art, and pedestrian-friendly spaces.

### **Goals:**

- Celebrate arrival into Broad Ripple Village by creating quality public spaces at the gateways that clearly delineates and announces entry into the Village.
- Create a secondary gateway at College Avenue and 65th Street, with elements of Complete Streets.
- Coordinate with the Art Center to solicit submittals for public art that could be placed throughout Broad Ripple Village.



Cultural experiences at the Indianapolis Art Center



#### **4. HONOR THE HISTORIC ASPECTS OF BROAD RIPPLE**

Broad Ripple Village has a rich history that dates back to the early 1800's. The Committee for Historic Broad Ripple (a committee of the Broad Ripple Village Association) is very active and has assumed a leadership role in preserving and protecting the historical treasures and character of the village.



Broad Ripple Fire Station 32 was placed on the National Register of Historic Places in 2011

##### **Vision Statement**

It is imperative that the history of Broad Ripple Village be protected and respected as new development occurs throughout. New structures should have their own identity reflective of adjacent structures, including form, scale, and mass. (See Appendix "D" for a brief history and inventory of outstanding and notable historic structures within village)

##### **Goals:**

- The Regulating Plan should provide typologies that require new development to maintain the character of a particular street and surrounding properties.
- The Committee of Historic Broad Ripple should continue their efforts in maintaining a history of Broad Ripple Village and protecting structures by nominating them for the National Register of Historic Places.
- Provide incentives to encourage the preservation of historic resources.
- Preserve structures within the Village that contribute to and are a part of the character and ambiance of the Village.

#### **5. INCREASE TREES AND OPEN SPACE**

Trees and open space lend a quality to our environment and provide benefits beyond improving the appearance of a space. Indianapolis has experienced a 37% loss in wooded lands from 1980 to 2000 and a 5.5% loss of high quality woodland from 1999 to 2002.

With the exception of Broad Ripple Park in the eastern portion of the Village. Broadway and 61st Street Park, and Opti Park in the northern portion, open space is limited. Similar to the impact of the presence of trees, open space enhances a space and lends a quality dynamic to an area.

##### **Vision Statement**

Existing trees and open space should be preserved in Broad Ripple Village. New trees should be installed and open space created as the village evolves and changes.

##### **Goals:**

- Conduct a survey of existing trees in Broad Ripple Village to determine which of the trees should be preserved and identify them as resources to be preserved.
- Encourage tree preservation by working with land owners to retain and increase the percentage of tree canopy.
- Ensure that the Regulating Plan will provide for appropriate location of trees and open space as new development occurs.



- Conduct a survey to identify areas where open space would be appropriate and then work with the property owners to create a quality space.
- Include provisions in the Regulating Plan that would require developers to incorporate trees and open space into their development.
- Include provisions in the Regulating Plan that would require the use of native species to reduce maintenance and improve sustainability.

## 6. RESPECT WHITE RIVER, CENTRAL CANAL, AND MONON TRAIL

The White River, Central Canal, and Monon Trail are amenities that are an integral part of Broad Ripple Village. They provide outdoor experiences that add value to the character of the Village and provide respite from the commercial activities. Efforts should be made to create pedestrian level views of White River; improve access to the Monon Trail, and install appropriate lighting along the Central Canal and the Monon Trail. There is no other place in Indianapolis/Marion County where this combination exists. This unique opportunity should be preserved and showcased.

### Vision Statement

The contributions provided by the White River, Central Canal, and Monon Trail to the “unique village character” that exists in Broad Ripple Village should be preserved and enhanced. These amenities attract visitors, developers, and potential residents.



The rainbow bridge engages younger generations



Original bridges should be recognized and preserved



The Monon Trail is a valuable asset village



Commercial uses draw people to the canal



White River looking west from the Monon Trail bridge



White River looking west towards College Avenue bridge

#### **Goals:**

- Conduct a survey of the south bank of White River to determine whether pedestrian access via a riverwalk would be appropriate, without disturbing the natural qualities of the river environment.
- Determine appropriate locations for creating views of and visual access to White River.
- Coordinate with the State Department of Natural Resources to establish a program that would eliminate invasive species along the banks of White River and develop a plan to restore and/or maintain the natural environment.
- Capitalize upon the resource and opportunities provided by the Central Canal and the towpath,

including access, beautification, and preservation of natural environments.

- Identify and develop access points along the Monon Trail for pedestrians and bicyclists.
- Provide lighting along the Monon Trail along that portion running through the commercial core of the village.
- Enhance the canal experience by maintaining the character of the bridge crossings.

### **7. MAINTAIN THE MIXED-INCOME DIVERSITY AND PROVIDE HOUSING OPPORTUNITIES FOR ALL AGE GROUPS.**

By promoting itself as a place to work, live, play, and gather, Broad Ripple Village will have the challenge of attracting a diversity of age groups to a variety of activities and housing opportunities, while maintaining their unique character and reputation.

#### **Vision Statement**

The vitality of Broad Ripple Village is, in part, dependent upon a balanced and diverse community. The “health” of Broad Ripple Village will require that the community continues to define itself by attracting visitors and residents that represent all levels of incomes and a variety of needs.

#### **Goals:**

- Develop design guidelines and a Regulating Plan that provide opportunities for all income groups to live, work, play, and gather in Broad Ripple Village.







One of many hair salons that offer personal services for residents and visitors

- Encourage a wide spectrum of businesses to locate in Broad Ripple Village that appeal to the needs of all income levels.
- Provide a variety of housing, restaurants, stores, festivals, and events that would appeal to a wide range of ages.

#### **Vision Statement**

Broad Ripple Village will promote itself as a “village” that appeals to all age groups, by offering housing that is affordable to all income levels and with such amenities as the White River, Central Canal, and the Monon Trail.

#### **Goals:**

- Develop design guidelines and a Regulating Plan that provide for housing that will respond to the needs of all age groups.
- Encourage visitors to become residents by promoting Broad Ripple Village as a place that offers housing, shopping, recreation, and entertainment.

### **8. SEEK WAYS TO DEVELOP KEY PROJECTS**

During the public process of envisioning the future of Broad Ripple Village, a number of projects were identified that would create a place where people could live, work, play and meet. Those projects are as follows:

- Parking garage (project underway for completion in 2013)
- Improved transit
- Small hotel





- Central Canal improvements
- Infrastructure improvements
- Parking shuttle bus

**Vision Statement**

The key component of these transformational projects is the funding. Funding options for new projects will be explored and implemented. New projects will protect and maintain the existing character of Broad Ripple Village.

**Goals:**

- Identify funding sources for redevelopment that might include, but not be limited to, tax increment financing, economic improvement district, or parking meter proceeds. The North Midtown Economic Development District, established in early 2012 provides a vehicle to generate funds for infrastructure improvements.
- Adopt a Regulating Plan that would result in architecture that adds a new dimension to the area without destroying the character of the surrounding properties.
- Create incentives for redevelopment through the Regulating Plan that will attract investors to Broad Ripple Village.

## 9. INCREASE DENSITY

For the Broad Ripple Village to succeed as a village and neighborhood center, it needs to be between 30-50 acres for a “core” and at least one mile from another village or center core. It also requires a walkable transitional neighborhood that is between 80-120 acres of approximately 3,000-4,000 residents living in a wide range of housing types (15-20 dwelling units per acre). Lastly, there is an “outer ring” within a one-mile radius of approximately 7,000 residents, with a density of 5-10 dwelling units per acre.

**Vision Statement**

Based upon 2010 census figures an additional 1,700 residents would be required for Broad Ripple to succeed as a vital self-sustaining village and

neighborhood center that should provide for and serve a diverse population. The nightlife energy should not be diluted, but complemented with goods and services that would support a residential and neighborhood component during daytime hours.

**Goals:**

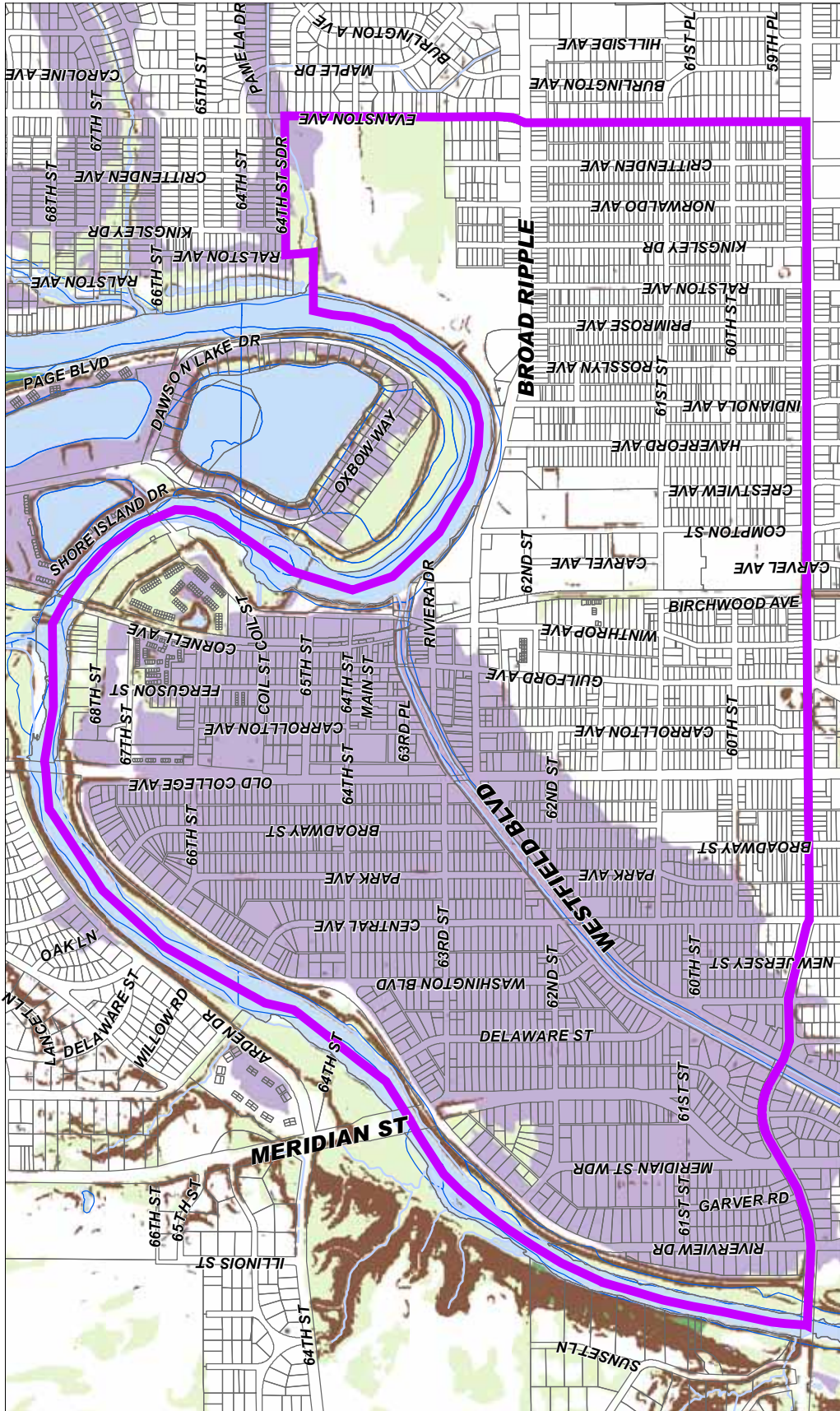
- Encourage the development of a variety of housing units that would attract all age groups and income levels.
- Invite mixed-use development that provides a residential component above commercial activity at the street level.
- Identify specific areas where multi-storied building and density would be appropriate, such as along the east side of College Avenue north of Broad Ripple Avenue, along 65th Street between College Avenue and Westfield Boulevard, and along the Monon Trail.

**Vision Statement**

For Broad Ripple Village to succeed as a place to work, live, play, and gather, more diversity in business, services, and employment opportunities should be developed. People will want to live in Broad Ripple Village because the variety and convenience of daily living needs would be present.

**Goals:**

- Attract the type of businesses that would provide a more diverse mix of services in Broad Ripple Village.
- Provide more neighborhood retail by implementing a “business plan” for the Broad Ripple Village that would attract smaller businesses interested in locating in a vibrant and diverse community.
- Encourage businesses that would bring more commercial balance to the area.
- Encourage business opportunities that would respond to the daily needs of a diverse residential community.
- Promote the “live, work, play, gather” theme.



**ENVIRONMENTALLY SENSITIVE AREAS MAP**

**Legend**

- Streams
- Wetlands
- Lakes
- Slope Greater Than 10%
- Natural Woodland
- Parcels
- Project Boundary
- Rivers
- High Quality Woodland
- 100 Year Flood Plain

## LAND USE

In this plan the topic of land use is treated as a grouping of four components: environmentally sensitive areas, land use recommendations, critical areas, and zoning recommendations.

### ENVIRONMENTALLY SENSITIVE AREAS

Environmental factors should be taken into consideration and have a modifying effect on any development or redevelopment of a site with those conditions. This plan includes an Environmentally Sensitive Areas map that depicts four environmental factors: wetlands, floodplains, steep slopes, and woodlands. In the Broad Ripple Village area most of the wetlands, steep slopes, and woodlands are associated with the White River, the IWC canal and Broad Ripple Park.

**Wetlands.** This factor is based on mapping provided by the Indiana Department of Natural Resources.

**Floodplains.** These are areas where floodwater is likely to stand during a flood of such intensity that it is likely to happen once in 100 years. Mapping is based on 2001 Federal Emergency Management Agency flood panels.

A wide swath of the study area is within the 100-year floodplain. The City of Indianapolis is working with the U.S. Army Corps of Engineers to construct a levee that will protect the Broad Ripple, Warleigh, Meridian Kessler and Butler Tarkington neighborhoods. The levee is being constructed in three sections: South Warleigh, Warleigh and Monon-Broad Ripple sections. The project segments are hydraulically linked, necessitating construction of all phases in order to successfully protect and remove approximately 2,400 properties from the 100-year floodplain.

The Warleigh and Monon-Broad Ripple sections have been completed. At the time of this plan, the South Warleigh section is in its pre-construction stages.

**Natural Woodlands.** These are groupings of trees, naturally occurring or planted.

**Steep slopes.** Based on 2003 data, these are slopes with greater than one foot of rise in elevation over 10 feet of horizontal distance.

### LAND USE RECOMMENDATIONS

The map of recommended land uses is a guide for property owners, neighbors and neighborhood associations, City staff, the Metropolitan Development Commission and Boards of Zoning Appeals when considering proposed development projects.

The map recommends one of 18 land use categories for each parcel (see Appendix E for descriptions of the land use categories). The land use categories broadly define development by use and intensity, and should be considered the most appropriate use for the land. They are the starting point for determining the appropriateness of land use requests such as zoning and variance of use petitions.

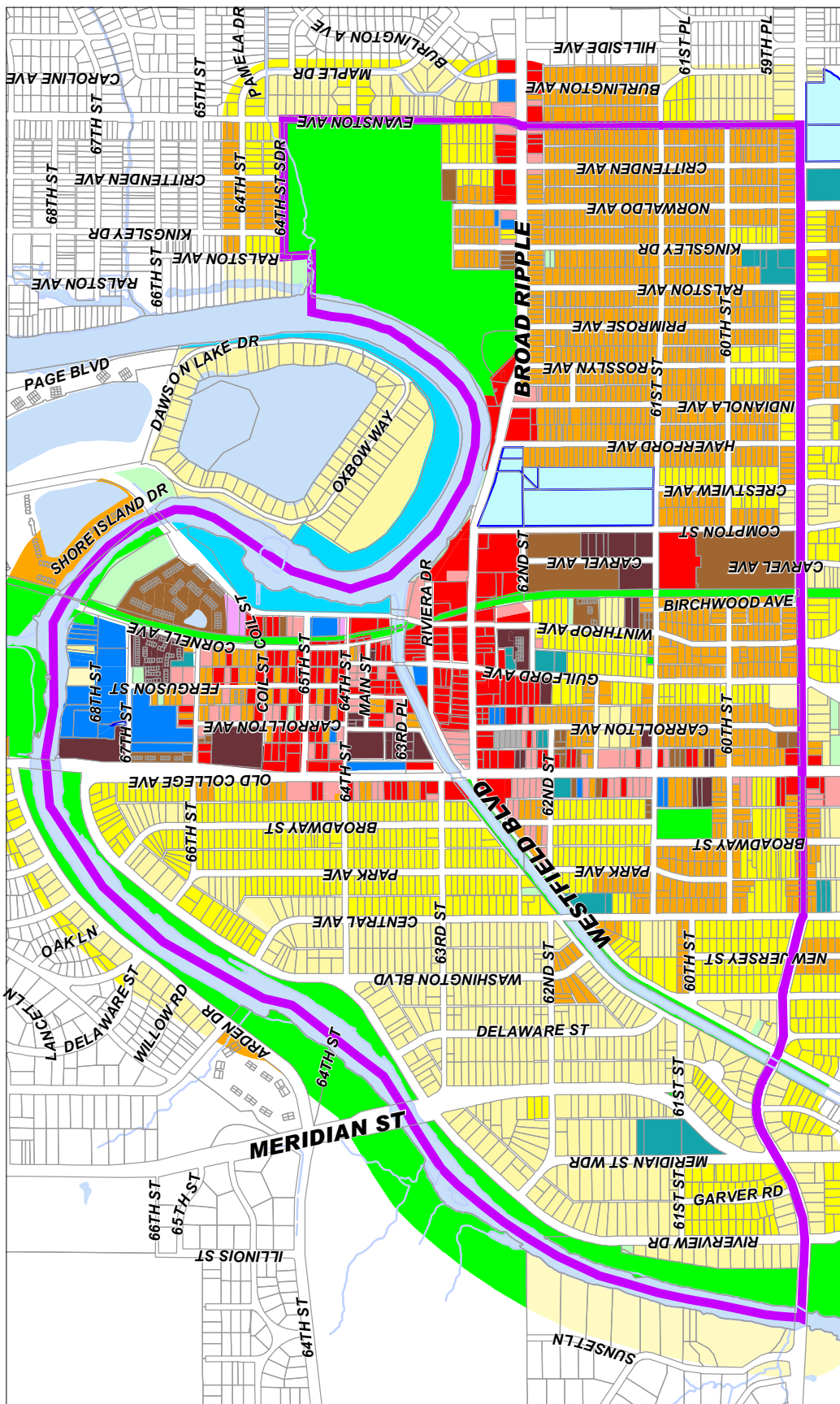
The Broad Ripple area is largely developed and outside the village area the existing land uses are generally stable. To bolster the area's stability the land use recommendation for most parcels outside the village area is the same as its existing land use. Exceptions to this are Broad Ripple Avenue east of Broad Ripple High School, College Avenue south of 62nd Street and the Monon Rail-Trail Corridor south of 62nd Street. Land use changes in these three areas are recommended as an acknowledgement of the changing character of these areas and to build the resident Broad Ripple population. For more information, see Critical Areas 3, 4, 5 and 6. (pages 34-37)

### BROAD RIPPLE VILLAGE

Once a small, rural burg, Broad Ripple developed as many 19th-century towns did, as a mixed-use, walkable village. Broad Ripple was favored with assets such as the river, canal and Broad Ripple Park, which enabled it to flourish as a desirable place to live, shop and recreate. It developed an enviable reputation as a great place to be. Its popularity was built on a foundation of mixed uses and walkability.

To promote Broad Ripple's continuing evolution as a mixed-use, pedestrian-oriented village, the area is designated as "Village Mixed-Use" and "Urban Mixed-Use."

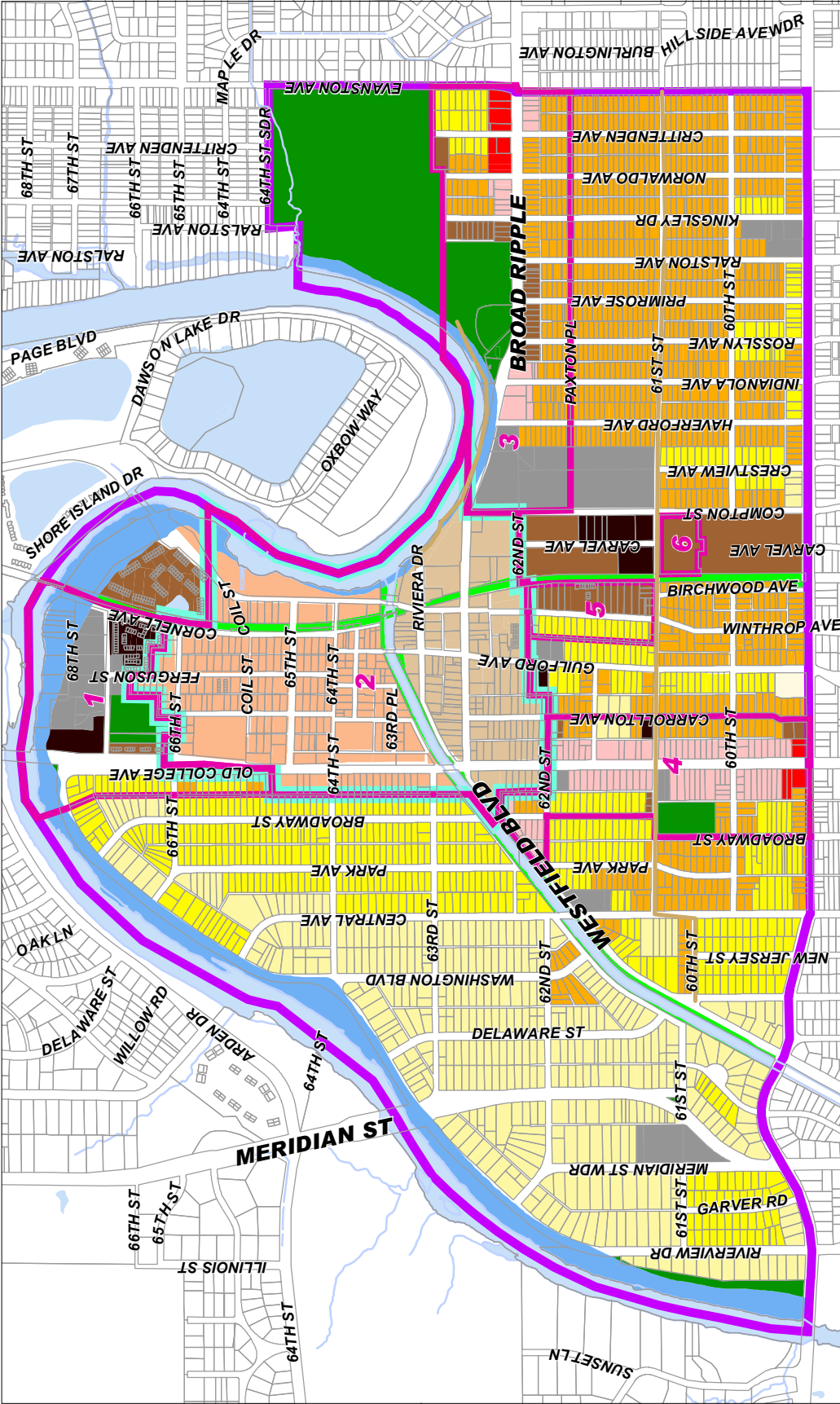




**EXISTING LAND USE MAP**

**Legend**

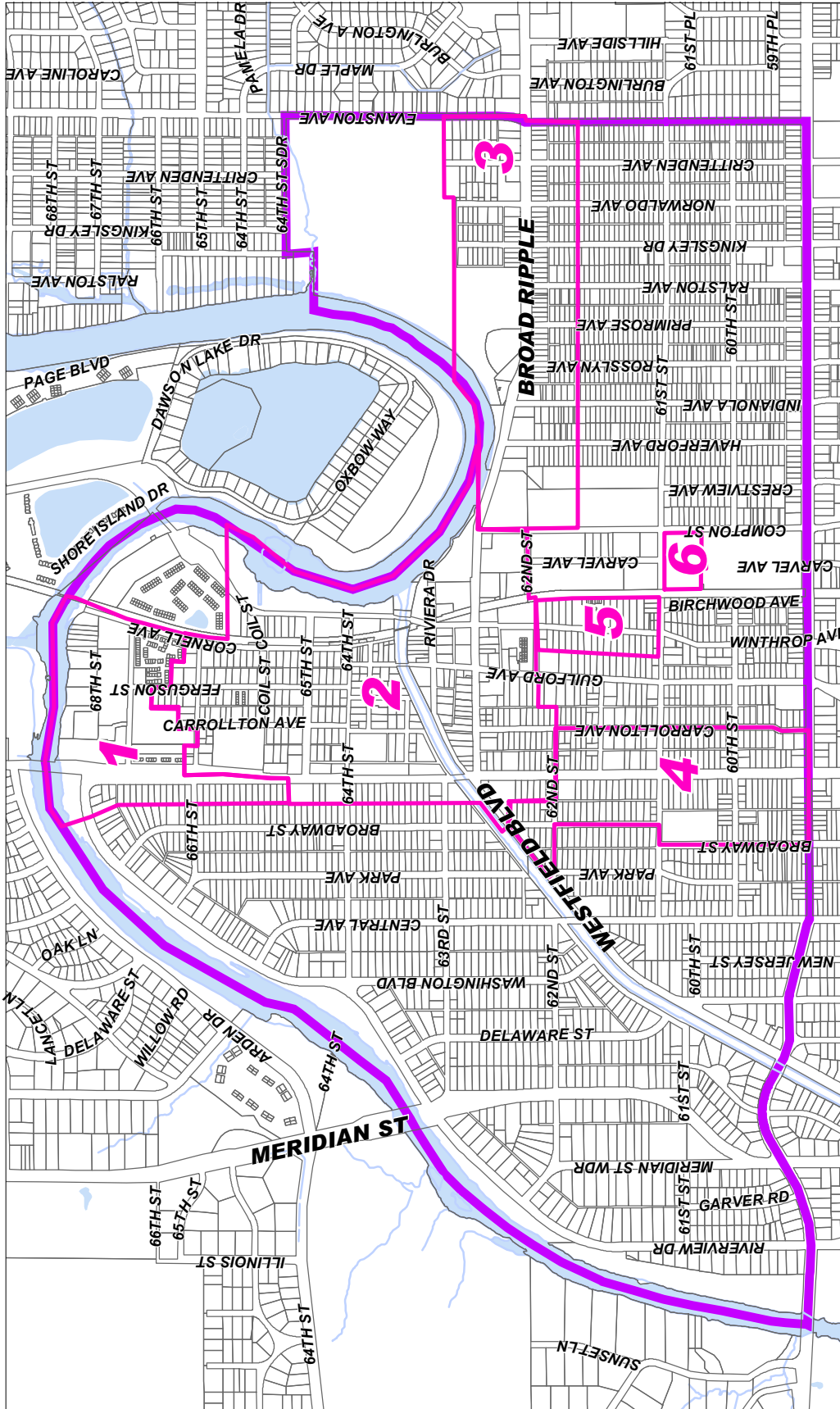
- Streams
- Railroad
- Parcels
- Project Boundary
- Lakes
- Rivers
- Over 15 Units
- Commercial - Office
- Commercial - Retail
- Heavy Commercial
- Downtown Mixed Use
- 0 - 1.75 Units
- 1.75 - 3.5 Units
- 3.5 - 5 Units
- 5 - 8 Units
- 8 - 15 Units
- Undeveloped Areas
- Light Industrial
- General Industrial
- Schools
- Churches
- Utility
- Special Use
- Park
- Major Bodies of Water
- Parking Lot



PROPOSED LAND USE MAP

Legend

- |                  |   |                                |
|------------------|---|--------------------------------|
| Streams          | Form Based Zoning Boundary                | (16) Regional Commercial Use   |
| Path             | Lakes                                     | (17) Light Industrial          |
| Railroad         | Rivers                                    | (18) General Industrial        |
| Parcels          | (1) 0 - 1.75 Residential Units per Acre   | Floodway                       |
| Critical Areas   | (2) 1.75 - 3.5 Residential Units per Acre | Bodies of Water                |
| Project Boundary | (3) 3.5 - 5 Residential Units per Acre    |                                |
|                  | (4) 5 - 8 Residential Units per Acre      | (10) Park                      |
|                  | (5) 8 - 15 Residential Units per Acre     | (11) Linear Park               |
|                  | (6) Over 15 Residential Units per Acre    | (12) Special Use               |
|                  | (7) Urban Mixed Use                       | (13) Office Commercial Uses    |
|                  | (8) Village Mixed Use                     | (14) Community Commercial Uses |
|                  | (9) Airport Related Mixed Use             | (15) Heavy Commercial          |



## CRITICAL AREAS MAP

### Legend

- Streams
- Parcels
- Project Boundary
- Rivers
- Railroad
- Critical Areas
- Lakes





The portion of the village south of the canal is designated Urban Mixed-Use. This category consists of densely developed, pedestrian-oriented, mixed-use development; typically multi-story buildings located at or near the right-of-way line with retail and service uses on the ground floor and office and residential uses above.

