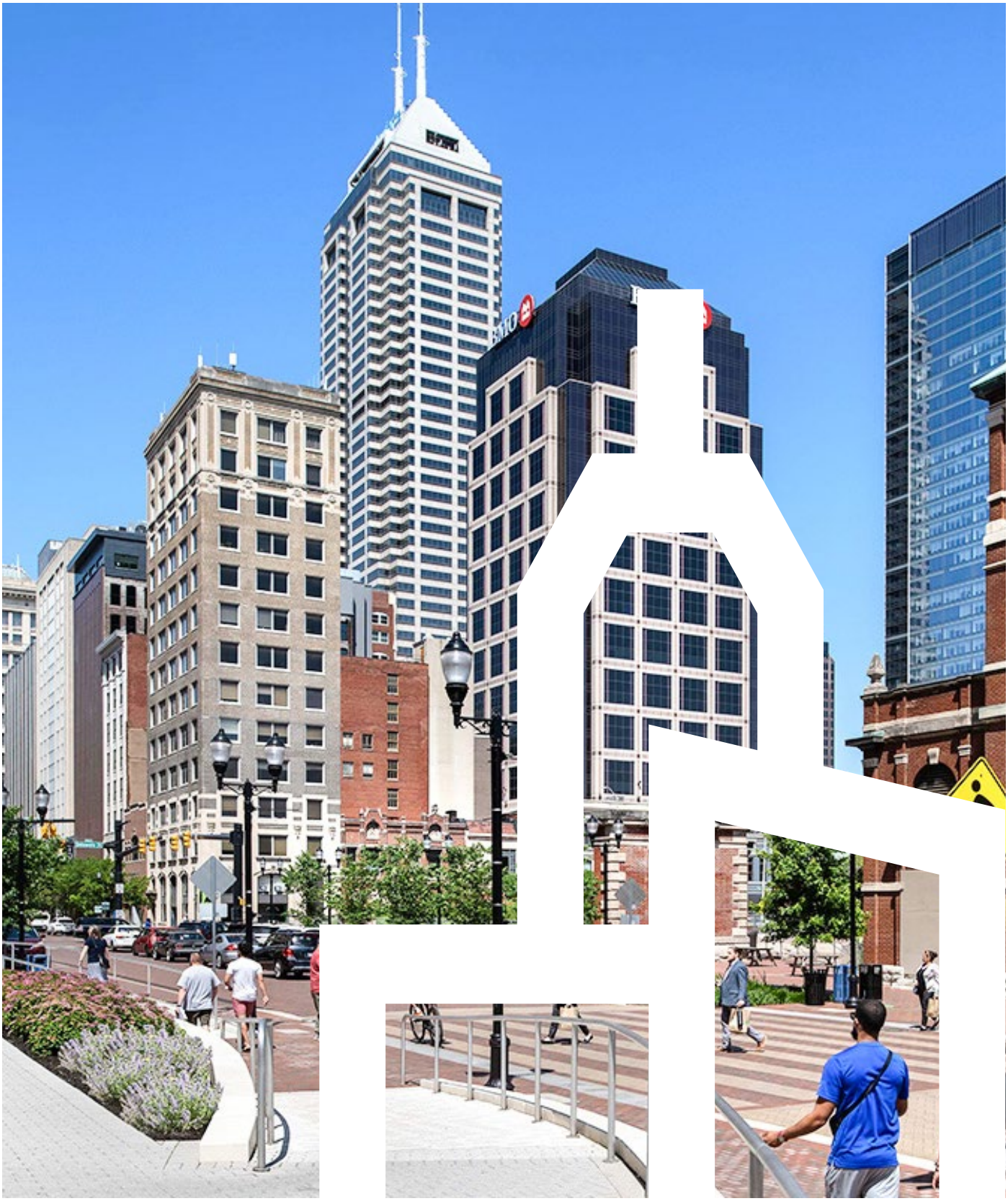

Indianapolis Regional Center Design Guidelines Update

2026

November 2025 - Public Comment Draft

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THANK YOU

The City of Indianapolis would like to express our appreciation to all the stakeholders who contributed to the Regional Center Design Guidelines through their participation in the Steering Committee, Advisory Committee, and Focus Group discussions. The full list of participants is in the Appendix. Thank you for playing an important role in shaping the future of Indianapolis' Regional Center.

Indianapolis Regional Center Design Guidelines

regional center

City of Indianapolis
Department of Metropolitan Development
Division of Planning
Division of Urban Design

Prepared in Cooperation with:
Town Planning & Urban Design Collaborative, LLC and MKSK

Adopted by the Metropolitan Development Commission Resolution
no. xx-Cps-xxx
<Month> xx, 2026

Table of Contents

1.0 Introduction

1.1 Guiding Regional Center

The Indianapolis Regional Center Design Guidelines have significantly influenced the City's downtown urban design decisions and architectural composition since their adoption in 2008 by the Metropolitan Development Commission (MDC). The first iteration of the Design Guidelines was the result of a large-scale, community-wide effort to implement the objectives and vision of the now-retired Regional Center Plan 2020. However, planning efforts for the Regional Center began much earlier in the 1970s with the adoption of a plan to combat the economic decline of downtown Indianapolis. The U.S. Department of Housing and Urban Development funded that initiative through a special grant.