The land use category designated for the village north of the canal is Village Mixed-Use. This category recommends a mix of retail, office and residential uses built to a pedestrian scale. Village mixed use areas are intended to be neighborhood gathering places and should allow a wide range of small businesses, housing types, and public and semi-public facilities.

The Urban Mixed-use category is generally denser than the Village Mixed-use category. Within the urban mixed-use area, the uses are typically mixed within buildings whereas in the village mixed-use area one would expect a number of both single-use and multi-use buildings all contributing to an overall mixed-use district.

In both the Urban Mixed-Use and Village Mixed-Use areas, potential development should focus on design issues related to architecture, building size, parking, landscaping and lighting. Typical strip commercial development, large-scale freestanding retail uses and heavy industrial development are generally inappropriate within these land use categories.

## CRITICAL AREAS

Critical Areas are locations that exhibit an unusual character, important location or significant need that warrants more explanation and detail than the land use recommendation on the map can provide. The Critical Area text explains why a location is critical and how development in those areas should accommodate those critical factors.

### *Critical Area 1*

**Location:** (North River Bend Area) West side of College Avenue and the area east between College Avenue and the White River. See map on page 32

**Why Critical:** College Avenue is an arterial street that connects northern Marion County and points north to downtown Indianapolis. The most recent traffic count

taken in 2001 along this portion of College Avenue was 20,946 per day. This corridor served as a major public transit route used by the interurban from 1904 to 1938 and remains a heavily traveled street. Currently IndyGo operates two of its 30 routes along College Avenue.

The west side of College Avenue in this area developed as residential. Through the years, however, there have been conversions to commercial uses to the south which increases the vulnerability for commercial development to these existing residences that form an edge of a stable single family residential neighborhood to the west. Except for three residential structures, the building setbacks are consistent and should be maintained if any new residential development would be proposed. At the same time if any home-based occupation would be established, elements that contribute to a commercial appearance, including, but not limited to, parking spaces in the front yard and signage should be prohibited.

There is a parallel street (Old College Avenue) along College Avenue that runs along the northern five lots and continues to White River, at which point it turns west and becomes Riverview Drive. This street provides access to the houses and eliminates the need for driveways to each of the residences along this portion of College Avenue.

Development along the east side of College Avenue is higher density with an apartment building south of and adjacent to White River and a fifteen-unit condominium complex south of 67th Street.

The Indianapolis Art Center (IAC) campus lies to the east of the apartment building and continues to the Monon Trail. Except for two residential lots, the property is owned by the IAC. The IAC is a valuable asset to the village with a lively and widely diverse offering of classes and events that attracts people from a broad regional area. The land between the Monon Trail and Westfield Boulevard is comprised of White River and undeveloped floodway.

Opti Park is adjacent to the College Avenue condominiums and butts up against IAC parking on the south side of 67th Street and residential properties. The area to the east is developed with a 74-unit condominium

---

complex. Across Cornell Avenue and the Monon trail is a third condominium development of 148 units.

This peripheral buffer around the northern boundary of the form based zoning district protects the strength and integrity of lot and street typology within the area north of the canal. Proposed land use changes should support and reinforce the character of the form-based zoning and adjacent neighborhoods.

A flood control project was recently completed in this critical area that consisted of a flood wall and gates located along the northeast corner of the intersection of College Avenue and 67th Street. It skips over and runs along the southern edge of the 67th Street to the Monon Trail. It then runs north along the eastern edge of the Monon Trail up to the edge of the undeveloped floodway that lies northeast of the largest condominium development in this area and turns southeast for approximately 100 feet.

**Recommendations:**

- Protect the residential neighborhood along the west side of College Avenue by prohibiting commercial conversions of the residential structures. Commercial uses should remain south of 6500 College Avenue and not encroach into this residential neighborhood.
- The residential structures on the west side of College Avenue should be preserved.
- Any new structures along this west side of College Avenue should maintain the setbacks, height, style, material, and mass of the existing residential structures along the west side of College Avenue.
- Restrict commercial uses along the west side of College Avenue to the properties south of this critical area (approximately 6500 College Avenue).
- Parking in the front yard of the properties along the west side of College Avenue should not be permitted.
- If redevelopment of the multi-family sites would occur, the building heights should not be taller than the existing buildings.
- As the campus of the IAC expands, careful consideration should be given to any development that would occur in the floodway. The floodway should remain protected and left undeveloped or

developed in appropriate open space uses, such as parks.

- Opti Park and the south east corner of 67th Street and Ferguson Street should be preserved as open space.
- Any redevelopment or new development should be sustainable, using the appropriate LEEDS standards.
- New development should not increase off-site storm water run-off.

### *Critical Area 2*

**Location:** Broad Ripple Village

**Why critical:** Broad Ripple originally developed as a distinct village. Over the years, the City of Indianapolis grew out to envelop it. To maintain Broad Ripple's identity as a distinct place it has been designated as Urban Mixed-Use and Village Mixed-Use. To retain and enhance the village character of Broad Ripple and to promote its evolution into a self-sustaining pedestrian-oriented village it is critical to increase the population density, promote mixed-use development and enhance vitality of the streetscape.

**Recommendations:**

- For land use recommendations for the village area see pages 29-33.
- For development guidelines for the village area see pages 39-46.

### *Critical Area 3*

**Location:** Broad Ripple Avenue from Broad Ripple High School to Evanston Avenue

**Why Critical:** Broad Ripple Avenue is an arterial street that connects Broad Ripple Village with the retail area centered on Glendale Mall and points east. It carries a significant amount of daily traffic (24,254 in 1995).

The south side of Broad Ripple Avenue has remained relatively stable in land use over the years. The high school, funeral home and office building that anchor the west end of this stretch have been in place for over fifty years. The rest of this segment was originally developed with single family homes. Commercial office and retail uses have slowly crept west from Glendale to the point where the block between Evanston Avenue and Crittenden Avenue is now completely commercial. The



next block to the east, between Crittenden Avenue and Norwaldo Avenue, has seen at least two of its homes converted to offices. The area south of the parcels that front on Broad Ripple Avenue is a solid and stable single-family residential neighborhood.

The centerpiece of the north side of Broad Ripple Avenue is Broad Ripple Park. The park is a well-used amenity with facilities for active and passive recreation, a boat ramp, community center and dog park. The park's chief natural amenity is White River, which runs along the park's west side before it loops north and west around the village. A street side pedestrian connection between the village and the park is interrupted with many wide driveways. A boardwalk that strengthens the connection between the Monon Rail-Trail with Broad Ripple Park along the river's edge has been recommended in the Indianapolis Greenways Plan.

West of the park a narrow strip of commercial uses is sandwiched between Broad Ripple Avenue and White River. To the east of the park, most of the street frontage was originally developed as single-family homes. Here too commercial development has slowly crept west from Glendale. The blocks between Evanston Avenue and Kingsley Drive are now almost entirely used for office, retail and institutional uses. North of the parcels that line Broad Ripple Avenue is a small single-family neighborhood bounded on the west and north by Broad Ripple Park. A small multi-family building is tucked up against the park boundary.

To function as a fully-realized pedestrian area, Broad Ripple Village must increase the number of residents within an easy walk. Prime locations for increasing the residential density in the area are the blocks along Broad Ripple Avenue that front the park. Conversion to multi-family use would halt the creep of commercial uses along the avenue. Conversion of homes to commercial uses dilutes the vitality of the commercial centers in Board Ripple and Glendale.

#### Recommendations:

- Allow conversion of the blocks fronting both Broad Ripple Avenue and Broad Ripple Park to multi-family residential uses as shown on the map.

- On the south side of Broad Ripple Avenue the multi-family uses should not encroach south of the first alley south of the avenue. To be compatible with the homes to the south, the multi-family structures should be modest in height and use materials and building forms common to the neighborhood to the south. On-street parking is an issue in this neighborhood, so it is important that any new multi-family development provide adequate on-site parking.
- On the north side of Broad Ripple Avenue the multi-family uses should not encroach east of Kingsley Drive. To be compatible with the homes to the east the multi-family structures should be modest in height and use materials and building forms common to the neighborhood to the east.
- Conversion of the single-family residential parcels to multi-family development should not be done in a piecemeal manner, but in groupings of contiguous parcels. The purpose of this is so homes are not isolated among the apartments/condominiums.
- An interim method of increasing residential density in this Critical Area is the addition of carriage houses to the existing residential properties.
- Restrict commercial conversions along Broad Ripple Avenue to the areas shown on the map.
- Connect Broad Ripple Park, Broad Ripple Village and the Monon Trail with an off-street bike and pedestrian trail.

#### *Critical Area 4*

**Location:** College Avenue corridor between 62nd Street and Kessler Boulevard, bounded by Carrollton Avenue to the east and Broadway Street to the west.

**Why Critical:** College Avenue is an arterial street serving the Broad Ripple area that connects northern Marion County and points north to downtown Indianapolis. As discussions continue about improving public transportation within the metropolitan region, this corridor should be considered for a transit route with transit oriented development at certain commercial nodes.

---

Through the years, properties fronting along this portion of College Avenue have been the subject of numerous variances, particularly use variances. This is primarily due to the fact that commercial use on these residentially-zoned properties has incrementally replaced residential use.

Properties along College Avenue are currently zoned residential, with the exception of the properties on College Avenue at the intersection of Kessler Boulevard East Drive and two other properties north of this intersection. The properties along College Avenue on the southeast corner of 62nd Street and the southwest corner of 61st Street are zoned C-1, which is a classification for office uses and compatible office type uses. These office-type uses typically serve as buffers to residential development.

The properties along the northern side of the intersection of College Avenue and Kessler Boulevard East Drive are zoned C-3 (Neighborhood Commercial District). As the C-3 classification implies, commercial intensity increases and serves the fully developed surrounding neighborhood. It should be noted that the properties along the southern boundary and outside the planning area are zoned C-4 (Community-Regional Commercial District).

The northwest corner of this critical area is zoned residential, with frontage along Westfield Boulevard. The land uses in this area are a mix of commercial and residential. Similar to the properties along College Avenue, a number of residentially-zoned properties have been converted to commercial use. The most intense use in this small area is a veterinarian clinic that has maintained the residential building character of the area.

Broadway and 61st Street Park is located on the southeast corner of 61st Street and Broadway Street and is designated as a neighborhood park by the Department of Parks and Recreation. Neighborhood parks serve individual communities and neighborhoods throughout the city. The land for Broadway and 61st Street Park was acquired in 1928. It is significant that this 2.93-acre piece of land has served as open space for the neighborhood for 84 years.

There are two older apartment complexes in the 6000 block of College Avenue. These units have existed for a number of years and are compatible with the surrounding residential uses as well as the commercial uses along College Avenue.

#### **Recommendations:**

- Protect the residential neighborhoods along the College Avenue corridor and along Westfield Boulevard by maintaining commercial uses at the present level and prohibiting commercial uses that would increase intensity.
- The residential structures along this portion of the College Avenue corridor and the small area along and south of Westfield Boulevard should be preserved.
- Lighting and signage associated with commercial developments should be designed in such a way as to minimize negative impact upon adjacent residential properties.
- Transit oriented development should be encouraged at the intersections of 61st Street and/or 62nd Street. This type of development should include taller mixed use buildings.
- Any new structures within this critical area should maintain the setbacks, height, style, material, and mass of the existing residential structures within this corridor, with the exception of the intersections where mixed use might occur to support transit oriented development.
- Parking in the front yard of the properties along this portion of College Avenue should not be permitted.
- If redevelopment of the multi-family sites would occur, the building heights should not exceed those of the existing buildings.
- 61st Street and Broadway Park should be preserved as open space.
- Commercial development along this corridor with characteristics of a one-story strip center should not be permitted.
- Any redevelopment or new development should be sustainable, using the appropriate LEED standards.

### *Critical Area 5*

**Location:** Winthrop Avenue between 61st and 62nd streets

**Why Critical:** This area is immediately south of the commercial part of Broad Ripple Village and adjacent to the Monon Trail. The west side of Winthrop Avenue is solidly single-family residential. The east side of Winthrop Avenue is a mixture of single-family and multi-family residential development. Two multi-family developments break the row of single-family homes into three sections. The lots on the east side of Winthrop Avenue are deeper than those on the west side. This plan recommends the conversion of the parcels on the east side of the street to multi-family residential, but reaffirms the west side of Winthrop Avenue as single-family residential.

Winthrop Avenue is approximately 23 feet wide; barely accommodating two lanes of traffic plus on-street parking on one side.

#### **Recommendations:**

- Conversion of the single-family residential parcels to multi-family uses should not be done in a piecemeal manner, but in groupings of contiguous parcels to create reasonably-sized parcels and not isolate homes between multi-family developments.
- To blend with the existing neighborhood, the multi-family development should be modest in height, use materials and building forms common to the immediate neighborhood and have setbacks similar to those in the neighborhood.
- With the narrow width of Winthrop Avenue, it is important that any new multi-family development provide adequate on-site parking.
- New development should be well-landscaped and include a significant number of over-story trees.
- Multi-family development should be connected to the

Monon Trail. The connection should be coordinated with the Indianapolis Parks and Recreation Department. A landscape buffer should be created and maintained between the development and the trail.

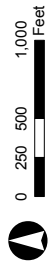
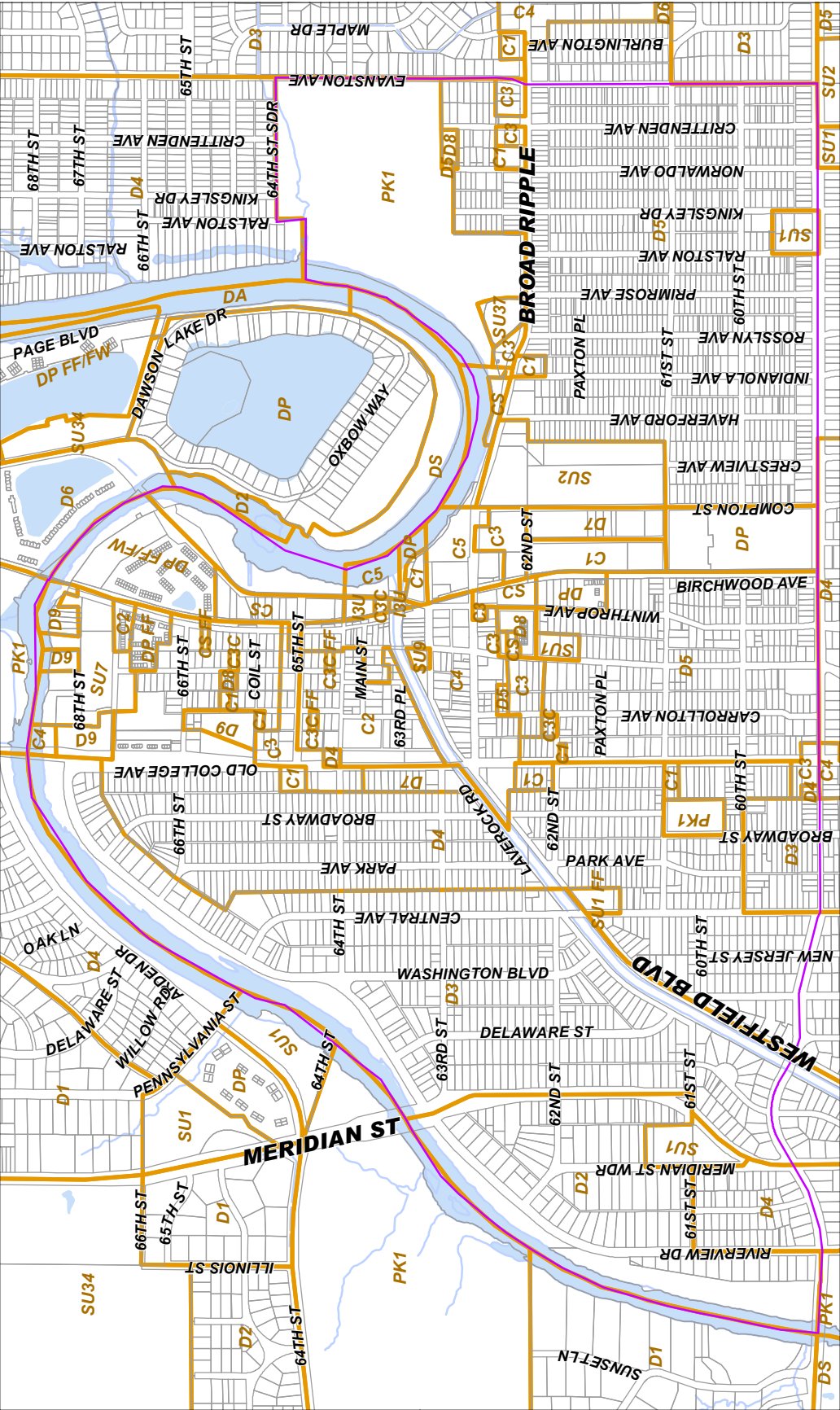
### *Critical Area 6*

**Location:** 61st Street between the Monon Trail and Compton Avenue

**Why Critical:** This site has been the location of an industrial/commercial building for at least 70 years. However, this site is no longer a prime industrial or commercial site as it no longer has railroad access, is surrounded by a solidly residential neighborhood and is on a street with low traffic volume.

#### **Recommendations:**

- Development as a multi-family development as shown on the land use plan. To blend with the existing neighborhood, the multi-family development should be modest in height, use materials and building forms common to the immediate neighborhood and have setbacks similar to those in the neighborhood.
- Sidewalks should be provided along 61st and Compton streets.
- Multi-family development should provide sufficient on-site parking so that the capacity of adjoining streets is not diminished by on-street parking.
- New development should be well-landscaped and include a significant number of over-story trees.
- Multi-family development should be connected to the Monon Trail. The connection should be coordinated with the Indianapolis Parks and Recreation Department. A landscape buffer should be created and maintained between the development and the trail.



**EXISTING ZONING MAP**

**Legend**

- Streams
- Parcels
- Project Boundary
- Proposed Zoning
- Rivers
- Lakes

- D2 Very Low Density Single and Two Family
- D3 Low Density Single and Two Family
- D4 Low Density Single and Two Family
- D5 Medium Density Single and Two Family
- D7 Medium Density Multi-Family
- D8 Urban Single to Multi-Family
- D9 Suburban Mid- to High-Rise Multi-Family
- DP Planned Unit Development
- PK1 Park

- C1 Office
- C2 Office and Apartment
- C3 Neighborhood Commercial
- NV Neighborhood Village
- SU1 Church
- SU2 School
- SU7 Charitable and Philanthropic
- SU9 Government Offices and Facilities
- SU39 Water Pumping and Treatment

# ZONING

## ZONING RECOMMENDATIONS

Indianapolis employs zoning as a method to provide for orderly development. A recommended zoning plan has been developed to depict the most appropriate zoning district for each parcel. The recommended zoning is based on the recommended land use and the characteristics of each parcel and its surroundings.

The land use recommendations for most of the study area outside of the Village reflect the existing land use. Likewise the recommendations of the zoning plan are largely the same as the existing zoning districts. A small number of changes are recommended to conform the zoning to the existing land use.

Exceptions to this can be found along Broad Ripple Avenue east of Broad Ripple High School, College Avenue south of 62nd Street and the Monon Trail Corridor south of 62nd Street. Proposed zoning in these areas is matched to proposed changes in land use.

## ZONING RECOMMENDATIONS FOR THE VILLAGE AREA

As a recognizable village with a mix of uses, Broad Ripple has great potential for the successful application of form-based zoning.

Indianapolis, like most jurisdictions that practice zoning, uses a form of Euclidean zoning. Named for Euclid, Ohio, the foundation of this form of zoning is the separation of incompatible land uses. It is common for Euclidean zoning codes to also include development standards for such items as setbacks, parking, building heights and dozens of other aspects of site and building development. Euclidean zoning came of age in the automobile era and so Euclidean codes are usually car-centric.

Another type of zoning, called form-based zoning, is based less on the separation of uses and more on how buildings relate to their sites and the street. Form-based zoning and hybrid Euclidean/form-based codes are being adopted in an increasing number of jurisdictions.

The regulations and standards in form-based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development. Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory.

Form-based codes commonly include the following elements:

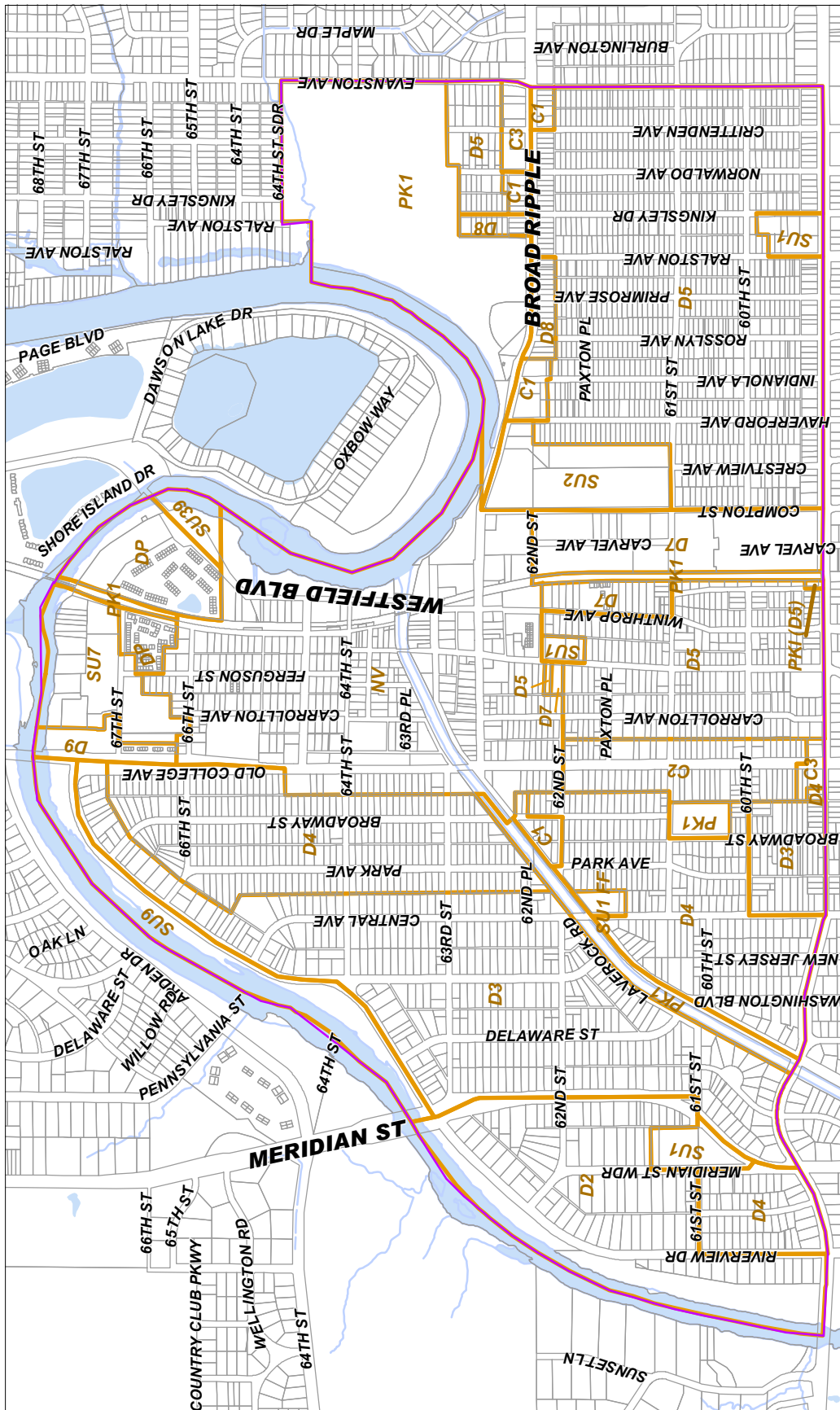
- **Regulating Plan.** A plan or map of the regulated area designating the locations where different building form standards apply. The regulating plan is based on clear community intentions regarding the physical character of the area. The regulating plan may also include additional on-site development standards
- **Public Space Standards.** Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- **Building Form Standards.** Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.

The City of Indianapolis is proposing the creation a new zoning district, called Neighborhood-Village (NV) as the best way to implement form-based zoning. Broad Ripple village is recommended for this new zoning district. A more detailed description of the NV district can be found in Appendix F.

Typically implementation of a zoning plan is incremental over time as property owners wish to develop or redevelop their properties. However, the Metropolitan Development Commission has the authority to rezone multiple parcels at one time. This is usually done through a partnership with a community in an effort to implement a neighborhood or corridor plan.

In the case of the NV zoning recommendation, it is not anticipated that this district would be implemented on a parcel-by-parcel basis over a long period of time. This rezoning would need to occur for multiple parcels at one time and include a regulating plan detailing the components of the new district.





## PROPOSED ZONING MAP

### Legend

- Streams
- Proposed Zoning
- Parcels
- Rivers
- Lakes
- Project Boundary

- D2** Very Low Density Single and Two Family
- D3** Low Density Single and Two Family
- D4** Low Density Single and Two Family
- D5** Medium Density Single and Two Family
- D7** Medium Density Multi-Family
- D8** Urban Single to Multi-Family
- D9** Suburban Mid- to High-Rise Multi-Family
- DP** Planned Unit Development
- PK1** Park

- C1** Office
- C2** Office and Apartment
- C3** Neighborhood Commercial
- NV** Neighborhood Village
- SU1** Church
- SU2** School
- SU3** Charitable and Philanthropic
- SU7** Government Offices and Facilities
- SU9** Water Pumping and Treatment
- SU39** Park



Until such time as the NV district is adopted, rezonings in the Village district should promote the mixed-use recommendations of the land use plan and the street typologies, building types and design elements outlined in this plan.

#### Design elements

As a method to implement many of this plan's development principles for the village, use and design elements have been recommended. These elements can be used as guidelines for the review of future zoning and variance petitions and also form a vision plan for the eventual development of form-based zoning.

Recommended use and design elements are:

#### Street level uses

- Building height, minimum and maximum
- Setbacks and build-to lines
- Streetscapes (sidewalk width, parking, landscaping)
- On-site parking
- Building entrance orientation
- Fenestration/transparency
- Rooflines
- Driveways

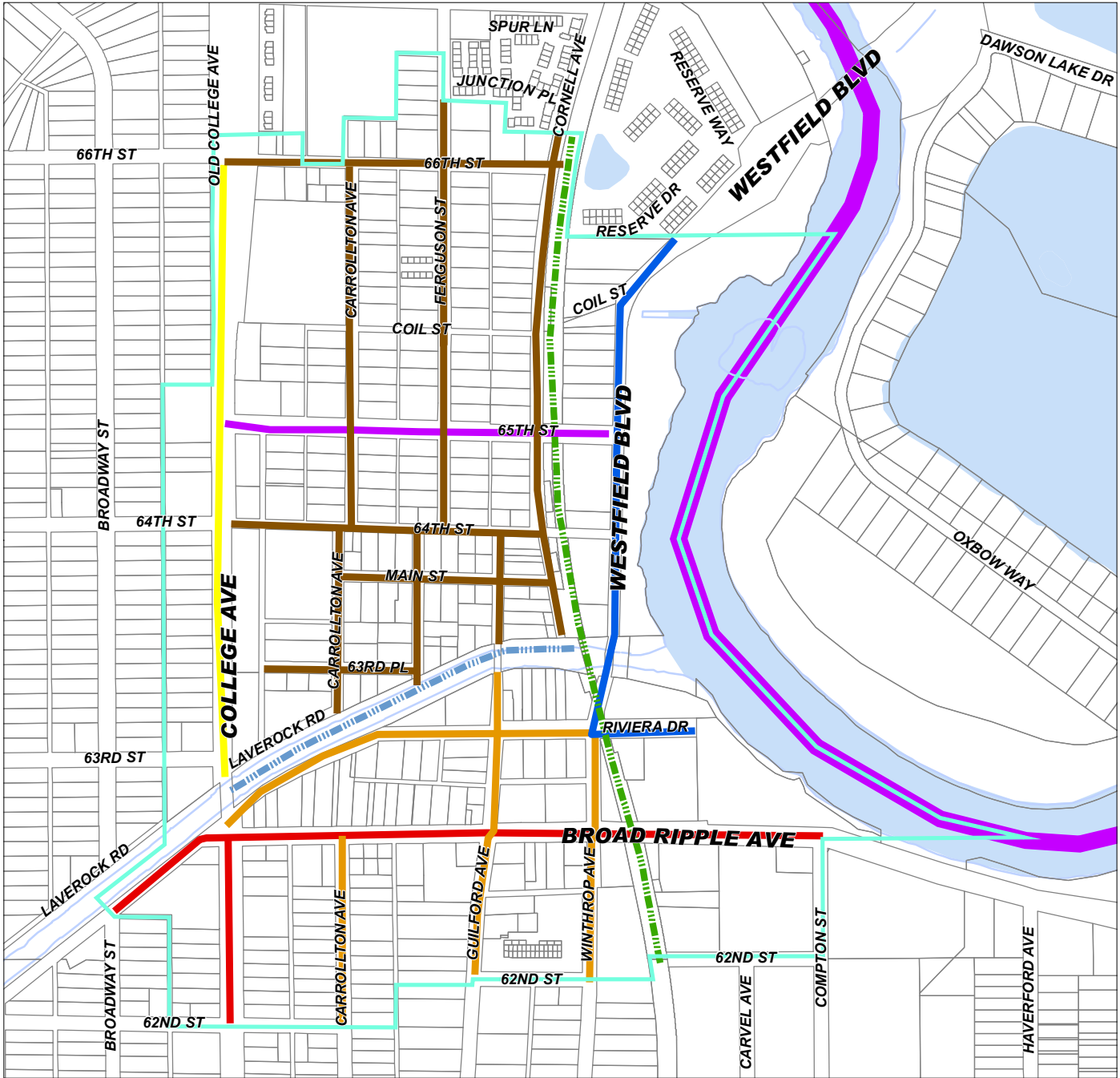
The design elements pertinent to any particular parcel are based on the type of street the parcel fronts. The design elements may be modified based on a secondary frontage type that was developed for lots that abut the Central Canal and the Monon Trail.

As form-based zoning is developed for the area, other use and design elements will likely be added.

#### Frontage typologies

The streets in the village vary in how they look and function. Design elements should be applied in different manners based on the type of street frontage. The village streets were analyzed and then each one was classified into one of eight frontage typologies.

- Main Street (Broad Ripple Avenue)
- College Avenue (north of Broad Ripple Avenue to 66th Street) - potential transit corridor, major access road.
- Gateway (65th Street) the major east/west traffic corridor connecting Westfield Boulevard with College Avenue.
- Commercial Local areas immediately north and south of Broad Ripple Avenue.
- North Village Local tree-lined streets and a less hectic pace generally north of 64th Street.
- Riverview (Westfield Boulevard north of the Canal) - area offers unique glimpses of White River.
- Canal for sites with two frontages: one along the street, the other along the Central Canal.
- Greenway (Monon Trail) - for sites either one frontage, which happens to be along the greenway or for sites with two frontages: one along the street, the other along the greenway.



**FRONTAGE TYPOLOGY MAP**



0 75 150 300 Feet

**Legend**

- |                            |                              |                      |
|----------------------------|------------------------------|----------------------|
| Project Boundary           | North Village Local Corridor | Main Street Corridor |
| Form Based Zoning Boundary | Gateway Corridor             | Greenway Corridor    |
| Parcels                    | College Ave Corridor         | Canal Corridor       |
| Lakes                      | Riverview Corridor           | Railroad             |
| Rivers                     | Commercial Local Corridor    | Streams              |

## Frontages – Use, height and setbacks

Frontage Typology	Allowed Uses	Permitted Street Level Uses	Building Height	Required Build Line (RBL)	Required Setback
Main Street Corridor	Retail Personal Services Entertainment Restaurant Tavern Offices Residential	All allowed uses, except Residential	Minimum: 25 feet and 2 stories.  Maximum: 40 feet or 4 stories, whichever is the lesser.	RBL – Yes  <u>Front Setback</u> Min: 5 ft. Max: 15 ft.	<u>Rear</u> Min: 10 ft.  <u>Side:</u> Min: 0 ft. Max: 10 ft.
College Avenue Corridor	Retail Personal Services Entertainment Restaurant Tavern Offices Lodging Residential	All allowed uses	Minimum: 25 feet and 2 stories.  Maximum: 50 feet or 5 stories, whichever is the lesser.	RBL – Yes  <u>Front setback:</u> Min: 10 ft. Max: 20 ft.	<u>Rear</u> Min: 10 ft.  <u>Side:</u> Min: 0 ft. Max: 25 ft.
Gateway Corridor	Retail Personal Services Restaurant Tavern Offices Residential	Retail Personal Services Restaurant Tavern	Minimum: 25 feet and 2 stories.  Maximum: 40 feet or 4 stories, whichever is the lesser.	RBL – Yes  <u>Front setback:</u> Min: 10 ft. Max: 20 ft.	<u>Rear</u> Min: 10 ft.  <u>Side:</u> Min: 10 ft. Max: 25 ft.
Commercial Local Corridor	Retail Personal Services Entertainment Restaurant Tavern Offices Residential	Retail Personal Services Entertainment Restaurant Tavern	Minimum: 25 feet and 2 stories.  Maximum: 40 feet or 4 stories, whichever is the lesser.	RBL – Yes  <u>Front Setback</u> Min: 0 ft. Max: 10 ft.	<u>Rear</u> Min: 10 ft.  <u>Side:</u> Min: 0 ft. Max: 10 ft.
North Village Local Corridor	Retail Personal Services Restaurant Tavern Offices Residential	All allowed uses	Minimum: 20 feet  Maximum: 40 feet or 4 stories, whichever is the lesser.	RBL – No  <u>Front Setback:</u> Min: 10 ft.	<u>Rear</u> Min: 20 ft.  <u>Side:</u> Min: 5 ft. Max: 20 ft.
Riverview Corridor	Offices Lodging Residential	All allowed uses	Minimum: 40 feet  Maximum: 100 feet or 8 stories, whichever is the lesser.	RBL – No  <u>Front Setback:</u> Min: 10 ft.	<u>Rear</u> Min: 10 ft.  <u>Side:</u> Min: 10 ft. Max: 25 ft.

Frontage Typology	Allowed Uses	Permitted Street Level Uses	Building Height	Required Build Line (RBL)	Required Setback
Greenway Corridor	Retail Personal Services Restaurant Tavern Offices Residential	All allowed uses	On Monon Trail frontage  Minimum: 20 feet  Maximum: 40 feet or 4 stories, whichever is the lesser, 3 stories on the trailside frontage.	RBL – No  Minimum setback of 50 feet from the centerline of the Monon Trail	
Canal Corridor	Retail Personal Services Restaurant Tavern Offices Residential	All allowed uses	On Central Canal Corridor frontage  Minimum: 20 feet  Maximum: 40 feet or 4 stories, whichever is the lesser.	RBL – No  Minimum setback of 10 feet from the Canal ROW	



## Frontages – Access, facades and parking

Frontage Typology	Entrance	Frontage Face of Building	On-Site Parking	Driveways
Main Street Corridor	Primary Entrance(s) required from the frontage	Transparency at Ground Level Min: 40% Max: 85% Upper Level(s) Min: 25% Max: 60%	Not Required  Permitted only behind a building in rear yard with alley access	Not permitted between College Avenue and Monon Trail. Only alley access permitted.  Permitted east of Monon
College Avenue Corridor	Primary Entrance(s) required from the frontage	Transparency at Ground Level Min: 40% Max: 85% Upper Level(s) Min: 25% Max: 60%	Required  Permitted only behind a building in rear yard or in a side yard*	Permitted
Gateway Corridor	Primary Entrance(s) required from the frontage	Transparency at Ground Level Min: 40% Max: 85% Upper Level(s) Min: 25% Max: 60%	Required  Permitted only behind a building in rear yard with alley access or in a side yard*	Not permitted. Only alley access permitted.
Commercial Local Corridor	An entrance(s) required from the frontage	Transparency at Ground Level Min: 40% Max: 85% Upper Level(s) Min: 25% Max: 60%	Not required  Permitted only behind a building in rear yard with alley access or in a side yard*	Not permitted. Only alley access permitted.
North Village Local Corridor	An entrance(s) required from the frontage	Transparency at Ground Level Min: 25% Max: 50% Upper Level(s) Min: 25% Max: 50%	Required  Permitted only in rear yard or in a side yard*	Permitted
Riverview Corridor	An entrance(s) required from the frontage	Transparency at Ground Level Min: 25% Max: 85% Upper Level(s) Min: 25% Max: 85%	Required  Front yard parking allowed, must be well screened from street	Permitted

Frontage Typology	Entrance	Frontage Face of Building	On-Site Parking	Driveways
Greenway Corridor	An entrance(s) from the frontage permitted, not required	Transparency at Ground Level Min: 25% Max: 85% Upper Level(s) Min: 25% Max: 85%	Not permitted on Monon Trail frontage. Only permitted behind a building.	Not permitted on Monon Trail frontage. Pedestrian Access onto Monon if min. 100 feet separation from another access point.
Canal Corridor	An entrance(s) from the frontage permitted, not required	Transparency at Ground Level Min: 25% Max: 85% Upper Level(s) Min: 25% Max: 85%	Not permitted on Canal frontage. Only permitted behind a building	Not permitted on Canal frontage. Only permitted behind a building

\* Parking in the side yard must be behind the front façade line, well-screened from the street and limited to one drive-aisle and one row of parking spaces.

#### Signage

Building signs are important to help people easily locate destinations. However, an excessive amount of signage can detract from this purpose.

In all street typologies, signs should be designed creatively and artistically. Signs should be compatible with the architectural pattern, style and fenestration of

the building. Building facades should be designed to incorporate building and business signs. Signs on buildings are preferred to pole signs. Strobes, motion, flashing, animation, moving images and other attention-getting devices should not be used. Signs in shop windows should not obscure more than a small percent of the window area. All buildings should have the street address number clearly visible.

Off-premise advertising signs (billboards) are not appropriate in the village district.

---

## APPENDICES



## APPENDIX “A”

### *Envision Broad Ripple Public Meetings*

Meeting number	Date	Location	Attendance	Topic	Presentations
EBR #1	4/22/2008	Glendale Library		Envision the Future – Exploring Community Planning	Livability Visioning Broad Ripple Village Quality for Life Planning Current Initiatives
EBR #2	5/29/2008	College Avenue Library	62	Broad Ripple Park/Riverfront/ Canal	Placemaking Transit-oriented Villages
EBR #3	6/26/2008	American Legion Post	40	Sustainability	Transit Oriented Development (TOD) Density Design Guidelines
Field Trip	7/29/2008	Bloomington, IN	19		
EBR #4	7/31/2008	American Legion Post	34	Bloomington / Indy Greenprint / LEED	Bloomington Trip Indy Greenprint / LEED – Bill Brown
EBR #5	8/28/2008	American Legion Post	23	KIBI / Greenways	KIBI / Broad Ripple Partnership – Andrew Hart DPR Parks / Broad Ripple Partnership – Andre Denman Design Guidelines
EBR #6	10/2/2008	American Legion Post	26	Design Guidelines / BR District Typologies	Introduction of design guidelines District Typologies
EBR #7	11/13/2008	Indianapolis Art Center		Phase 2 / Update	Key issues discovered by groups visioning sessions Results of the process Results of the Broad Ripple district typologies
EBR #8	12/11/2008	Indianapolis Art Center	38	Parking / Visual Image Survey (VIS)(1 <sup>st</sup> step) – Broad Ripple Avenue	Visual Image Survey Massing Study Broad Ripple District Typologies
Field Trip	12/12/2008	Columbus, Ohio			
EBR #9	1/15/2009	Indianapolis Art Center	30	VIS (2 <sup>nd</sup> step) / Traffic Study / BR Avenue Street Project	Broad Ripple Traffic Study (08/03/07) – Jon Martens (Walker Parking Consultants) Broad Ripple Avenue Street Improvement Project
EBR #10	3/11/2009	Indianapolis Art Center	27	VIS Results / Model Building (Broad Ripple Avenue)	VIS Results Model Building Exercise Four areas of Broad Ripple Avenue Model Building
EBR #11	4/22/2009	Indianapolis Art Center	15	VIS (1 <sup>st</sup> step) North of the Canal	Process for plan adoption Visual Image Survey (North of the Canal – 1 <sup>st</sup> step) Model building – fine tuning



Meeting number	Date	Location	Attendance	Topic	Presentations
EBR #12	6/10/2009	Indianapolis Art Center	21	VIS (2 <sup>nd</sup> step) / Walking Survey – North of the Canal	Visual Image Survey (north of the canal) – 2 <sup>nd</sup> step Design Guidelines Draft Timeline for Completion of the Envision Process Walking Survey (north of the canal)
EBR #13	7/15/2009	Indianapolis Art Center	23	VIS Results / Walking Survey Results – North of Canal	Visual Image Survey Results / Walking Survey Results Synopsis of Previous Plans and Working Groups Model Building Exercise (North of the Canal)
EBR #14	8/26/2009	Indianapolis Art Center	20	Form-Based Zoning / Model – Broad Ripple Avenue and North of the Canal	Form-based Zoning Development Impact (preliminary) Pro-Forma Development Costs Review of the model for Broad Ripple Avenue and North of the Canal
EBR #15	9/30/2009	Indianapolis Art Center	35	Form-Based Zoning / Model – Broad Ripple Avenue and North of the Canal	Plan Ingredients / Model Building Summary – Bob Wilch Form-Based Zoning – Tammara Tracy Indygo Shuttle – Mike Terry Canal Improvements – Tom Healy
EBR #16	10/28/2009	Indianapolis Art Center	48	Canal – Broad Ripple Park / Farmer's Market – Tree Canopy Ordinance – Village Update	Canal Stabilization Project – Matt Klein Broad Ripple Park / Broad Ripple Farmer's Market – Stuart Lowry Tree Canopy Ordinance – Keith Holdsworth Current Broad Ripple Projects – Tom Healy
EBR #17	2/16/2010	Indianapolis Art Center	34	Art Center Gateway Project – IndyConnect – Form Based Zoning	Art Center Gateway Project – Carter Wolfe IndyConnect – Kathryn Shorter Form Based Zoning – Tammara Tracy Form Based Zoning District Boundary / Frontage and Lot Typologies – John Neal Form Based Zoning Computer Model / Timeline
EBR #18	3/31/2010	Indianapolis Art Center	29	Frontage/lot Typologies – 65 <sup>th</sup> Street Gateway	Indy Connect – Kathryn Shorter EBR Sustainability Draft – Kathleen Blackham Frontage/Lot Typologies and District Boundary – John Neal 65 <sup>th</sup> Street Gateway – Bob Wilch
EBR #19	7/14/2010	Indianapolis Art Center	40	Frontage/lot Typologies/ Parking Study	Frontage/lot typologies – Bob Wilch Parking Study – Tom Healy Survey – Tammara Tracy

Meeting number	Date	Location	Attendance	Topic	Presentations
EBR #20	9/1/2010	Flanner Buchanan Event Center Suite	29	Frontage/lot Typologies/ Parking Study	Frontage/lot typologies – Bob Wilch Parking Study – Bob Wilch Greenways Update – Al Ensley Canal/Monon Typologies – Tom Healy
EBR #21	9/29/2010	Flanner Buchanan Event Center Suite	26	Vision Summary / Financing Options	Vision Plan Summary – Bob Wilch Financial Options – John Neal
EBR #22	11/17/2010	American Legion	32	Form Based Zoning Typologies	Railvolution 2010, Portland, OR – Curtis Ailes BR Regulating Plan (basic elements) – John Neal
EBR #23	9/22/2011	Indianapolis Art Center	27	Plan Draft/Land Use/Form-Based Zoning Typologies	Vision Plan Draft – Keith Holdsworth and Kathleen Blackham Critical Areas 1 and 2 Typologies – Gary Weaver and Tom Healy
EBR #24	10/27/2011	Indianapolis Art Center		Land Use / Parking Garage	30-year history of Broad Ripple Village interest in mixed use parking structure – Tom Healy
EBR #25	1/11/2012	Broad Ripple Park Family Center	28	Critical Areas/Cornell Avenue street typology/ Infrastructure	Critical Areas 4 and 5 – Kathleen Blackham and Keith Holdsworth Cornell Avenue Street Typology – Tom Healy Cornell Avenue improvements and alley improvements – Tom Healy
EBR #26	4/18/2012	Broad Ripple Park Family Center	11	Plan Draft Review	Review of Plan – Kathleen Blackham and Keith Holdsworth Comments/Questions from public
EBR #27	9/24/2012	Indianapolis Art Center	15	Plan Draft Review of changes Adoption schedule	Review of Plan – Kathleen Blackham and Keith Holdsworth Comments/Questions from public

## APPENDIX “B”

### *An ideal complete streets policy\*:*

- Includes [a vision](#) for how and why the community wants to complete its streets
- Specifies that ‘[all users](#)’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Applies to [both new and retrofit projects](#), including design, planning, maintenance, and operations, for the entire right of way.
- Makes [any exceptions](#) specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages [street connectivity](#) and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by [all agencies to cover all roads](#).
- Directs the use of the [latest and best design criteria](#) and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will [complement the context](#) of the community.
- Establishes [performance standards](#) with measurable outcomes.
- Includes [specific next steps](#) for implementation of the policy

\*From the National Complete Streets Coalition

---

## APPENDIX “C”

### *Conceptual Street Cross-section*

As a way to implement many of the recommendations of element #1 (Improve transportation and infrastructure), conceptual streetscape cross-sections have been developed. The conceptual cross-sections help to describe the intended outcomes of streetscape improvements among the village's streets.

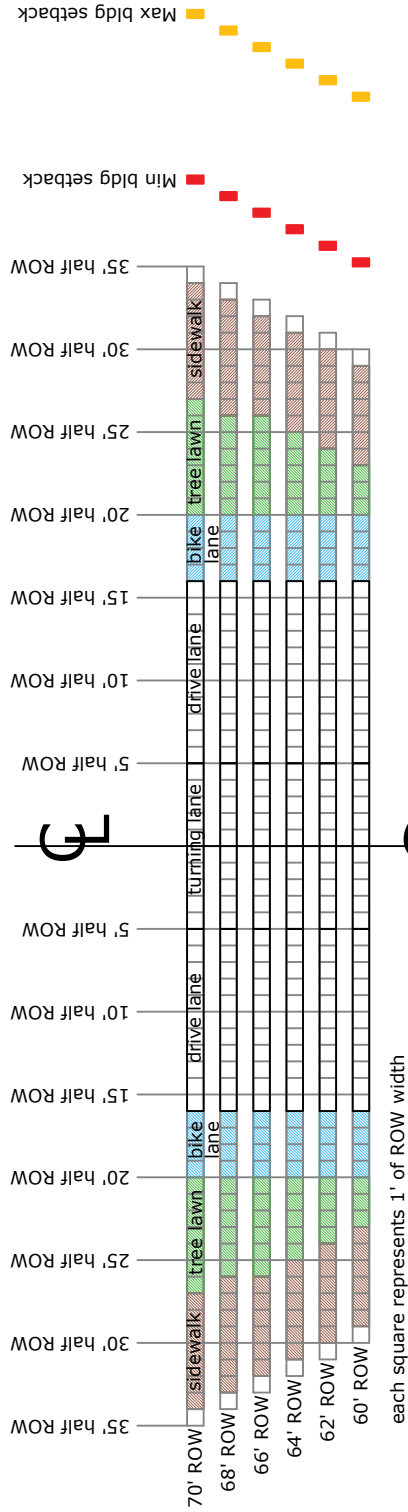
The conceptual cross-sections are to be used as site improvements are made. Provision of streetscape amenities should be proportional to the site improvements. Examples are intensification of the use of the site, increase in building coverage, and increase in parking area. The conceptual cross-sections are to

be treated as prototypes that should be modified as necessary to provide for traffic safety and flow, pedestrian safety and to make smooth transitions as the streetscape changes.