Several key projects were developed under the first iteration of the 2008 Design Guidelines and continue to have a lasting impact on the identity and future of the Regional Center, including:

- IU Health Campus expansion
- 16 Tech Innovation District
- Indianapolis Cultural Trail multi-use pathway
- Circle Centre Mall
- White River State Park extension
- Indiana State Museum
- Victory Field
- NCAA Headquarters
- Indiana Convention Center expansion
- Indiana Government Center Campus
- Continued development of the previously collaborative Indiana University and Purdue University Indianapolis Campus (Indiana University Indianapolis and Purdue University Indianapolis)

As evidenced by these projects and many others, since 2008 the Regional Center has undergone transformative growth, driven by increased investment and a rise in residential development that has reshaped downtown and its surrounding neighborhoods. This changing landscape of Regional Center has necessitated the need for an update to the Design Guidelines and their boundary.

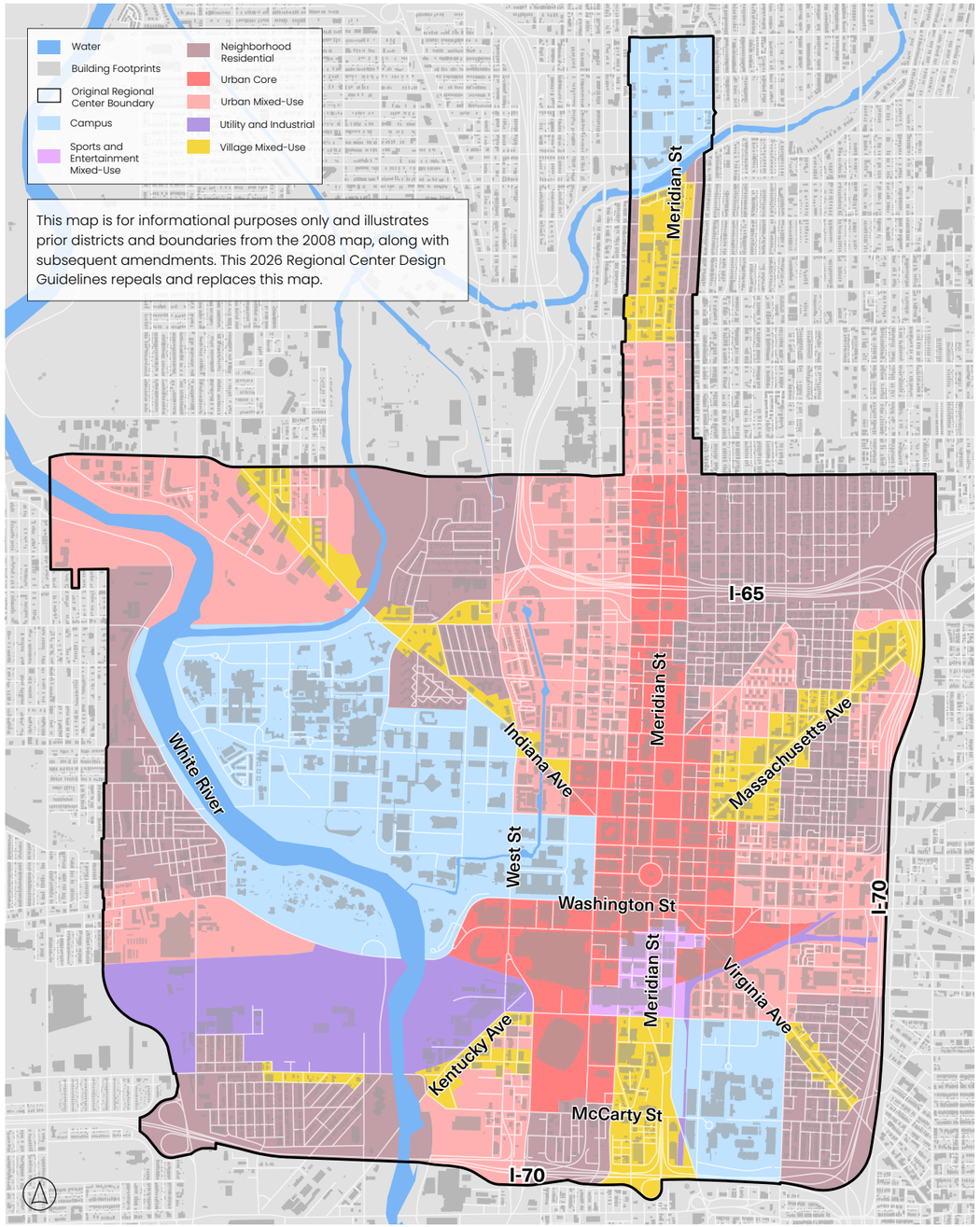
The original boundary for Regional Center was defined by the I-65 and I-70 to the north, south, and east, with White River and Harding Street forming the general western edge. For the 2008 update, the north boundary was shifted to 16th Street. A handle-shaped extension stretched north along Meridian Street, covering 2–3 blocks on either side and reaching up 30th Street. While the original boundary represents a wide variety of land areas and architectural styles, it should be acknowledged that aligning boundaries with highways or natural barriers like rivers, has often historically led to the economic decline of areas just outside of the boundary. The new boundary responds with a more inclusive approach so that these affected areas are now met with the same level of attention, investment, and design oversight as existing areas within the established boundary.