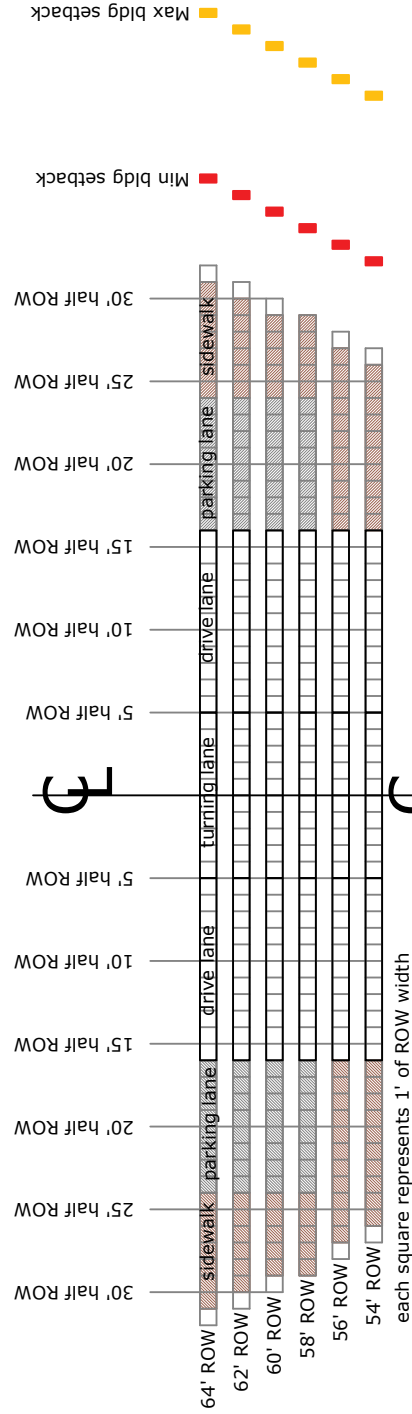
To determine the appropriate conceptual cross-section for a specific site, use the chart for the subject site's street typology. A map of the street typologies can be found on page 53. For many of the street typologies, there is more than one chart. Often there is a chart for a one-way street and another for a two-way street. Within the appropriate chart, find the cross section for the width of the right-of-way at the subject site.

The assumptions and standards by which the charts were developed can be found on pages 32 – 33.



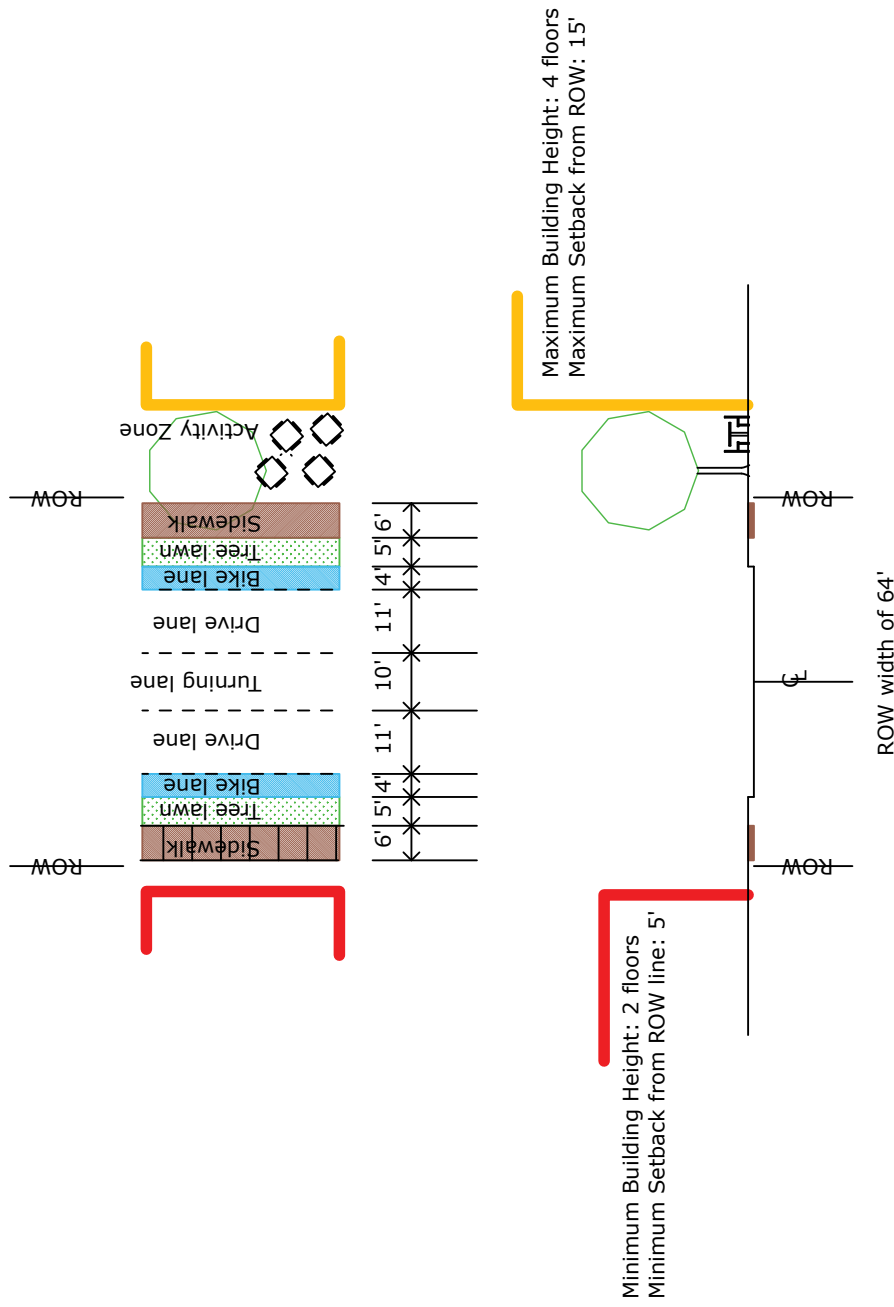


## Main Street, east of Monon: Conceptual Street Sections

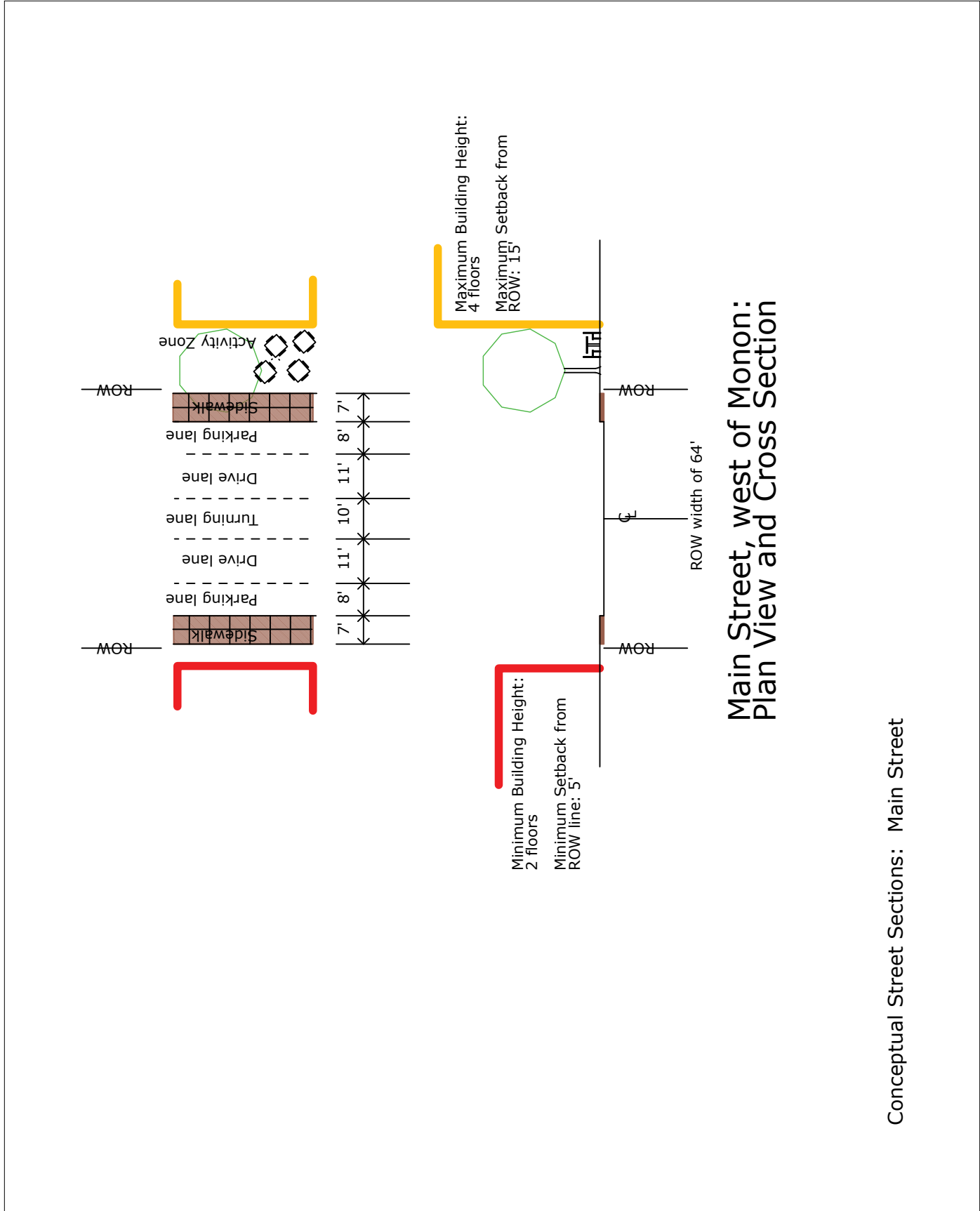


## Main Street, east of Monon: Conceptual Street Sections

Conceptual Street Sections: Main Street



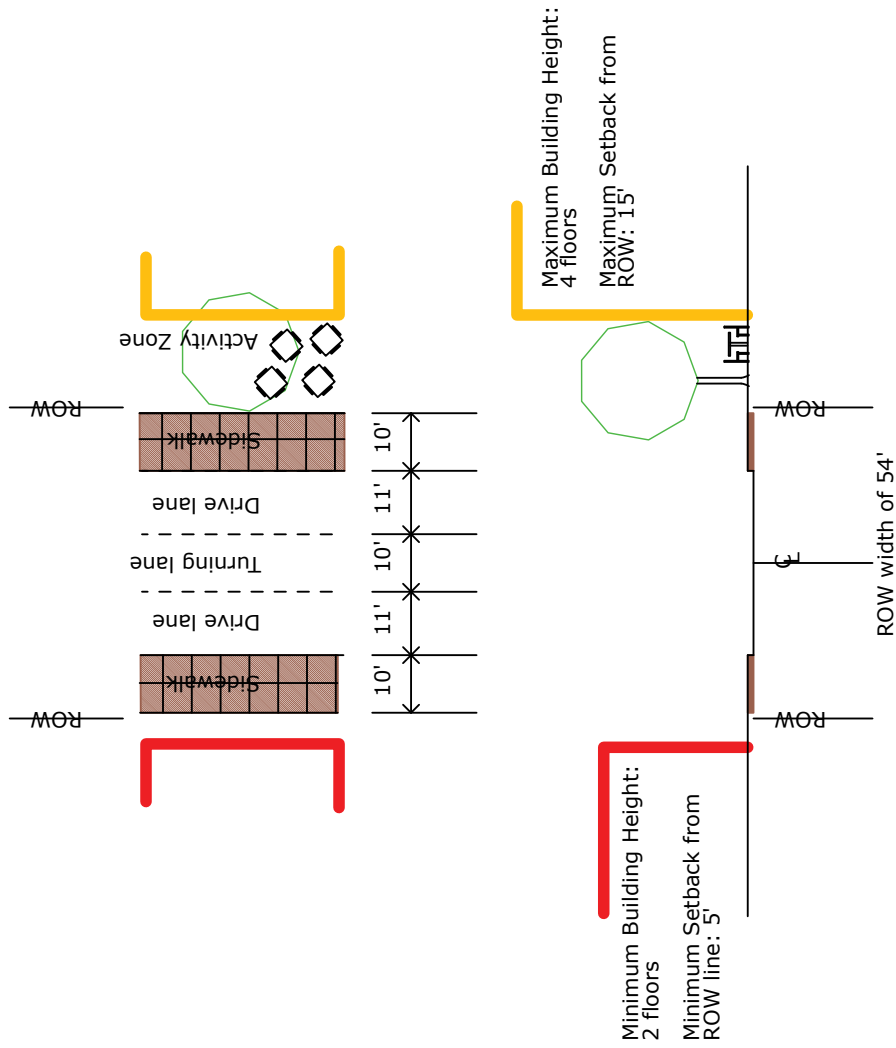
Conceptual Street Sections: Main Street



Minimum Building Height: 2 floors

Minimum Setback from ROW line: 5'

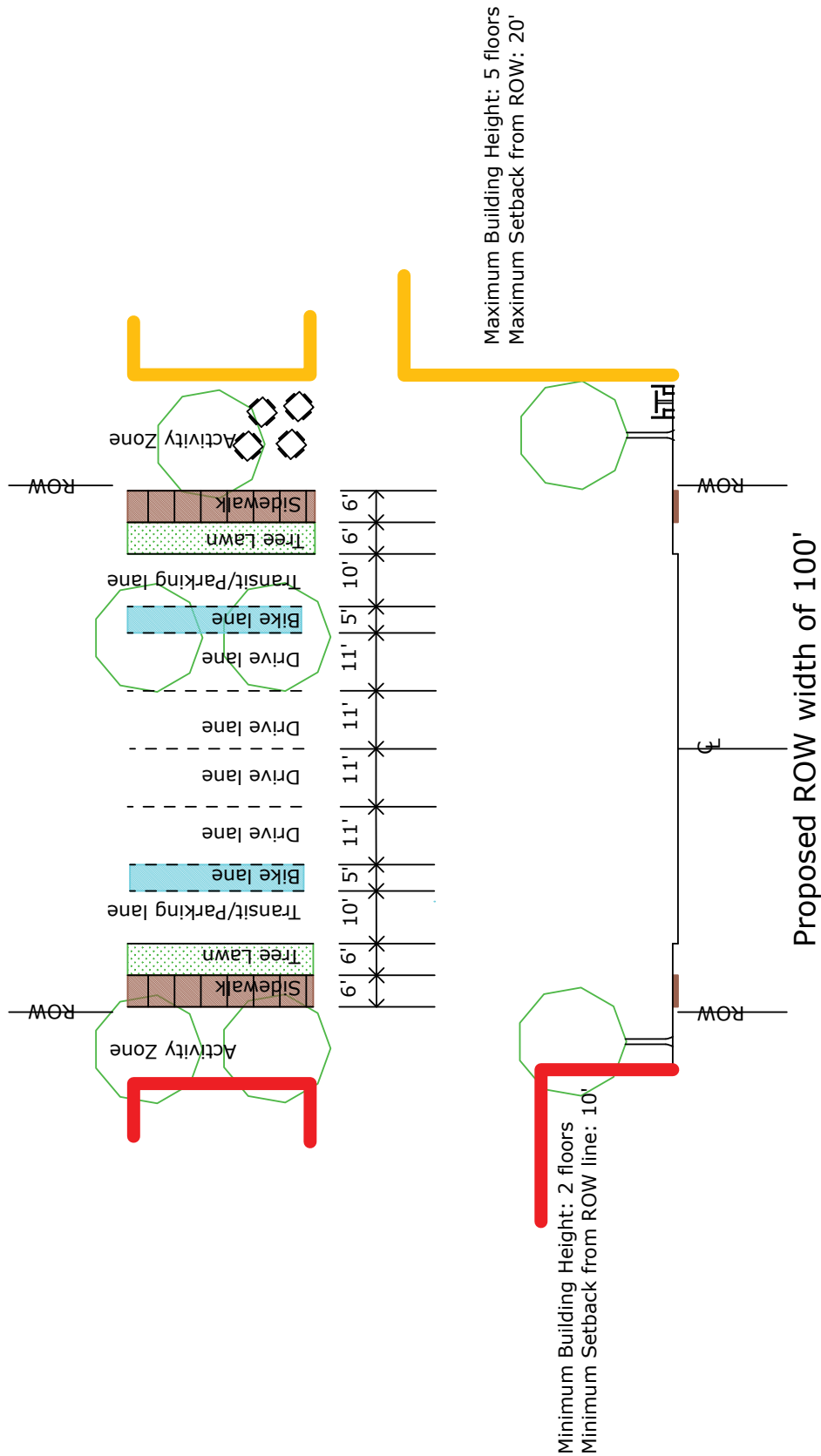
Conceptual Street Sections: Main Street



## Main Street, west of Monon: Plan View and Cross Section

Conceptual Street Sections: Main Street

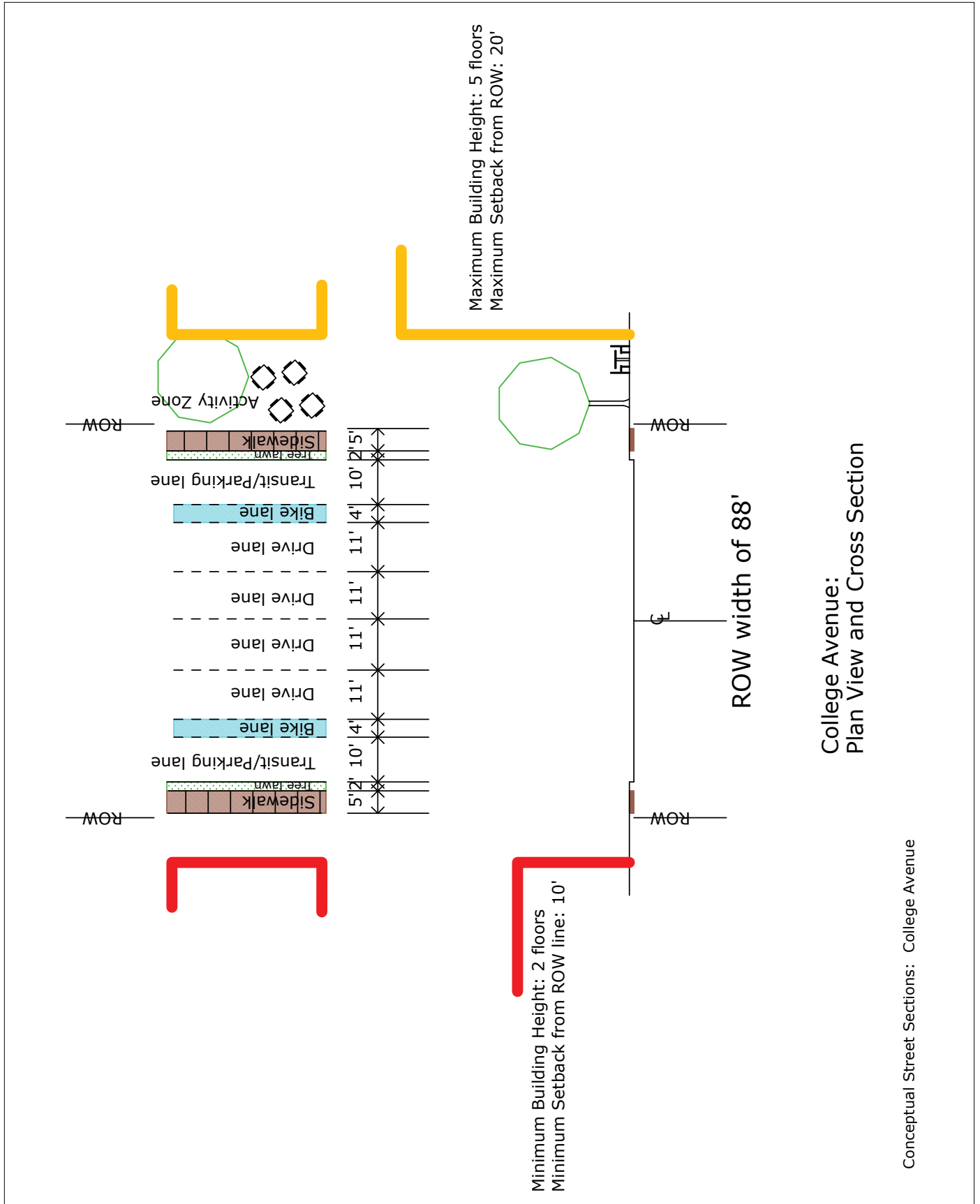


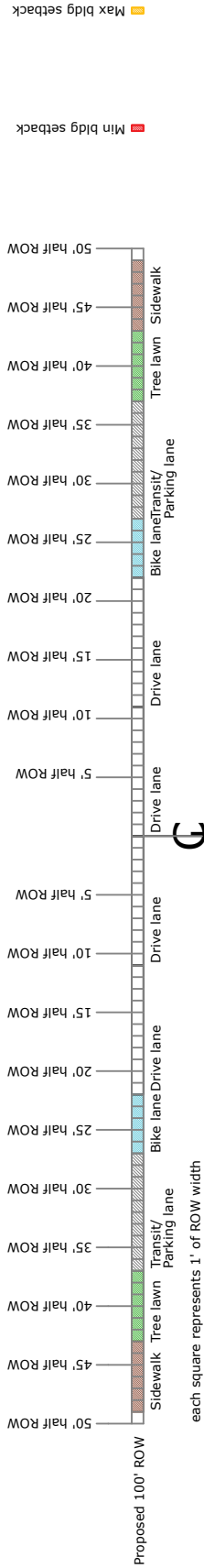


College Avenue:  
Plan View and Cross Section

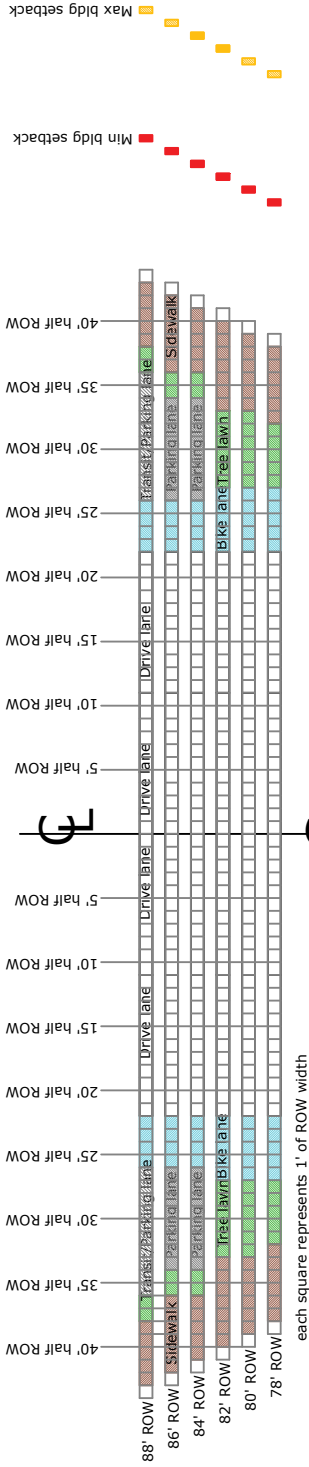
Conceptual Street Sections: College Avenue







College Avenue Corridor:  
Conceptual Street Section for proposed 100' ROW

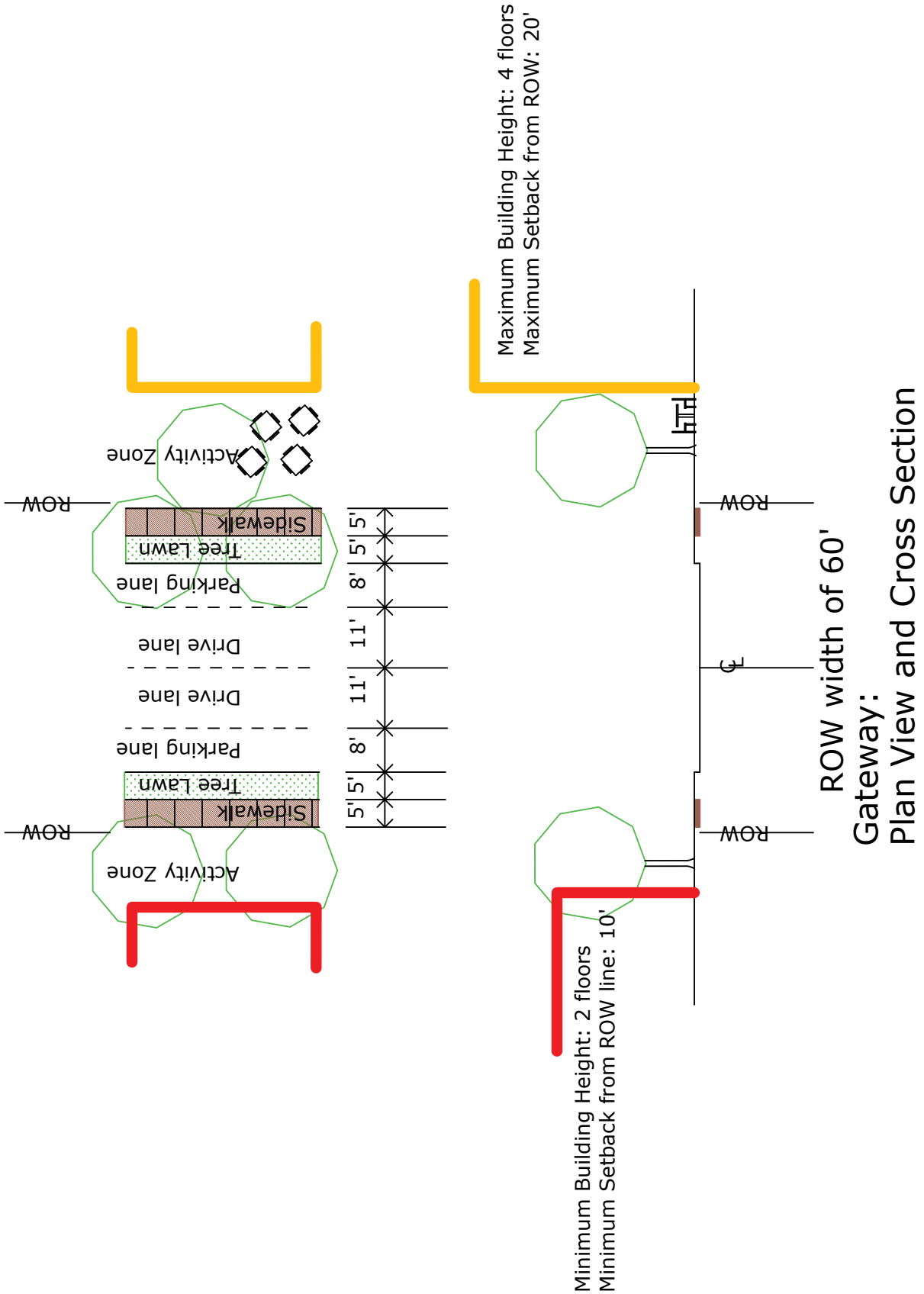


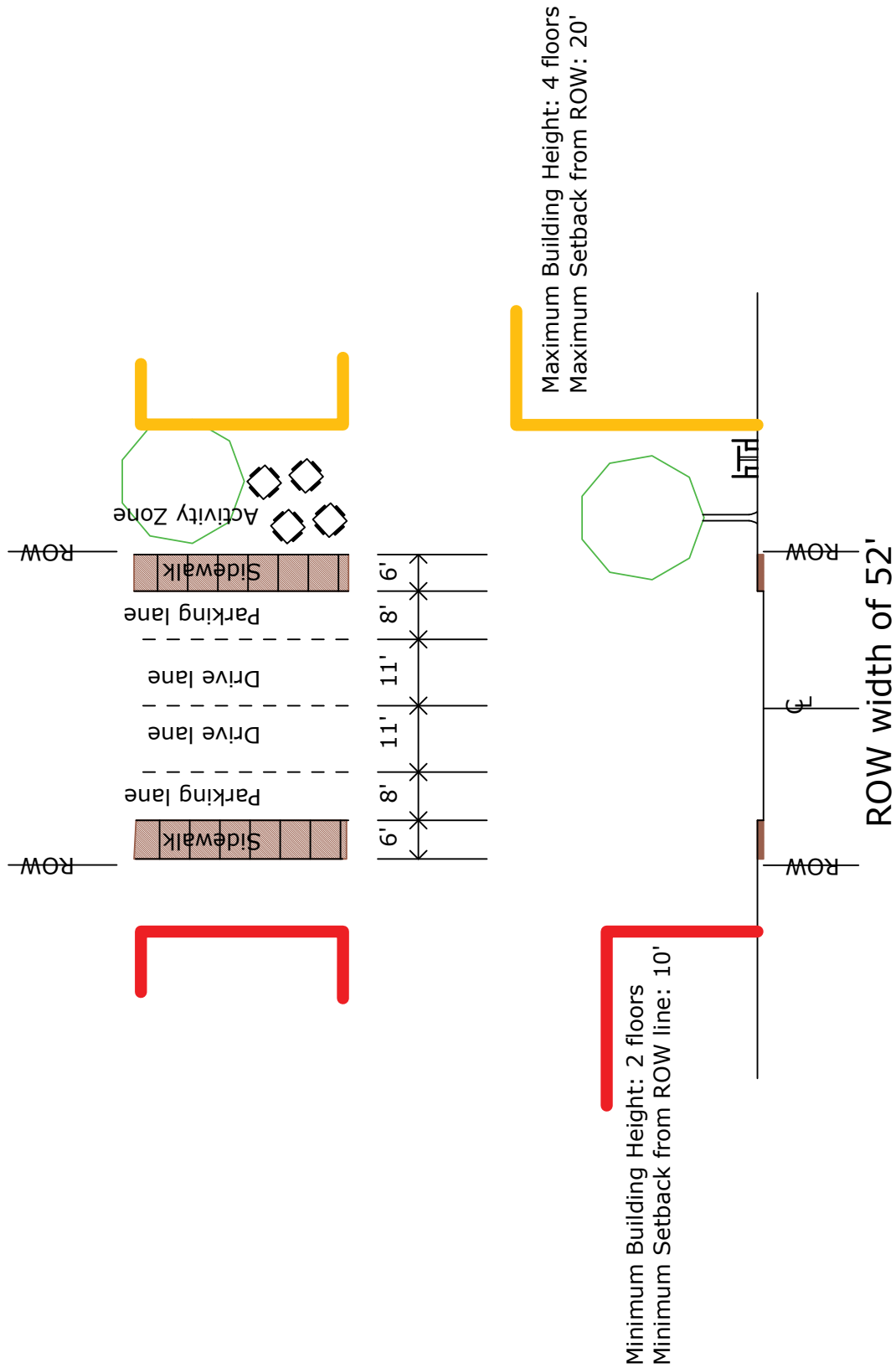
College Avenue Corridor:  
Conceptual Street Sections for existing ROW

College Avenue:  
Conceptual Street Sections

Conceptual Street Sections: College Avenue

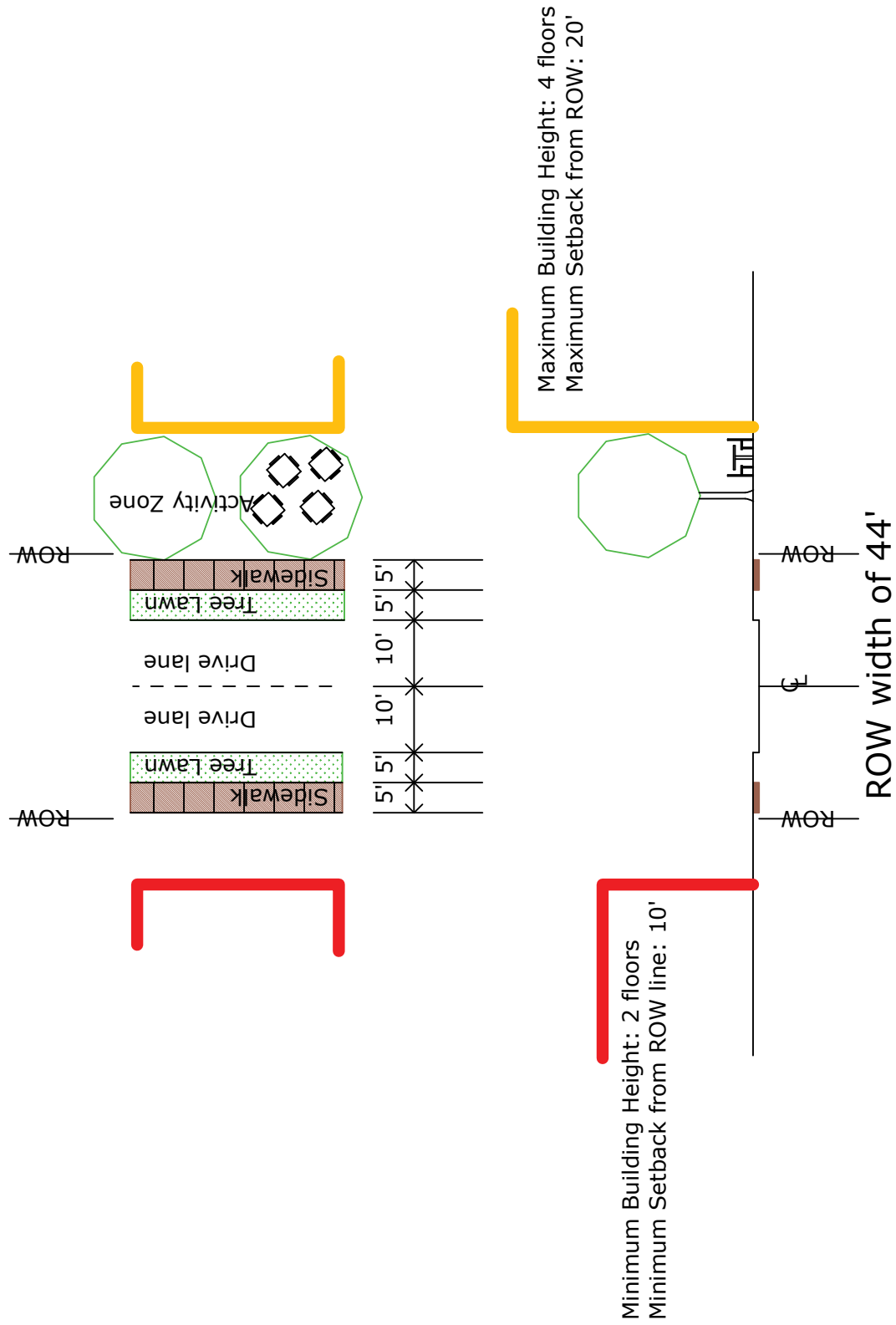






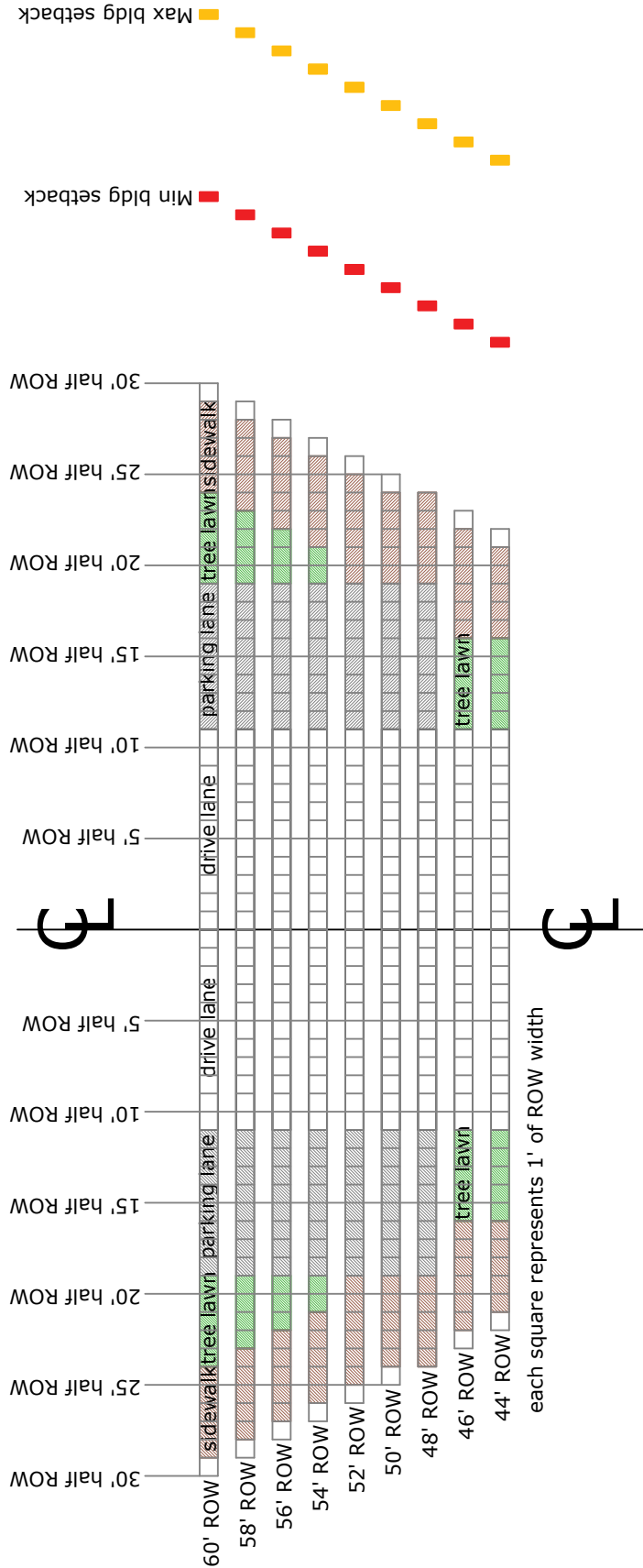
## Gateway: Plan View and Cross Section

Conceptual Street Sections: Gateway



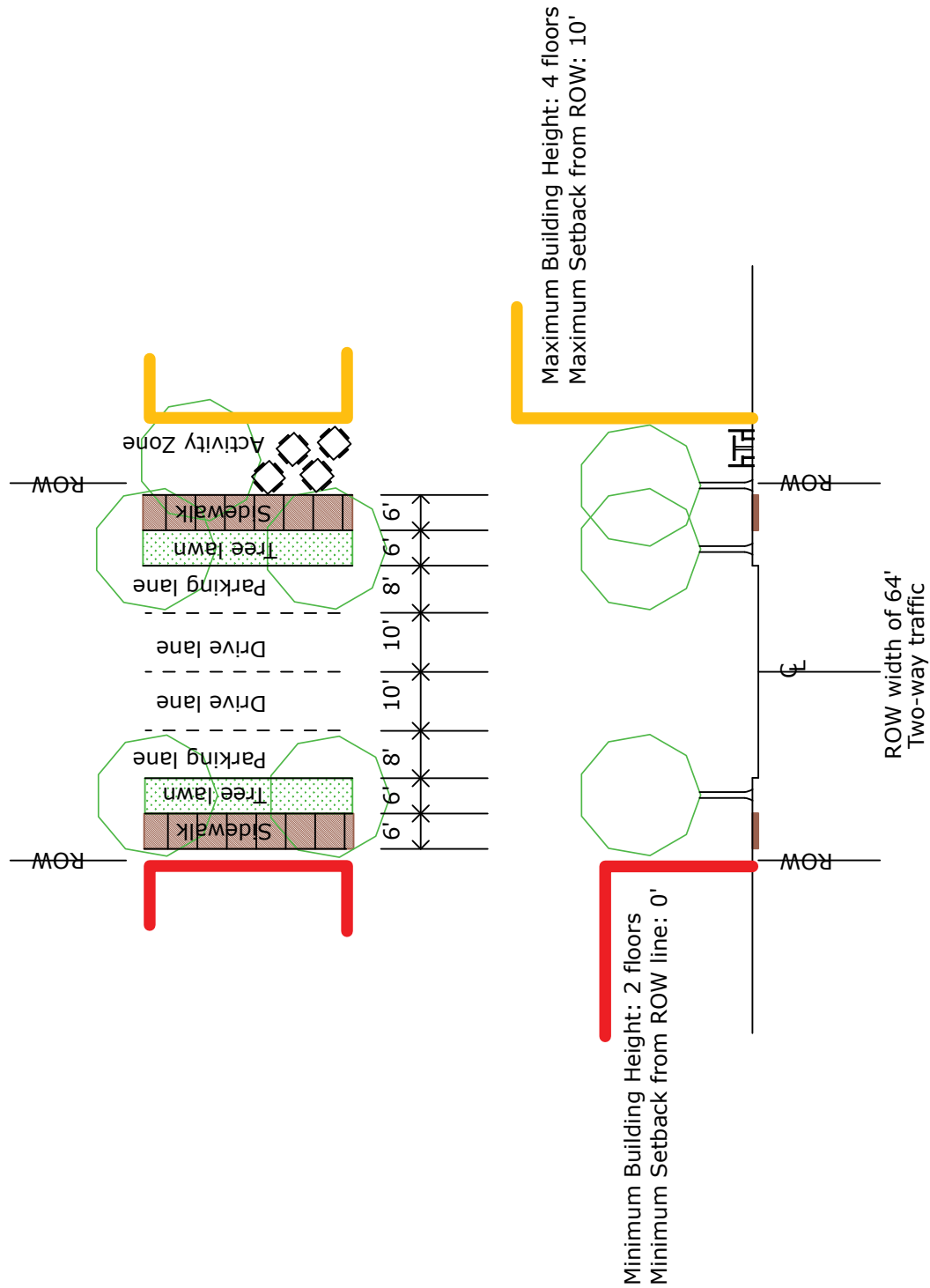
## Gateway: Plan View and Cross Section

Conceptual Street Sections: Gateway



## Gateway: Conceptual Street Sections

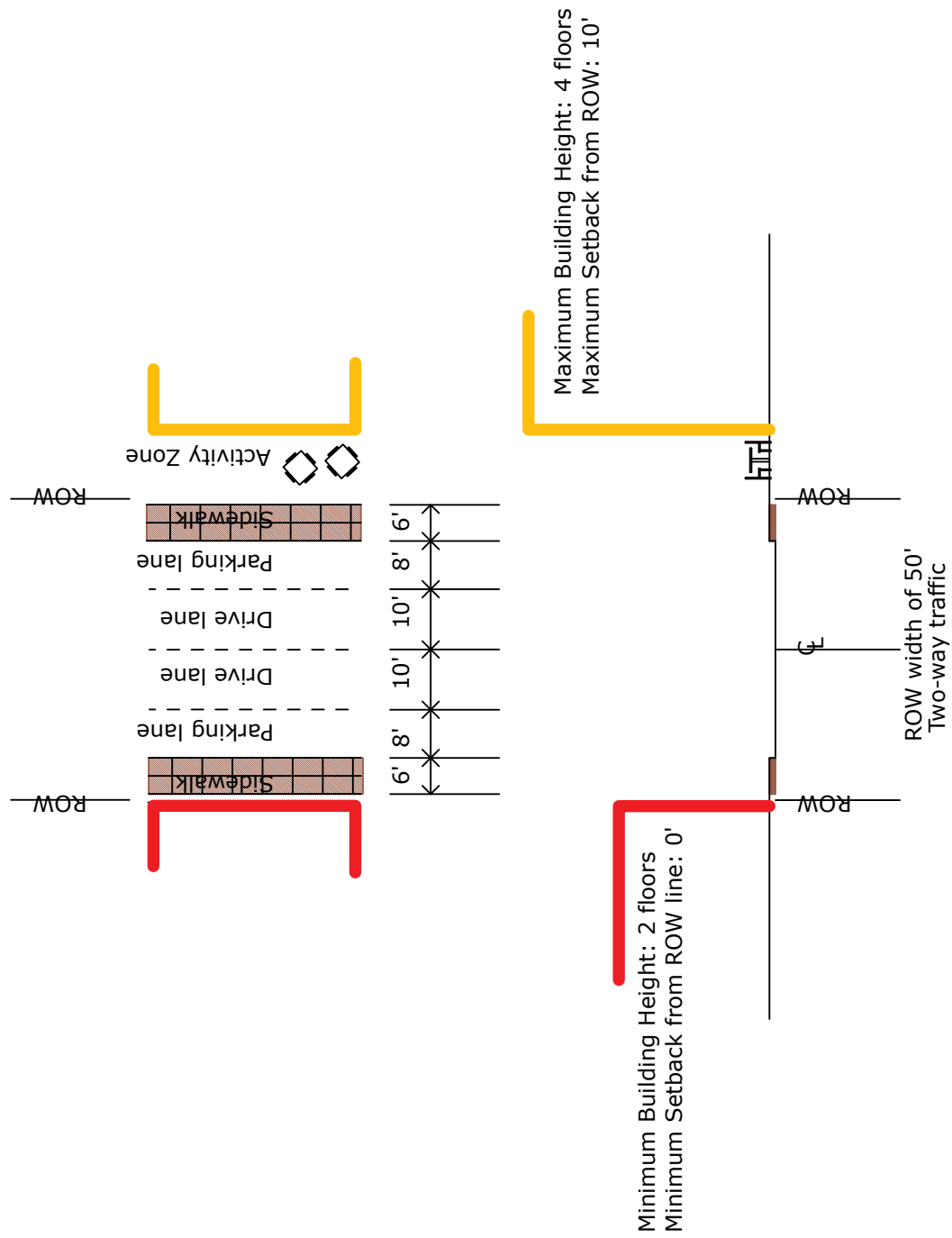
Conceptual Street Sections: Gateway



Commercial Local, Two-way:  
Plan View and Cross Section

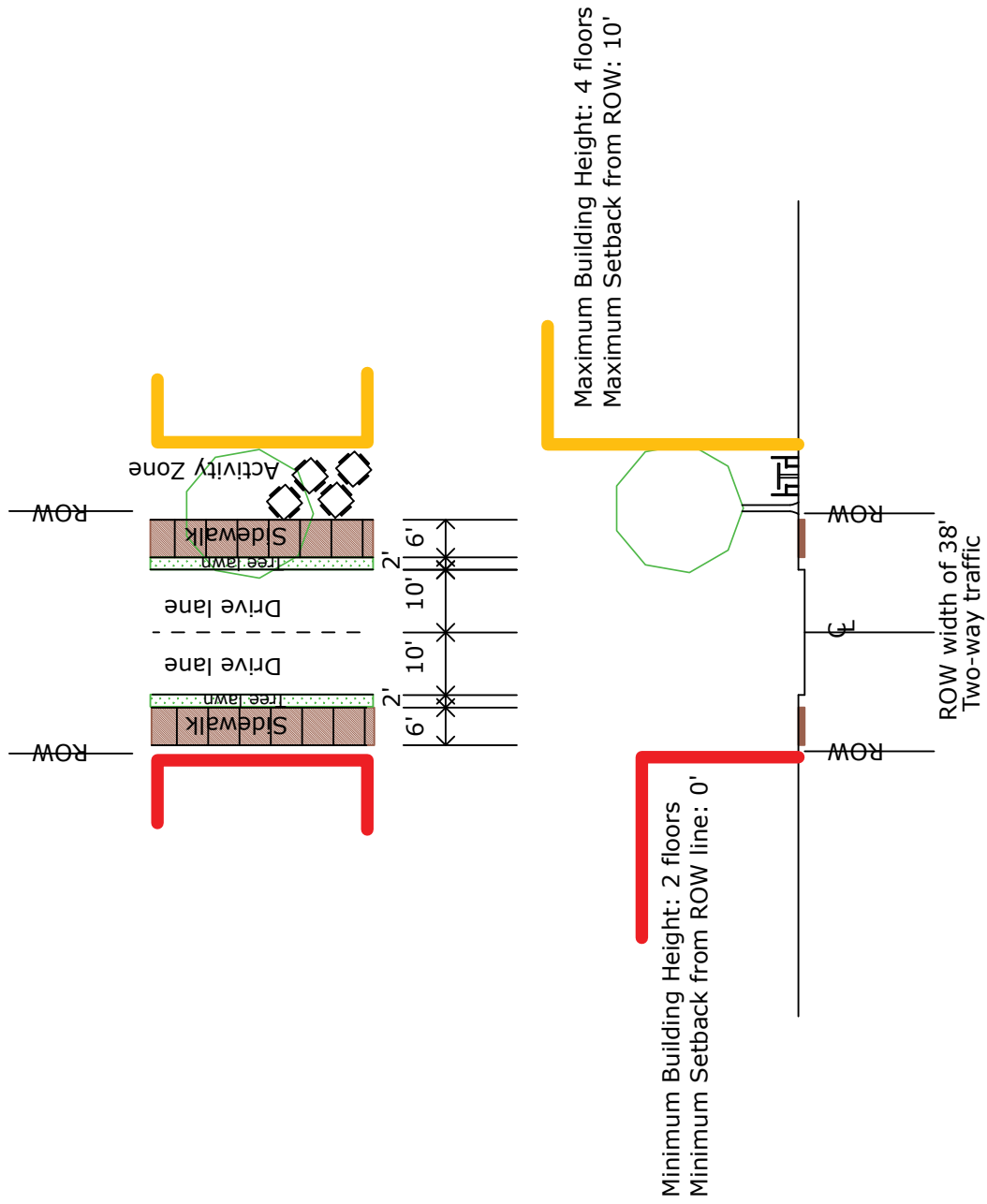
Conceptual Street Sections: Commercial Local



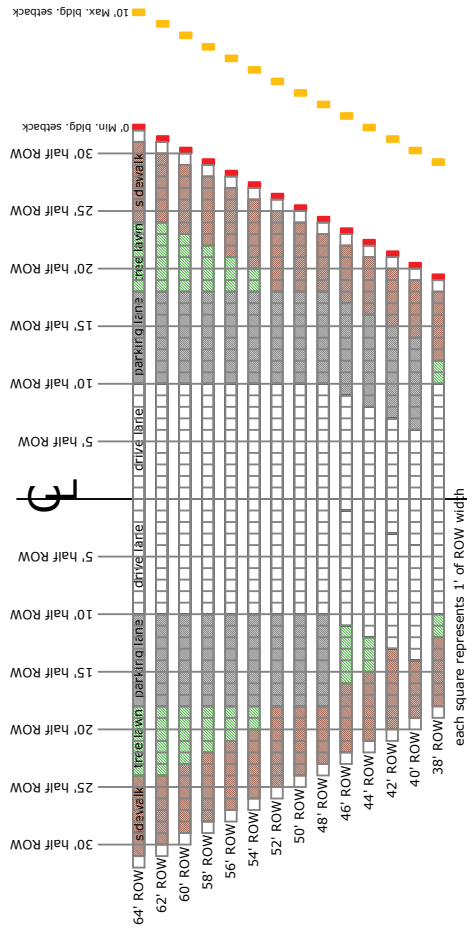


Commercial Local, Two-way:  
Plan View and Cross Section

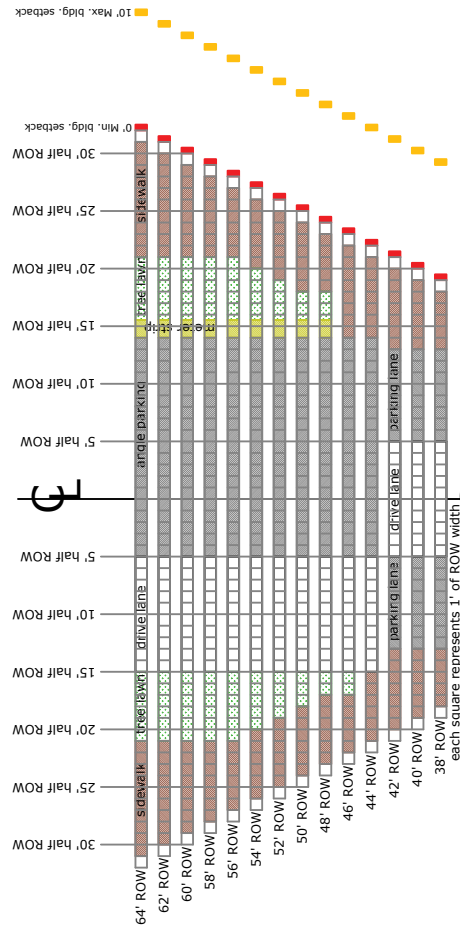
Conceptual Street Sections: Commercial Local



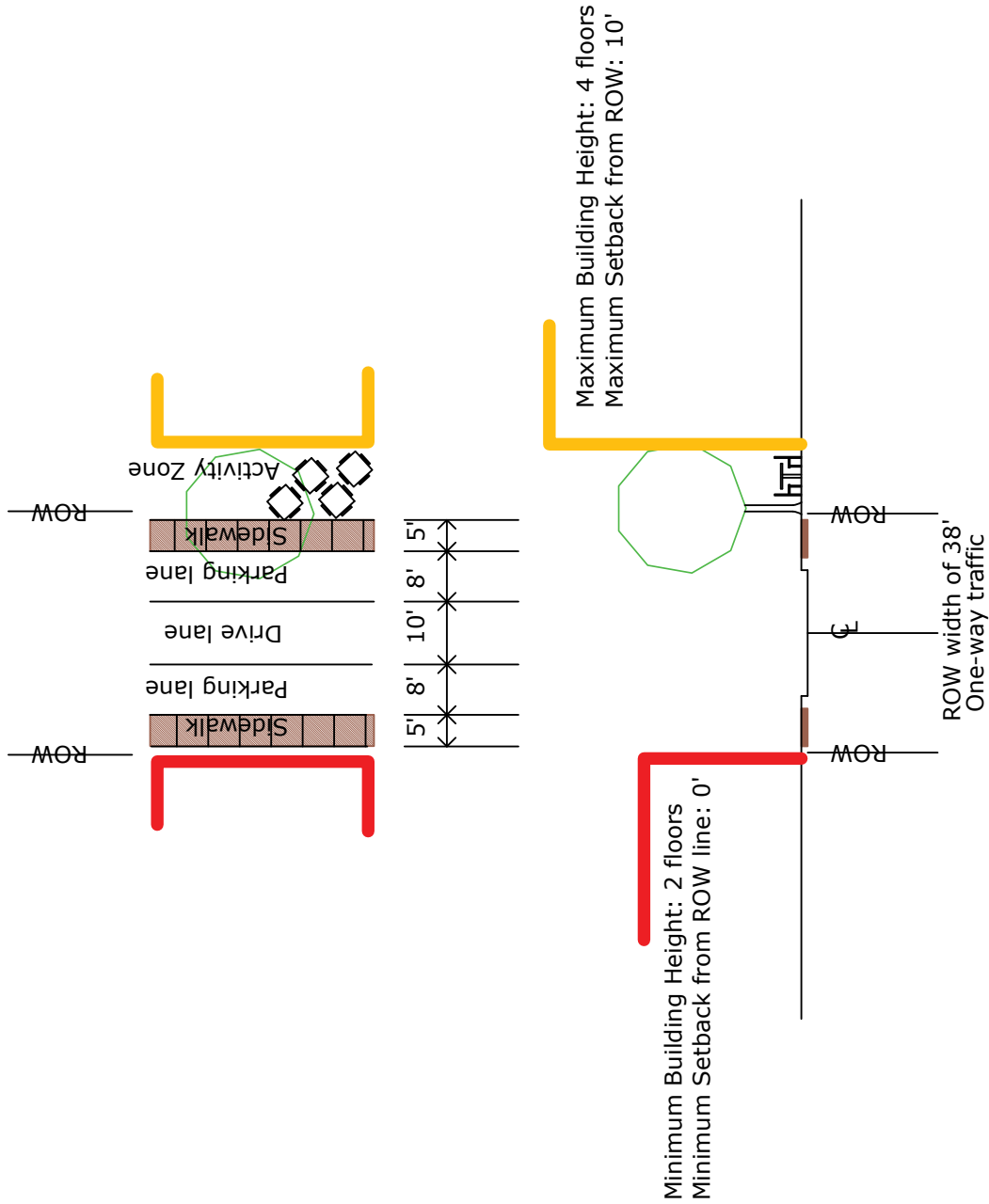
Commercial Local, Two-way:  
Plan View and Cross Section  
Conceptual Street Sections: Commercial Local



Commercial Local Corridor, two-way:



Commercial Local Corridor, one-way:  
 Commercial Local:  
 Conceptual Street Sections  
 Conceptual Street Sections: Commercial Local

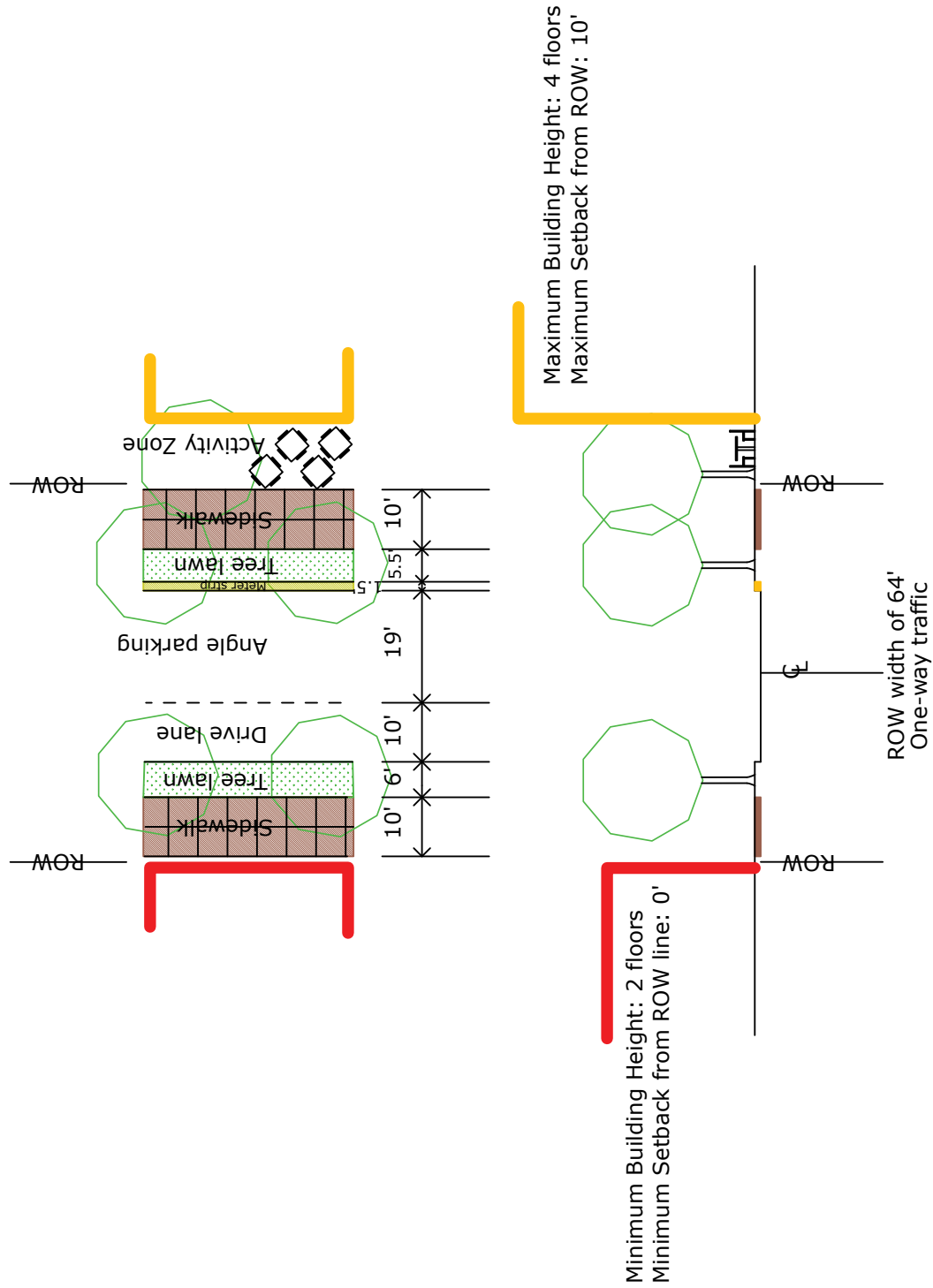


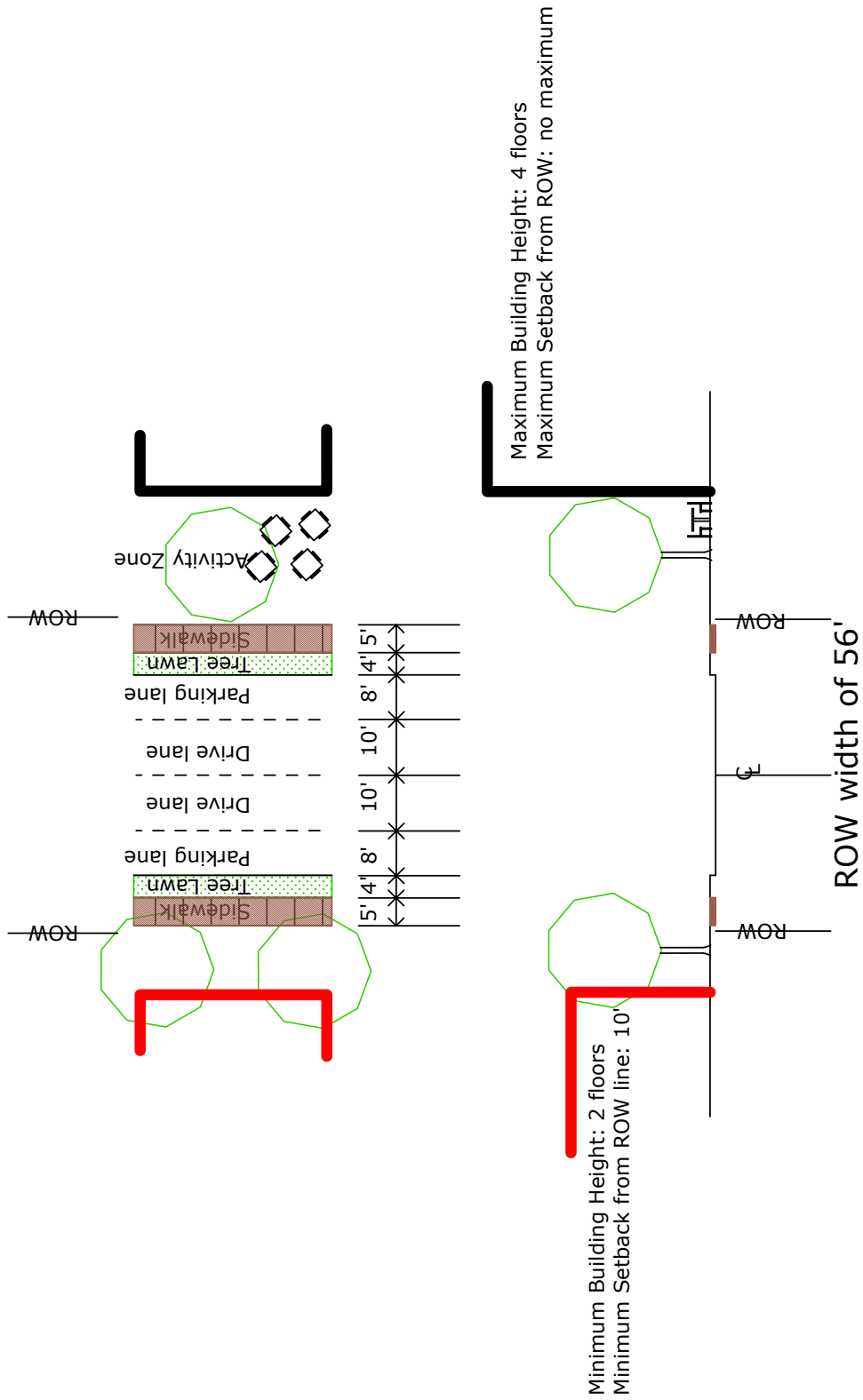
## Commercial Local, One-way: Plan View and Cross Section

Conceptual Street Sections: Commercial Local



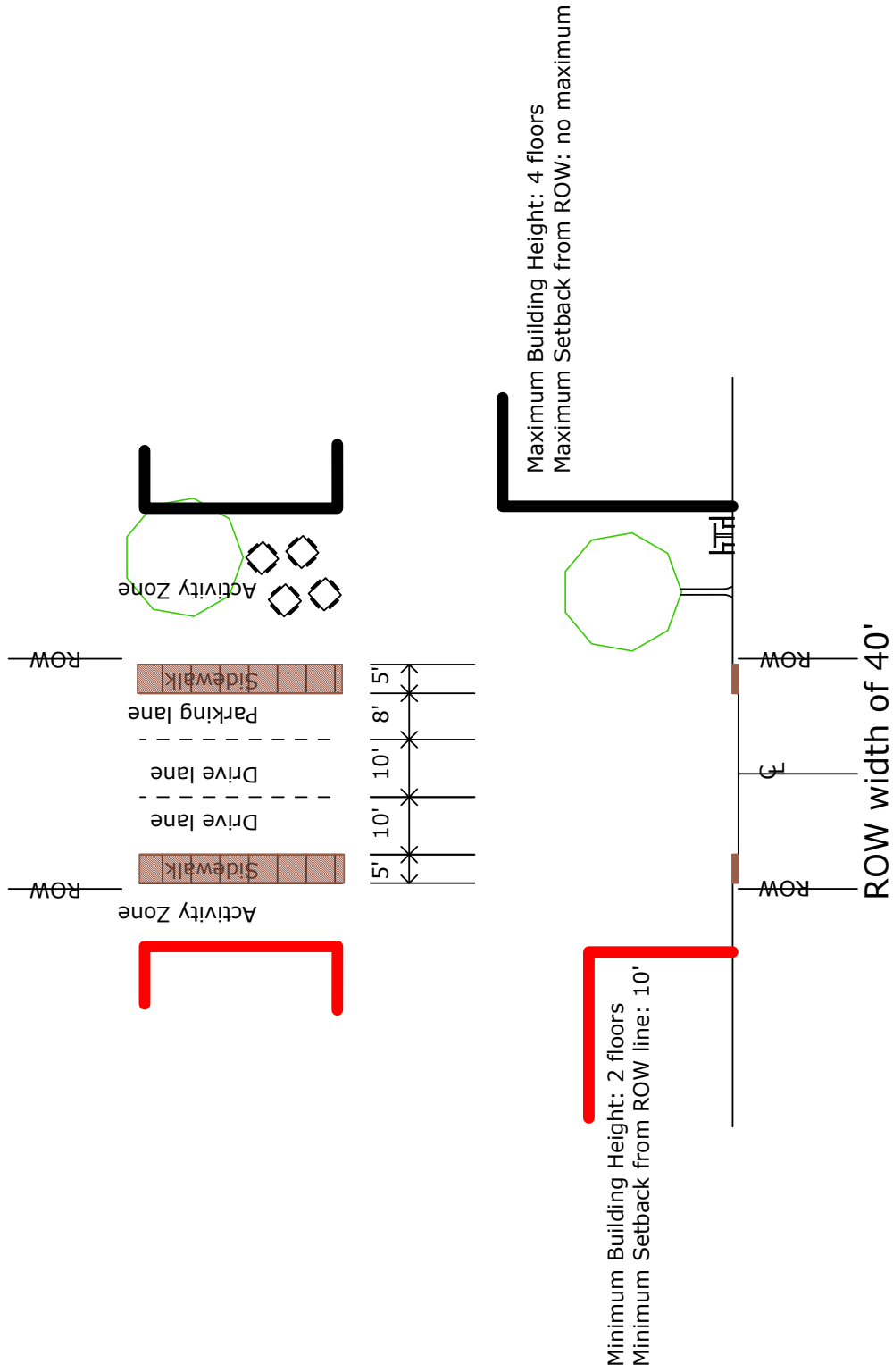






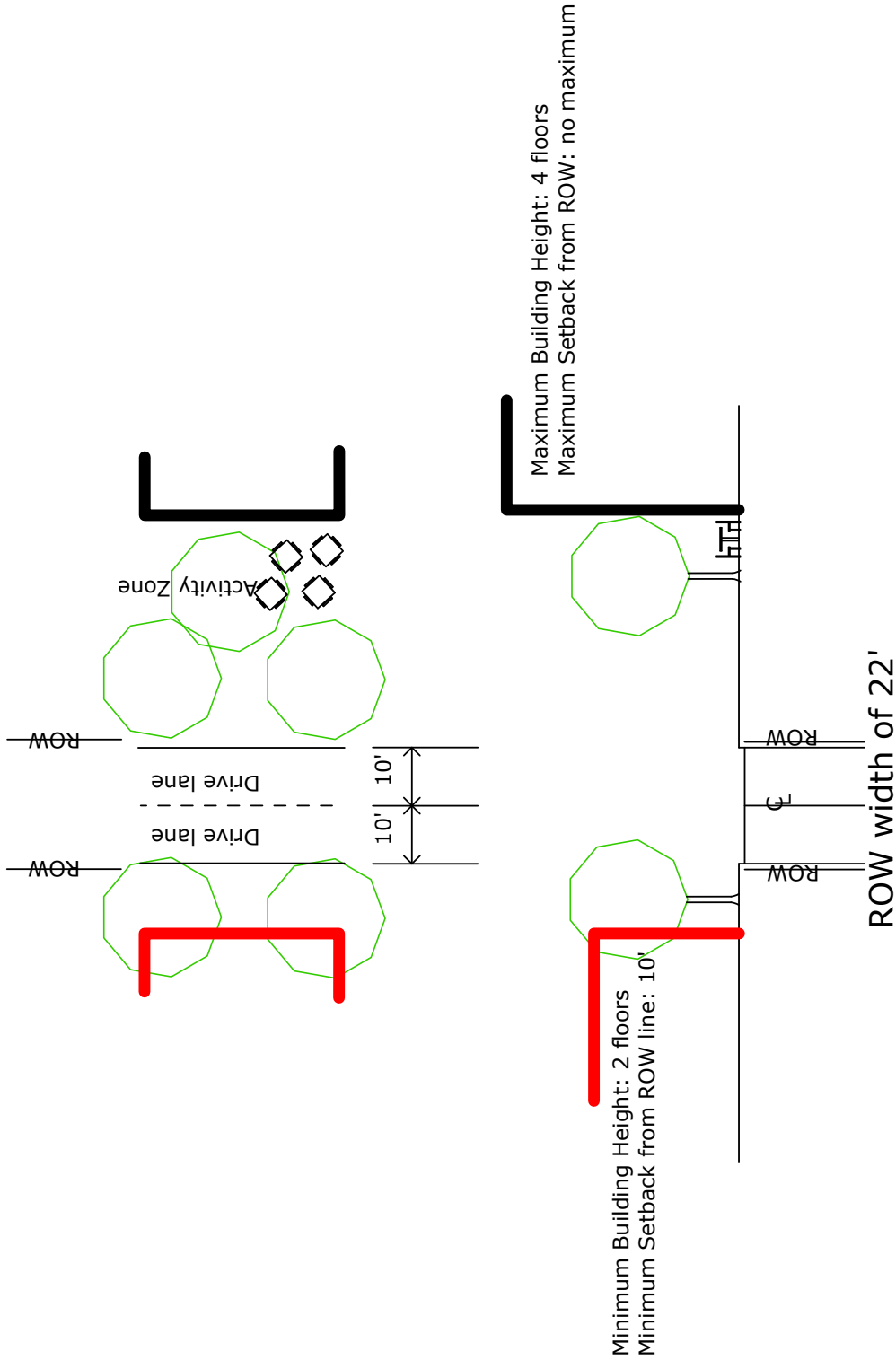
## North Village Local, Two-way Traffic: Plan View and Cross Section

Conceptual Street Sections: North Village Local



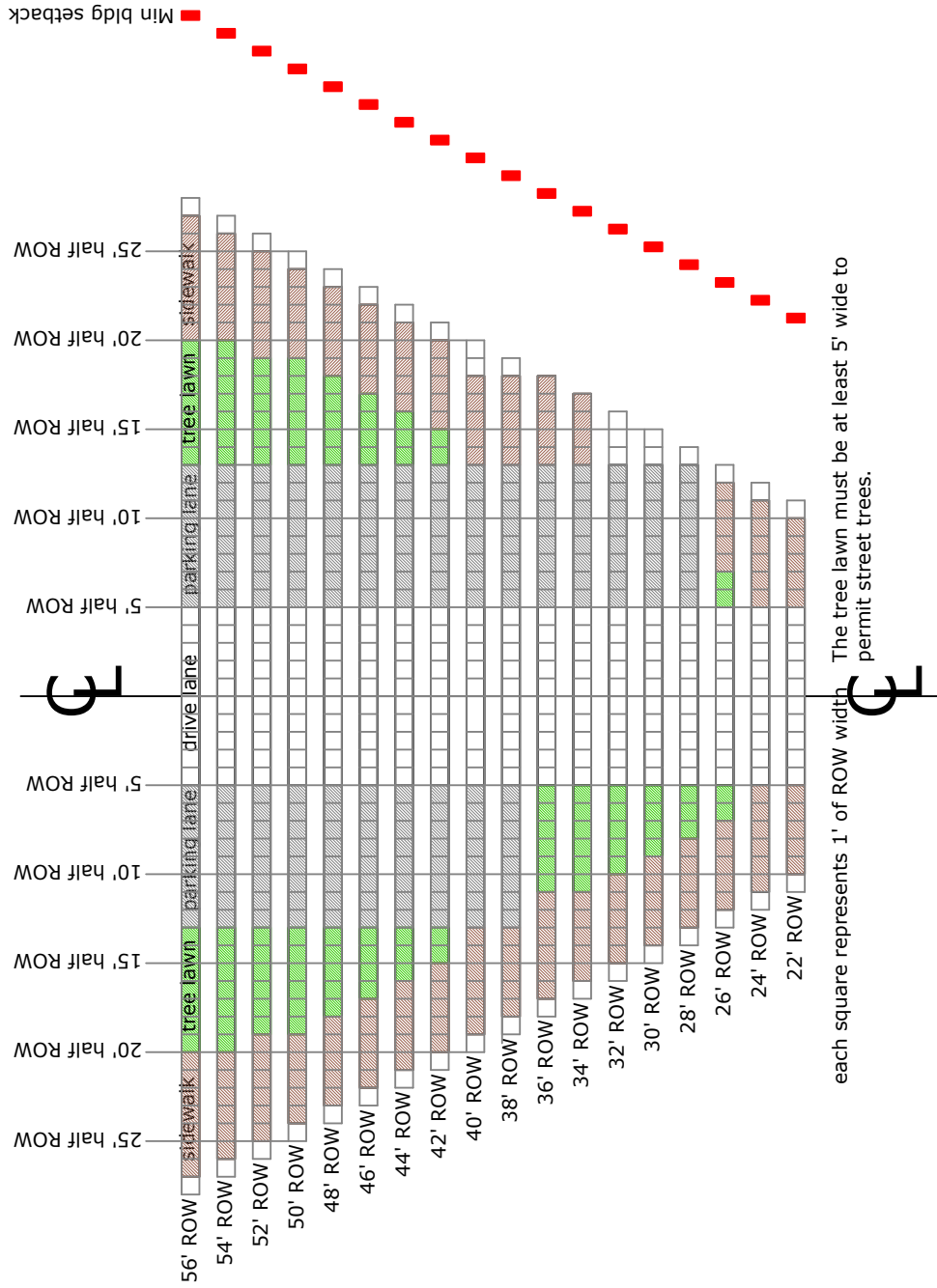
## North Village Local, Two-way Traffic: Plan View and Cross Section

Conceptual Street Sections: North Village Local



## North Village Local, Two-way Traffic: Plan View and Cross Section

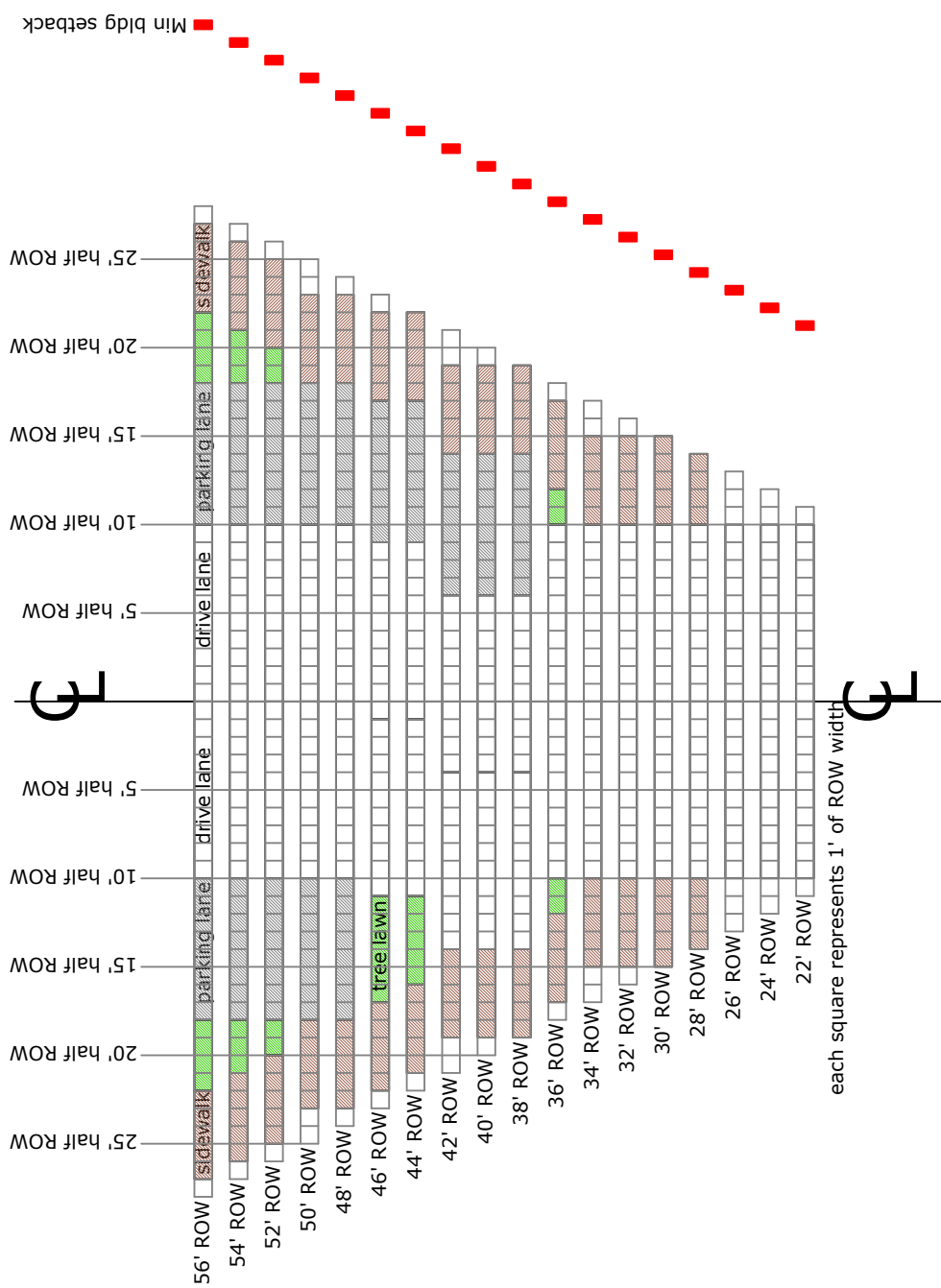
Conceptual Street Sections: North Village Local



## North Village Local, One-way Traffic: Conceptual Street Sections

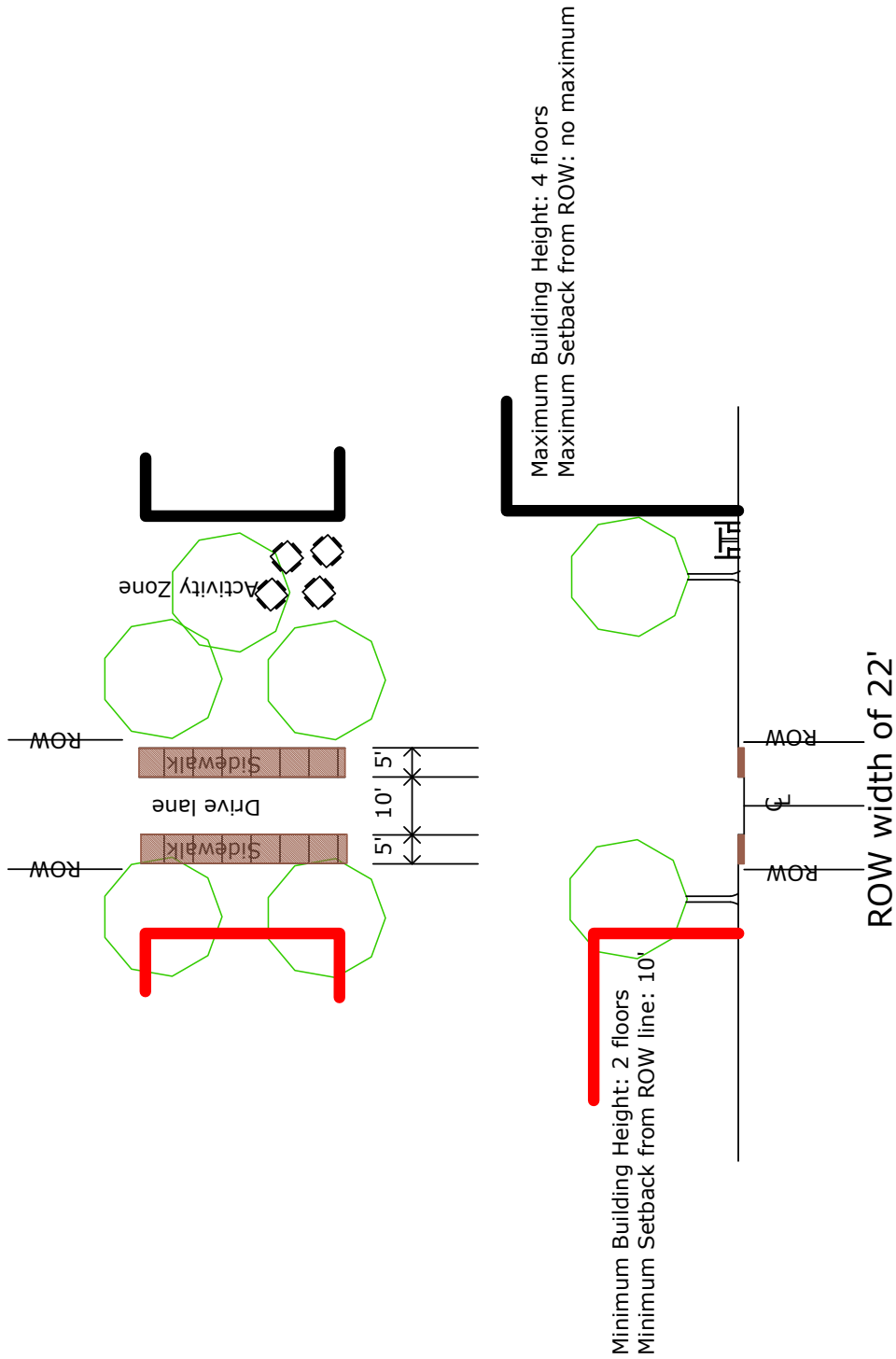
Conceptual Street Sections: North Village Local





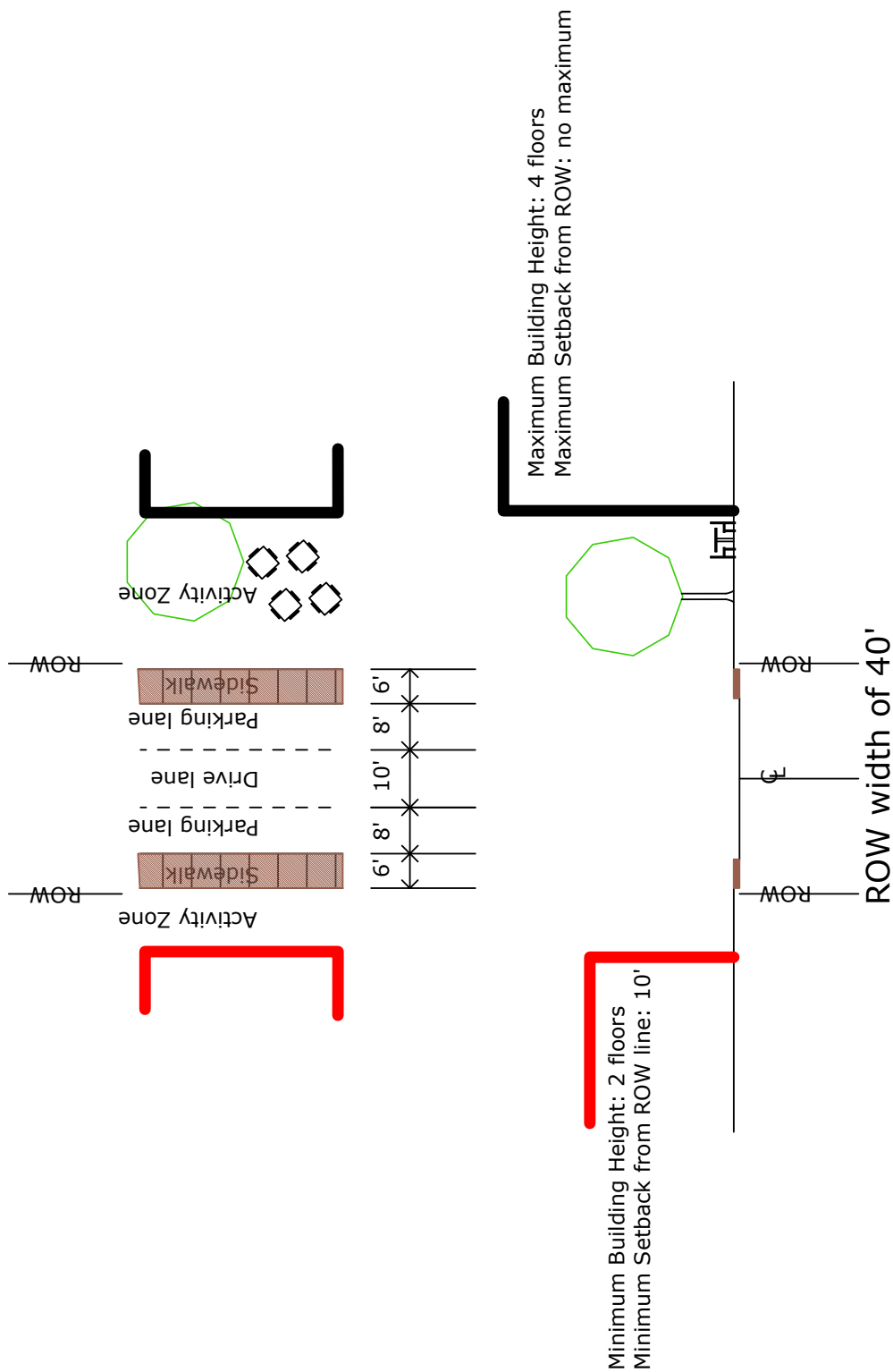
## North Village Local, Two-way Traffic: Conceptual Street Sections

Conceptual Street Sections: North Village Local



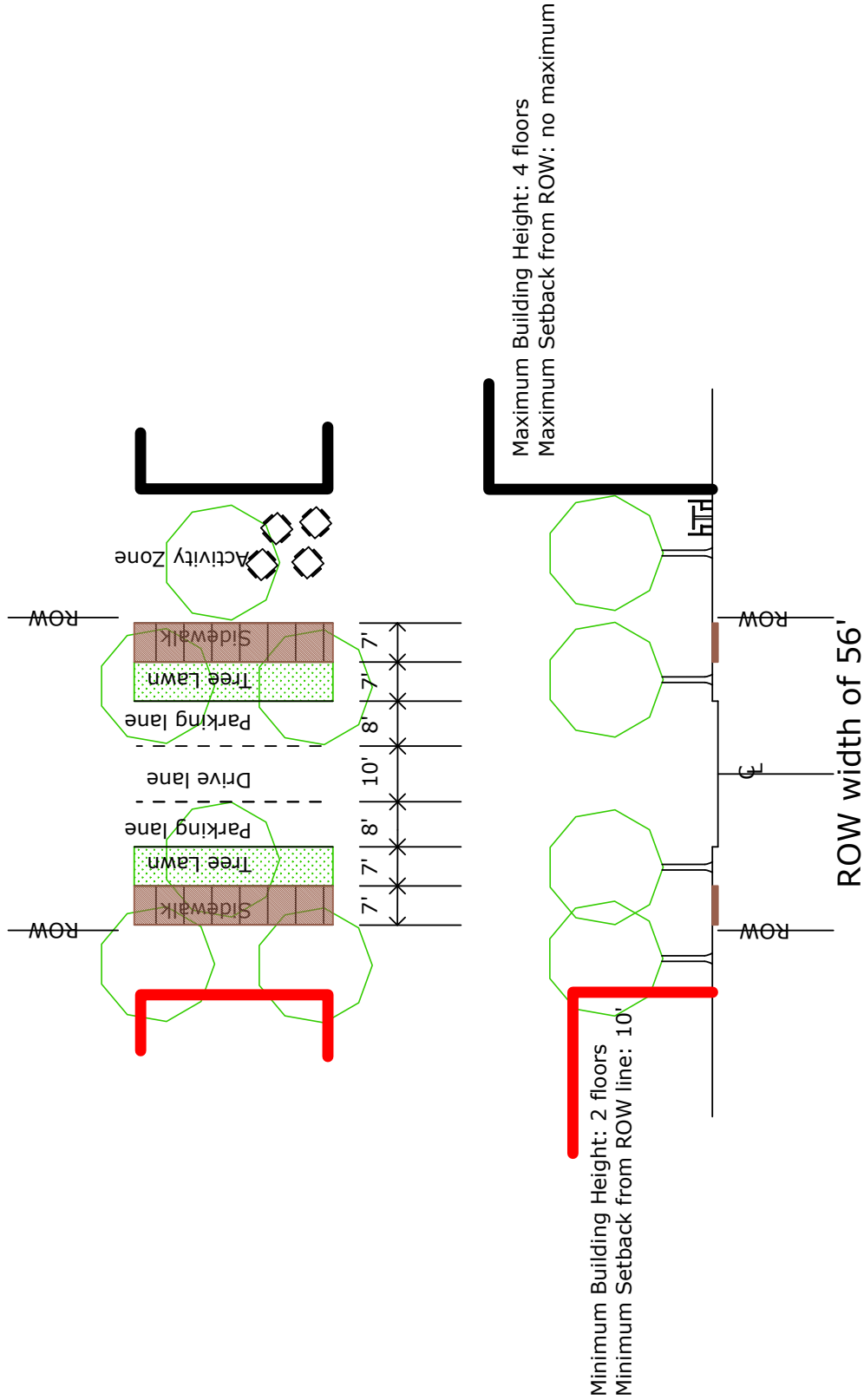
## North Village Local, One-way Traffic: Plan View and Cross Section

Conceptual Street Sections: North Village Local



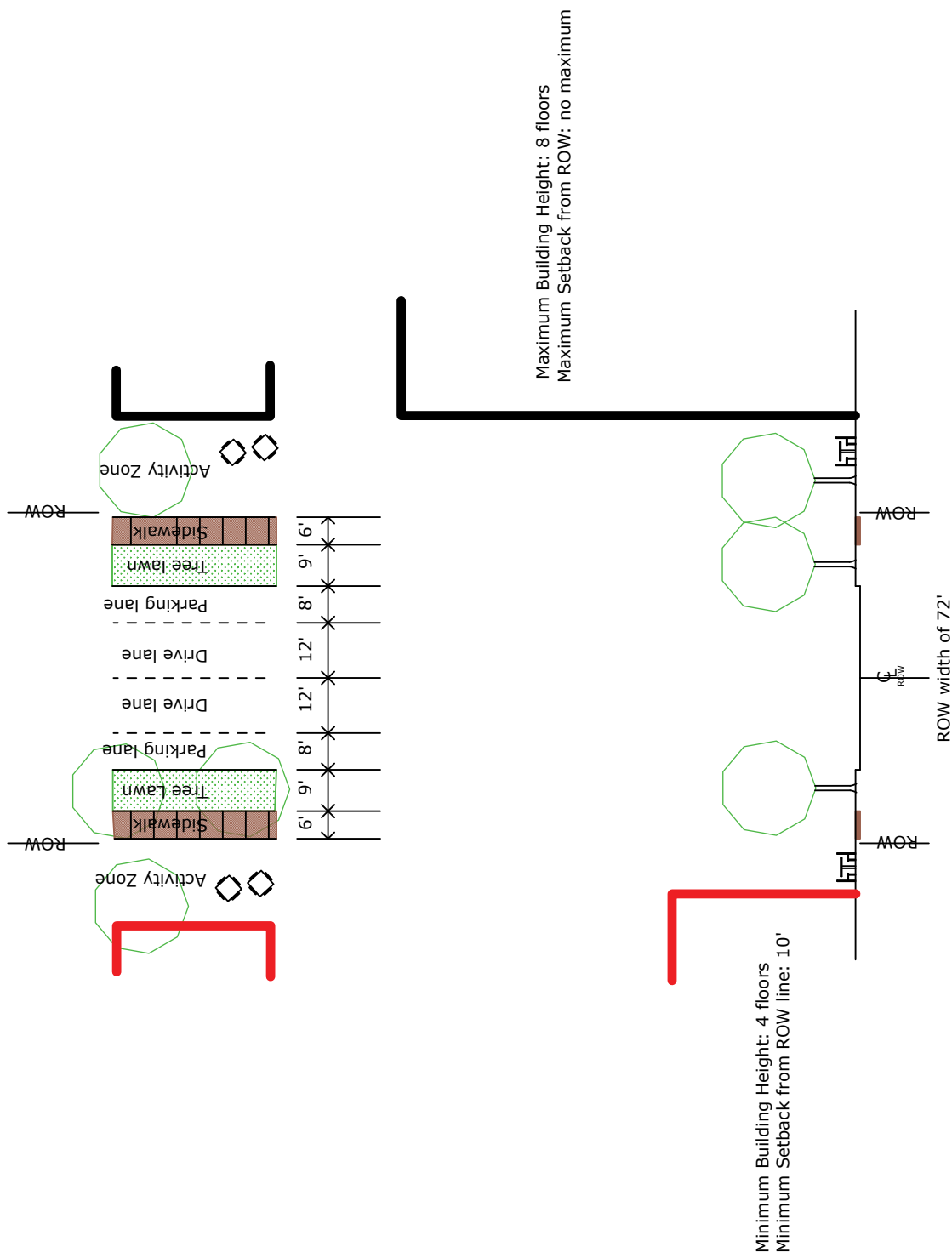
## North Village Local, One-way Traffic: Plan View and Cross Section

Conceptual Street Sections: North Village Local



## North Village Local, One-way Traffic: Plan View and Cross Section

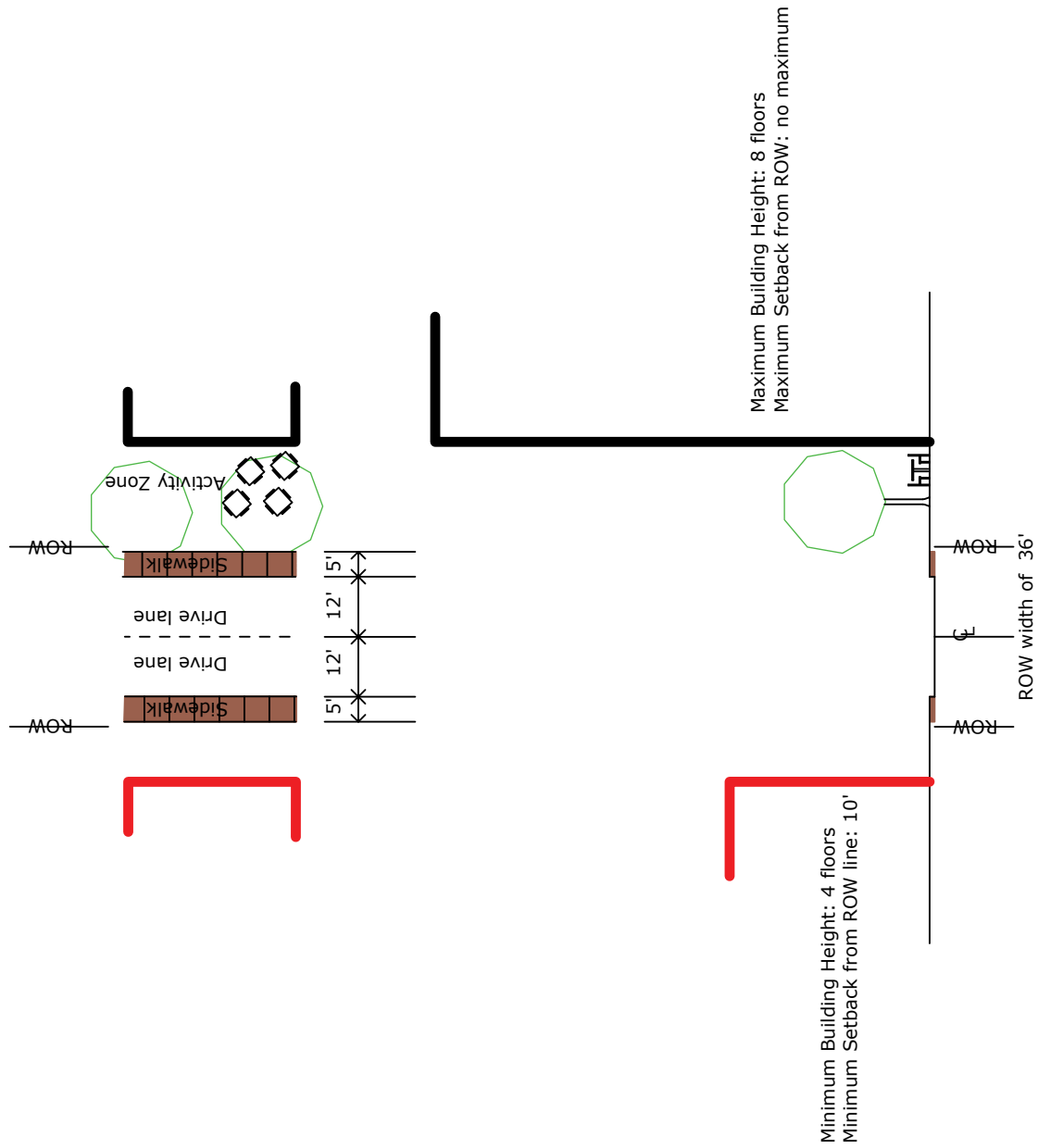
Conceptual Street Sections: North Village Local



# Riverview: Plan View and Cross Section

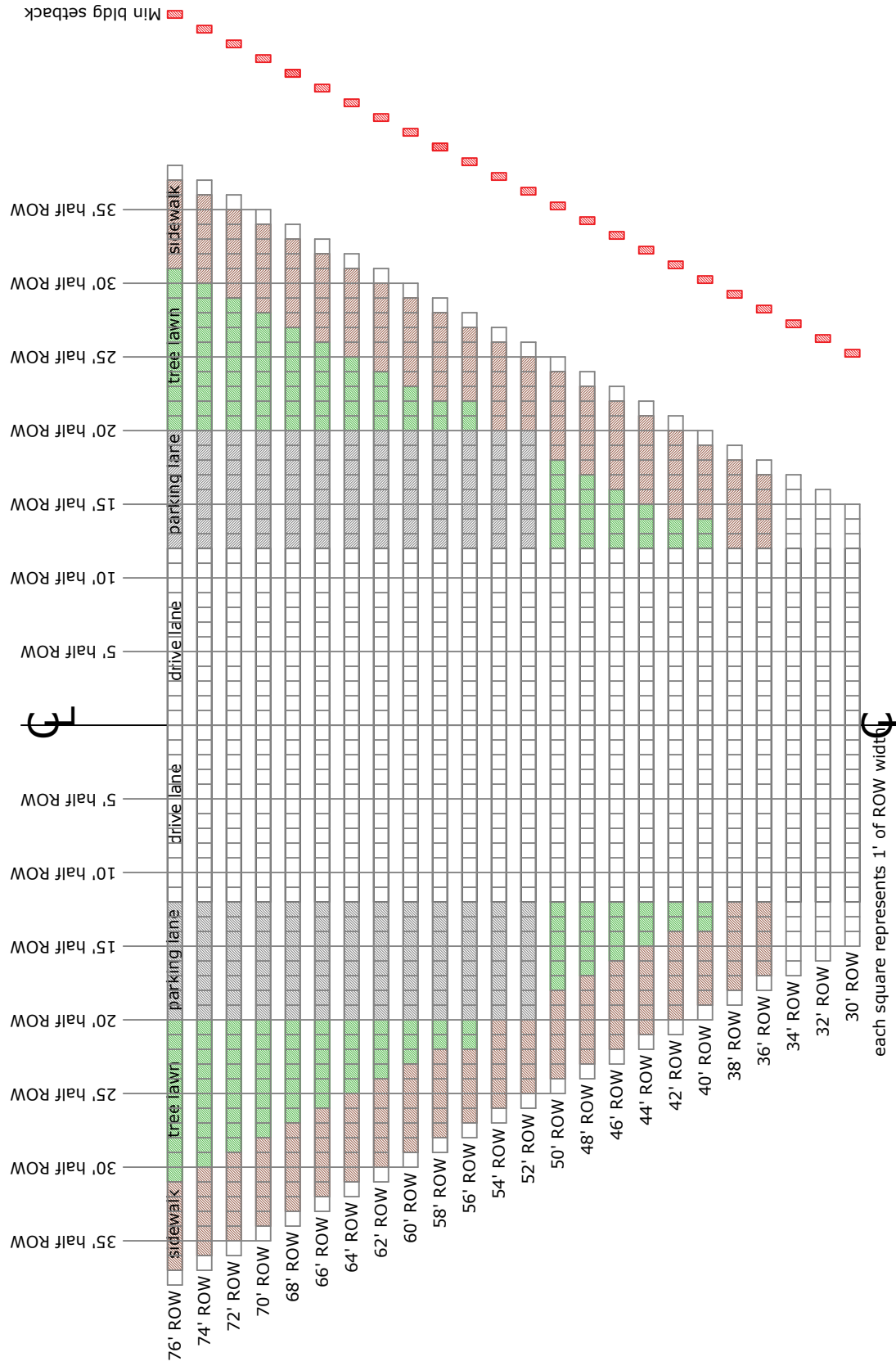
Conceptual Street Sections: Riverview





## Riverview: Plan View and Cross Section

Conceptual Street Sections: Riverview



# Riverview: Conceptual Street Sections

Conceptual Street Sections: Riverview

## APPENDIX “D”

### *Broad Ripple History*

“The first owners of land in what became Broad Ripple were Jesse McKay and John Calip. Together they purchased 147 acres from the United States in 1822. In 1836, Jacob Coil and his family moved there from Virginia and purchased land from the McKays and Calips. He called his section Broad Ripple because people traveling from the north forded the river at its shallowest point. The ford used by travelers was at a wide point in the river and was easily recognized by the ripples caused on the surface by the shallow bed. In time, the ford, as well as the settlement, became known as “Broad Ripple”. There was at this time great plans by the state government to build canals for transportation at various places in the state. A canal was proposed to be built from Peru to Evansville. In 1836, surveying work began with the start of the canal at the intersection of Westfield Boulevard and the White River.

The canal transportation effort failed when the first railroads began to cross the state in 1847. The canal cost the State of Indiana \$1.6 million and left the state treasury bankrupt with only eight of the 800 proposed miles of the canal finished. In 1851, the state sold the canal for \$2,500 to a private investor. Eventually, the canal was sold to the Hydraulic Company (now the Indianapolis Water Company) as a main source of water for Indianapolis.

Broad Ripple’s first house and store were built in 1836 when Joseph Wray built a home, grocery and saloon near the location of the river dam. A sawmill and a grist mill were constructed in 1843. Union Church was built in 1851 at 6330 Guilford and the First Methodist Church, now located at 6145 Guilford, was built in 1884. The first physician to maintain a practice in Broad Ripple was Dr. Harry Kerr who served the community from 1851 to 1880. The first year of schooling in Broad Ripple took place in a district school near Fairview Park. In 1854, Washington Township No. 14 (a one-room building) was built at the corner of Broad Ripple Avenue and Evanston Avenue.

In 1884, Broad Ripple was incorporated as a town by the County Commissioners. The first act of the Town Board

was to make streets available by surveying. Early pioneers had built homes and buildings in a haphazard way. Some houses had to be moved onto new lots. Streets took names of some early settlers such as Ferguson, Coil, Light, and Marion. Eventually when the City annexed Broad Ripple in 1922, its streets were renamed to coincide with Indianapolis streets. Some examples were Shelby Street which became Broad Ripple Avenue, Bellefontaine which became Guilford, Cornell which became Winthrop, and Marion which became Compton.

Broad Ripple had trouble with floods in its early years. In 1875, floods destroyed the grist mill and the oldest house and grocery on the north side of the river. Volunteers worked for two days and nights with sandbags to form a levee at the north bend of the river. The levee lasted until 1884 when a high flood broke the levee and flooded the town again.

Broad Ripple began to prosper after it was incorporated. Ripple Hotel was built and is still standing as a commercial and apartment complex at the corner of Winthrop and Westfield. A dinner place, the Brennamen House, was located where the Kroger store is today. The first lumber yard, Buddenbaum Lumber Yard, was located east of the Monon tracks (now the Monon Trail) on Broad Ripple Avenue.

In the first half of the 20th century, very few recreation and amusement centers could rival White City Park (now Broad Ripple Park). The park featured a large merry-go-round with imported handmade animals from Germany and calliope-type music. It was originally in the north part of the park, but was later moved toward the south. The merry-go-round was still operating when the city purchased the park in 1945. A few years later, however, it was dismantled; some of the animals are now on display in the Children’s Museum in Indianapolis. The park also included a large roller skating rink, which was a gathering place for young and old skaters. A zoo with monkeys, lions, and birds was also located in the park. In the mornings and evenings, the lions’ roars could be heard over the surrounding neighborhood. A large swimming pool was built to the north of the park in 1908. It was then the third largest pool in the United States.

---

As suburban development continued further north in the middle and late 20th century, Broad Ripple underwent many transformations. Houses were converted to businesses; older buildings were torn down to make way for the new; and Broad Ripple took on a new image that best fits the term 'avant-garde'. The charm of the village separated it from the mainstream of downtown hustle; a place to renew oneself became the organizing commercial theme of Broad Ripple during the 20th century. Once a haven for mature city dwellers connected to the quiet countryside by the interurbans and canal, Broad Ripple now caters to a younger demographic, one that is connected by car and seeks trendy restaurants, art and late night entertainment."<sup>1</sup>

#### Broad Ripple Historic Sites and Structures

Broad Ripple contains nine historically significant places identified as "notable" (rating N on the following chart) or "outstanding", (rating O), in the 1999 Washington Township, Marion County, Indiana Historic Sites and

Structures Inventory (Interim Report) prepared by the Historic Landmarks Foundation of Indiana.

The "O" rating means the property has enough historic or architectural significance that it is already listed, or should be considered for individual listing, in the National Register of Historic Places. "Outstanding" resources can be of local, state, or national importance.

The rating of "N" means that the property did not quite merit an "Outstanding" rating, but still is above average in its importance. Further research or investigation may reveal that the property could be eligible for National Register listing. The property may be eligible for the Indiana Register of Historic Sites and Structures.

The first three structures fall within the boundaries of the Broad Ripple Historical District. The subsequent structures are scattered throughout the Broad Ripple Village Neighborhood.

---

<sup>1</sup> Taken from *Washington Township, Marion County, Indiana Historic Sites and Structures Inventory*, Historic Landmarks Foundation of Indiana, 1999.

## Historic Sites and Structures

Rating	Name	Address	Form and Style	Date	Significance
N	Broad Ripple Depot	901 E. 64 <sup>th</sup> St.	Stick Style	c.1885	Transportation
N	New York Central Lines Caboose	6535 Cornell Ave.		between 1902 and 1923	Transportation
N	School 80	920 E. 62 <sup>nd</sup> St.	Art Deco	1929	Architecture
N	Masonic Lodge Bldg. (Mustard Hall)	6235 N. Guilford Ave.	Neoclassical	1907	Architecture / Social History
N	Broad Ripple Christian Church	6202 N. Carrollton Ave.	Twentieth Century Gothic Revival	1931	Architecture / Religion
N	House	5923 Winthrop Ave.	English Cottage	c.1929	Residential
N	House	5940 Guilford Ave.	Craftsman / Spanish	c.1930	Residential
N	House	5934 N. College Ave.	Dormer-front bungalow/ Craftsman	c.1925	Residential
N	House	6159 Broadway St.	Queen Anne	c.1915	Residential
N	House	6379 N. Broadway St.	American Foursquare	1928	Residential
N	House	6128 Broadway St.	Colonial bungalow	1926	Residential
N	House	6060 Park Ave.	English Cottage	c.1928	Residential
N	Elmer Pursell House	6032 Park Ave.	English Cottage	1927	Residential
N	Double House	5935-5937 Central Ave.	American Foursquare	1930	Residential
N	House	6225 N. Central Ave.	Dormer-front bungalow / Craftsman	c.1919	Residential
N	House	6272 N. Central Ave.	American Foursquare	1920	Residential
N	House	6471 N. Central Ave.	Dormer-front bungalow/ Craftsman	c.1925	Residential
N	House	6138 N. Central Ave.	Colonial Revival	1929	Residential
N	House	5924 N. Central Ave.	Tudor Revival	c.1928	Residential
N	House	5920 Central Ave.	Tudor Revival	1928	Residential
N	House	400 E. Kessler Blvd.	Tudor/English Cottage	c.1929	Residential
N	House	5995 New Jersey St.	English Cottage	1928	Dorothy Baily, architect/builder
N	House	6371 Washington Blvd.	Tudor Revival	1941—1942	Residential
N	House	6401 Washington Blvd.	Tudor Revival	c.1932	Residential
N	House	6232 Washington Blvd.	Colonial Revival	1935	Residential

Rating	Name	Address	Form and Style	Date	Significance
N	Double House	6190-92 Washington Blvd.	English Cottage	c.1938	Residential
N	House	5914 New Jersey	Colonial Revival	c.1927	Residential
N	House	320 E. Kessler Blvd.	Colonial Revival	c.1928	Residential
N	Settos/Shea House	245 E. Westfield Blvd.	French Eclectic	1939	Residential
N	Central Canal	Follows Westfield Blvd.		c.1839	Transportation / Entertainment/ Recreation
N	Mt. Vernon Electro House	42 E. Kessler Blvd.	Colonial Revival	1940	Residential
N	Meridian St. Bridge #1087		Filled Spandrel Concrete Arch	1933	Engineering and transportation
N	St. Paul's Episcopal Church	6050 N. Meridian	Twentieth Century Gothic	1946	Religion
N	House	6171 Kingsley Dr.	Mission Revival	c.1924	Residential
N	Apartment Bldg.	6126 Compton St.	Moderne	1949	Multi-family
N	House	6036 Haverford Ave.	English Cottage	c.1930	Residential
N	House	6008 Haverford Ave.	English Cottage	c.1930	Residential
N	House	1337 E. 60 <sup>th</sup> St.	Colonial Revival	c.1939	Residential
N	House	6045 Primrose Ave.	English Cottage	c.1927	Sears & Roebuck plans
O	House	6212 N. Central Ave.	Lustron	c.1949	Industry
O	House	6452 N. Broadway St.	Lustron	c.1949	Industry
O	House	6321 N. Central	Lustron	c.1949	Industry
O	House	6468 N. Central Ave.	Lustron	1945-1950	Industry
O	House	6466 N. Central Ave.	Lustron	c.1949	Industry
O	House	2019 E. 62 <sup>nd</sup> St.	Lustron	c.1948	Industry
O	House	1908 E. Kessler Blvd.	Lustron	c.1949	Industry
O	Broad Ripple Fire Station #32	6330 Guilford Ave	Tudor Revival	1922	Architecture/ politics/ government
O	Kassebaum Bldg.	6317-31 Guilford Ave.	Art Deco	c.1925	Architecture/Commerce
N	International Order of Odd Fellows Building	902 E. Westfield	Gothic Vernacular	c.1895	Architecture
N	Commercial Bldg	924 E. Westfield	Italian Renaissance/ Craftsman	c.1910	Architecture/Commerce



## APPENDIX “E”

### *Land Use Categories*

Land use categories broadly define development by use and intensity, and should be considered the most appropriate use for the land. They are the starting point for determining the appropriateness of land use requests such as zoning and variance of use petitions.

#### **Residential Development greater than 0.00 and equal to or less than 1.75 units per acre.**

Color: Vanilla

Index Number: 1

This density is consistent with rural development patterns and could also limit the impact of development on property with extreme topography or other significant environmental considerations such as floodplains, wetlands and old-growth woodlands. Additionally, this density would be conducive to agricultural and estate development.

#### **Residential Development greater than 1.75 and equal to or less than 3.50 units per acre.**

Color: Light Yellow

Index Number: 2

This density is consistent with single-family residential development in transitional areas between rural and suburban development patterns and is the typical density for single-family residential development in suburban areas of the City. Development at this density should not take place in rural and suburban areas where surrounding development patterns exhibit characteristics suitable for higher densities (property on mass transit corridors, near concentrations of employment, or near major commercial centers, for example).

#### **Residential Development greater than 3.50 and equal to or less than 5.00 units per acre.**

Color: Bright Yellow

Index Number: 3

This density is consistent with single-family residential development in suburban areas of the City and in transitional areas between suburban and urban patterns of development. Development at this density should not take place on mass transit corridors. Multi-family

residential development is acceptable, but is unlikely considering the density ranges recommended.

#### **Residential Development greater than 5.00 and equal to or less than 8.00 units per acre.**

Color: Orange

Index Number: 4

In suburban and rural areas this is a common multi-family density and typically the highest density single-family category in suburban areas. In urban areas, it is common for both single-family and multi-family development. Development at this density is appropriate along bus corridors but should not take place in proximity to planned light rail transit stops.

#### **Residential Development greater than 8.00 and equal to or less than 15.00 units per acre.**

Color: Light Brown

Index Number: 5

This density is typically the highest density serviceable in suburban areas. In suburban areas it would typically be a multi-family (apartment or condominium) category. In urban areas, this is the highest density single-family residential category and a common multi-family category. Development at this density is appropriate for all types of mass transit corridors.

#### **Residential Development greater than 15.00 units per acre.**

Color: Dark Brown

Index Number: 6

This density is appropriate only within relatively intense urban areas where there is a full range of urban services and where those services have the capacity to accommodate the development. It may be appropriate in rare circumstances in suburban areas as assisted-living housing and as a buffer between major retail commercial uses and lower density residential uses. Development at this density is appropriate for all types of mass transit corridors.

#### **Village Mixed-Use**

Color: Peach

Index Number: 8

This land use category consists of a development focused

on a mixed-use core of small, neighborhood office/retail nodes, public and semi public uses, open space and light industrial development. Residential development densities vary from compact single-family residential development and small-scale multi-family residential development near the “Main Street” or “Village Center” and progress to lower densities outward from this core. Village mixed use areas are intended to strengthen existing, historically rural, small towns and cities within Indianapolis, which are intended to continue as neighborhood gathering places and should allow a wide range of small businesses, housing types, and public and semi-public facilities. This category should be compatible in size and scale to existing villages in Marion County. It will allow development of residential and limited commercial uses on smaller lots than in other sections of rural and suburban Indianapolis.

Potential development in these areas should focus on design issues related to architecture, building size, parking, landscaping and lighting to promote a pedestrian-oriented “village” or “small town” atmosphere, rather than focusing on residential density. Strip commercial development (integrated centers setback from rights-of-way by parking areas), large-scale freestanding retail uses and heavy industrial development are generally inappropriate within this land use category. The Plan anticipates that this category will typically be designated as a critical area.

**Urban Mixed-Use**

Color: Beige  
Index Number: 7

This land use category consists of existing areas of densely developed, pedestrian oriented, mixed-use (primarily commercial), development within the historic central city and first generation suburban areas of Indianapolis. The development pattern varies from location to location but typically includes multi-story buildings located at or near rights-of-way, 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.

**Office Commercial Uses**

Color: Pink  
Index Number: 13

This land use category is for low-intensity office uses, integrated office development and compatible office-type uses. Retail uses are not promoted in this category, unless those uses are significantly subordinate to the primary office use or the retail use exclusively serves an abundance of office uses in proximity to the retail use. Office Commercial Uses can exist either as buffers between higher intensity land uses and lower intensity land uses or as major employment centers. The following uses are representative of this land use category: medical and dental facilities, education services, insurance, real estate, financial institutions, design firms, legal services, day care centers, mortuaries, and communications studios.

**Community Commercial Uses**

Color: Red  
Index Number: 14

This land use category is for low-intensity retail commercial and office uses, which serve a predominantly residential market adjacent to, or very near, the location of the use. The uses in this land use category are designed to fulfill a broad range of retail, personal, professional and business services and are either freestanding or part of a small integrated center typically anchored by a grocery store. These centers contain no, or extremely limited, outdoor display of merchandise. Generally, these uses are consistent with the following characteristics:

Maximum Gross Floor Area:	125,000 square feet
Maximum Acreage:	25 acres
Service Area Radius:	2 miles
Location:	On an arterial or at the intersection of an arterial with a collector.
Maximum Outlots:	3

**Regional Commercial Uses**

Color: Rust  
Index Number: 16

This land use category is for general commercial and office type uses, which serve a market that encompasses

several residential neighborhoods or communities. The uses in this land use category tend to benefit greatly from major business grouping and regional-sized shopping centers; therefore, this land use category may consist of a collection of relatively large freestanding commercial uses and integrated centers. These uses are generally characterized by indoor operations, but may have accessory outdoor operations limited to approximately 5 to 10 percent of a use's gross floor area. Generally, these uses are consistent with the following characteristics:

Maximum Gross Floor Area: 1,000,000 square feet  
 Service Area Radius: 15 miles  
 Location: On a primary arterial near the intersection with a secondary or primary arterial.  
 Maximum Outlots: As needed.

### Heavy Commercial Uses

Color: Dark Red

Index Number: 15

This land use category is for general commercial and related office type uses. The uses in this land use category tend to exhibit characteristics that are not compatible with less intensive land uses and are predominantly devoted to exterior operations, sales and display of goods; such as automobile sales and heavy equipment sales.

Location: On a primary arterial

### Park

Color: Green

Index Number: 10

This land use category consists of public or private property designated for active and/or passive recreational amenities. It also includes publicly and privately held conservation and preservation areas.

### Linear Park

Color: Green

Index Number: 11

This land use category consists of public or private property designated for active and/or passive recreational amenities and is primarily used for the passage of people or wildlife. Typical examples are greenways and parkways.

### Special Use

Color: Grey

Index Number: 12

This land use category consists of a variety public, semi-public and private land uses that either serve a specific public purpose (such as schools, churches, libraries, neighborhood centers and public safety facilities) or are unique uses exhibiting significant impacts on adjacent property (such as the Indianapolis International Airport, Indiana State Fair, and Indianapolis Motor Speedway).

### Floodway

Color: Blue

This land use classification consists of areas within the floodway. These areas exhibit a great potential for property loss and damage or for water quality degradation and should not be developed. Nonconforming uses currently within a floodway should not be expanded.

APPENDIX “F”

Proposed Neighborhood Village (NV) District

This zoning district is one method of implementing the Village Mixed-Use recommendation of the Comprehensive Plan. It is intended to:

- Preserve and restore existing, traditional and pedestrian scale buildings in established neighborhood commercial districts;
- Create new commercial nodes that are pedestrian-oriented and provide uses that primarily serve adjacent neighborhoods;
- Promote a balance of retail, service, office, dining and residential uses that serve the adjacent neighborhoods;
- Alleviate development pressure on existing neighborhoods by placing reasonable controls on development and expansion of strip commercial areas within neighborhoods, particularly larger scale auto-oriented retail, service, office and dining uses that are intended to serve larger areas of the city;

Facilitate safe, attractive and convenient pedestrian circulation and minimize conflicts among bicyclists, pedestrians and motorists;

Encourage pedestrian flow through the design of mixed-use buildings with ground floor level retail uses that open directly onto sidewalks adjacent to public streets;

Establish building facade lines and sidewalk requirements, and reserve the space between buildings and the street for pedestrian functions;

Promote a nodal form of neighborhood commercial development that is of such a size that all uses within the district are within a convenient walking distance of one another and economically sustainable.

Foster an increased population density to sustain a fully functional village.

Although the NV district is more about the “how” of development rather than the “what,” it is still helpful to distinguish between appropriate and inappropriate land uses in the village.

Appropriate uses	Inappropriate uses
Uses that generate pedestrian traffic	Uses that generate mostly vehicular traffic
Uses that are pedestrian-scaled	Uses that require a lot of space compared to the amount of pedestrian traffic they create
Uses that primarily serve the adjacent neighborhoods	Uses that require a lot of parking
Uses that minimize conflicts between pedestrians and vehicles	Uses that create conflicts between pedestrians and vehicles
A mix of retail, service, office, dining and residential uses	Uses that require a lot of outdoor storage or display

## APPENDIX “G”

### *Resources*

American Planning Association  
<http://planning.org/>

Complete Streets  
<http://www.completestreets.org/>

Form-Based Codes Institute  
<http://www.formbasedcodes.org/>

Lincoln Institute of Land Policy  
<http://www.lincolninst.edu/news/>

New Urbanism  
<http://www.newurbanism.org>

Smart Growth  
[www.smartgrowth.org](http://www.smartgrowth.org)

STREETSBLOG  
<http://www.streetsblog.org/>

The Project for Public Spaces  
[www.pps.org](http://www.pps.org)

Transportation for America  
<http://t4america.org/>

Urban Land Institute  
[www.uti.org](http://www.uti.org)

U.S. Green Building Council  
[www.USGBC.org](http://www.USGBC.org)

Midtown Indianapolis, Inc.  
[www.indyharmoni.org](http://www.indyharmoni.org)

---

## APPENDIX “H”

### *Planning Participants*

Kathy Andry  
Don Arbogast  
Anya Aslanova  
Caryn Atkinson

Katie Bannon  
Bob Barnes  
Sherry Battista  
Gorden Bauer  
Rich Bees  
Neal Bennett  
Bryan Bingham  
Joe Boda  
Clay Bowden  
Karen Brogan  
Bill Browne  
Bruce Buchanan  
Gloria Bulger  
Victoria Burch

Chuck Cagann  
Tom Campbell  
Chris Carlson  
Stephanie Carter  
Ed Cheikh  
Martin Chittum  
Elizabeth Clark  
David Clough  
Ed Cohen  
Conrad Cortellini  
Patty Cortellini  
Ann Cox  
Samantha Cross  
Bill Crouch  
Cindy Cunningham

Rebecca Davidson  
David Dearing  
Lisa DeHayes  
Mark Demerly  
Ashley DePrez  
Michele Dessauer

Kent Dicken  
Iris Dillon  
Rebecca Dolan  
Mary Durkin  
Chris Dumil

Eve Early  
Laura Edwards  
Kent Eickenberry  
Thomas Evaniew

Caroline Farrar  
William Ferguson  
Michael Fischer  
Julie Foster  
Michael Freeland  
Sharon Butsch Freeland  
Nichole Freije  
Amy Froderman  
Kurt Fulbeck

Jim Garrettson  
Andrew Gast-Bray  
Kathy Gehlhausen  
Cindy Gibson  
Leona Glazebrooks  
Judy Goldstein  
Jan Guttery

Sue Haadsma-Svensson  
John Hague  
Judy Weerts Hall  
Angi Hansel  
Jennifer Hanson  
Gregg Harris  
Scott Hayes  
Tom Healy  
Colleen Heath  
Mike Helms  
Barbara Helwig  
Ruth Ann Herber  
Debbie Herring  
John Hill  
Sara Hill  
Susan Hill  
Leif Hinterberger



Diane Hitchcock  
 Jim Holland  
 David Hoppe  
 Ben Houle  
 Nancy Howe  
 Peter Howe  
 Michael Huber  
 Robert Huddleston  
 Jamison Hutchins  
 Colleen Huxhold

Doug Ingram  
 Ruth Ingram  
 Kim Irwin  
 Carol Isaacson

Andrea Johnson  
 Candy Johnson  
 Lisa Johnson  
 Morgan Johnson  
 Pete Johnson  
 Brad Jones  
 Matt Jones  
 Tina Jones  
 Kathy Jordan  
 Shirley Judkins

Clarke Kahlo  
 Carter Keith  
 Cathy Kightlinger  
 Brian Killeen  
 Natalie Killene  
 David Kingen  
 John Kinsella  
 Van Kirby  
 Brooke Klejnot

Scott Lacy  
 Sarah Larkin  
 Pat Lautner  
 Phil Lavoie  
 Charlene Lawrence  
 David Leazenby  
 Lynn Levy  
 David Lies  
 Sue Linter

Suzanne Long  
 W. Dustin Loope  
 Andrea Lough  
 Andrew Lough  
 Meredith Lough  
 Michelle Lough  
 Erika Lund

Kurt Mahrtdt  
 Bill Malcolm  
 Chris Mallon  
 John Marron  
 Elizabeth Marshall  
 Stephanie Martin  
 Ellen Morley Matthews  
 Joe Mayes  
 Tom McCain  
 Nicole McDermid  
 Brian McNerney  
 Karen L. Meils  
 Peg Mercer  
 Elaine O'Brien Metzger  
 Ashley Miller  
 Jon Mills  
 Gregg Montgomery  
 Debbie Morris  
 Shannon Morris  
 Candy Morse  
 Nellie Moshier  
 Scott Moshier

Kimberly Netherland

Mary J. O'Farrell  
 Ersal Ozdemir

John Pantzer  
 Victoria Pardue-Edwards  
 James Parks  
 Ashley Plummer  
 David Ponader  
 Amanda Presnell  
 Kathryn Price  
 Will Pritchard  
 Michelle Gammon Purvis

---

Bowden Quinn

Brett Rathmell

Ashley Recker

Annette Reed

Sandy Read Reiberg

Rachelle Richey

Brenda Rising-Moore

Deb Rode

Tina Romaroff

Kathy Rosenberg

David Roth

Steve Roudebush

Paula Saffire

Terry Sanderson

Stephanie Schroeder

Mandy Selke

Adrianne Servaas

Diane Seybert

Forba Shepherd

Linda Shikany

Joe Shoemaker

Kathryn Shorter

Stephanie Shroeder

Ana Sieber

Jim Sieber

Bill Silva

Donna Sink

Robby Slaughter

Susan Smith

Polly Spiegel

Marcia St. John

Deborah Stoll

Eric Stoll

Karina Straub

Chris Striebeck

Justin Stuehrenberg

Carly Swift

Lora Tichenor

Jacobina Trump

Keith Trump

David Vanderstel

Sheryl Vanderstel

Ryan Vaughn

Gary Vickrey

Richard Vonnegut

William Waldren

Dean Walker

John Walls

Phyllis Walls

Joe Wambach

Bronwyn Ware

Brad Wamecke

Scott Watson

Gary Weaver

Grace Welch

Lydia Whitehead

Cory Whitesell

Josh Williams

Renée Wilmeth

Carter Wolf

Mark Wolf

Angie Worden

Nick Worden

Pat Yacobozzi

Sue Zilisch

Elaine Zukerman

Cindy Zweber-Free

---

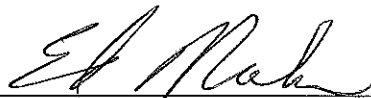
METROPOLITAN DEVELOPMENT COMMISSION  
OF MARION COUNTY, INDIANA  
RESOLUTION NO. 12-CPS-R-003

RESOLUTION 12-CPS-R-003, amending a segment of the Comprehensive or Master Plan of Marion County, Indiana, Broad Ripple Plan (Envision Broad Ripple).

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 the adoption of the Broad Ripple Plan (Envision Broad Ripple), which is attached hereto and incorporated herein by reference as an amendment to the Comprehensive or Master Plan of Marion County, Indiana.

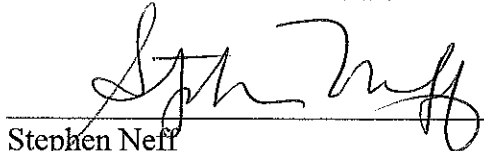
Be it further resolved that the Secretary of the Metropolitan Development Commission is directed to certify copies of this Resolution 12-CPS-R-003, amending the Comprehensive or Master Plan of Marion County, Indiana, Broad Ripple Plan (Envision Broad Ripple).

Be it further resolved that the Director of the Department of Metropolitan Development is directed to mail or deliver certified copies of this Resolution 12-CPS-R-003, to the Mayor of the City of Indianapolis, the City-County Council of Indianapolis and Marion County, and 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. 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.



Edmund Mahern, President  
Metropolitan Development Commission

APPROVED AS TO LEGAL FORM  
AND ADEQUACY THIS 12<sup>th</sup>  
DAY OF NOVEMBER 2012.



Stephen Neff  
Deputy Chief Counsel