To help provide strategic direction and guidance for this update, Indianapolis DMD formed a thirteen-member Steering Committee, comprised of architects, planners, civil engineers, developers, and real estate professionals, and a fourteen-member Advisory Committee, consisting of representatives from several Regional Center institutions and stakeholder groups, such as the Indiana Landmarks Foundation of Indiana, Downtown Indy, Inc., Visit Indy, the Indy Chamber and City of Indianapolis departments and agencies. Both committees met periodically during the process to provide feedback. In addition, DMD conducted focus group listening sessions with a diverse group of Regional Center stakeholders to receive insight and perspectives on urban design issues and opportunities.

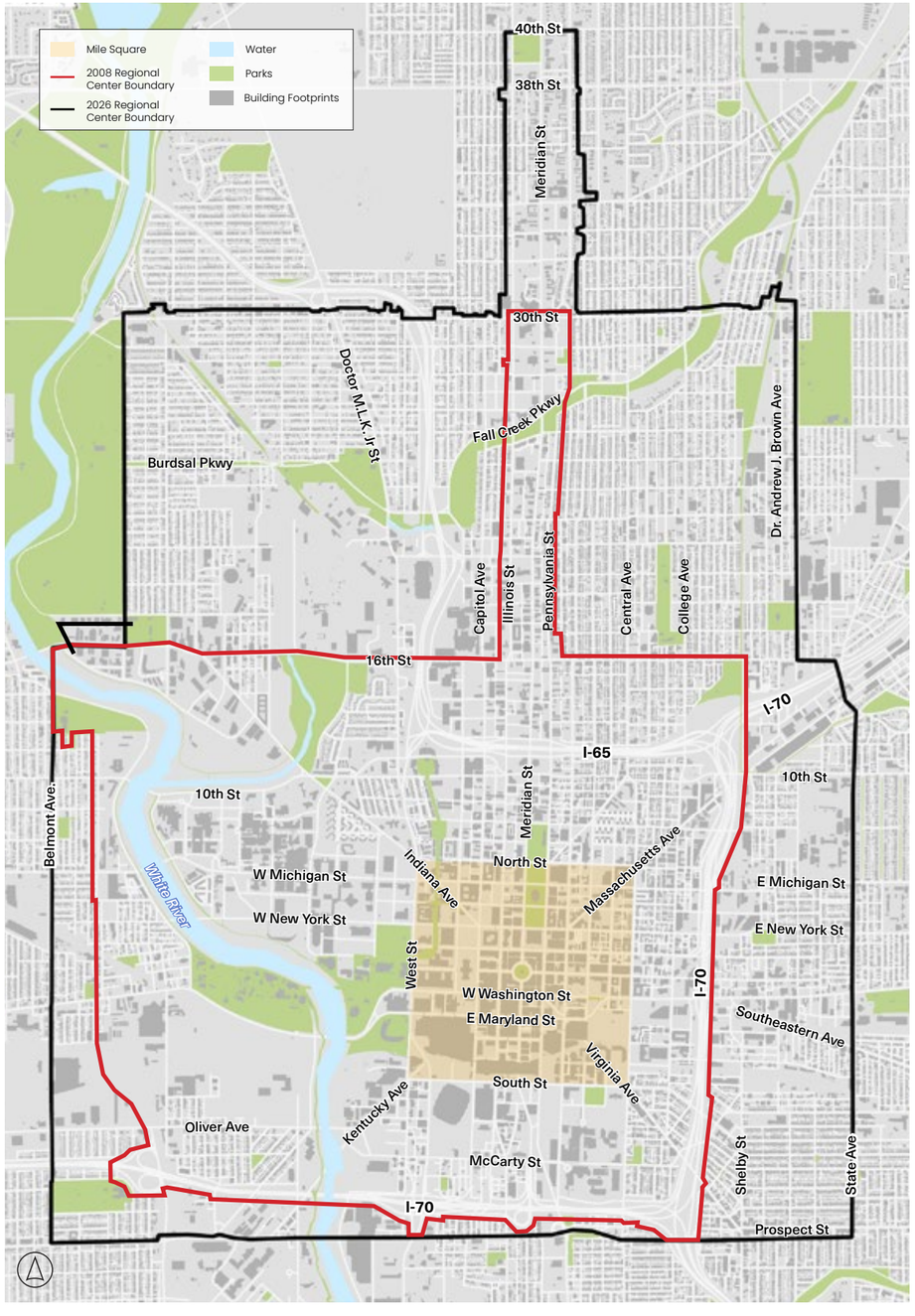
The Guidelines have been and will remain a key tool in shaping development that is context-sensitive, promotes safety and well-being, encourages mobility, and contributes to a vibrant public realm.

1.0 Introduction 1.1 GUIDING REGIONAL CENTER

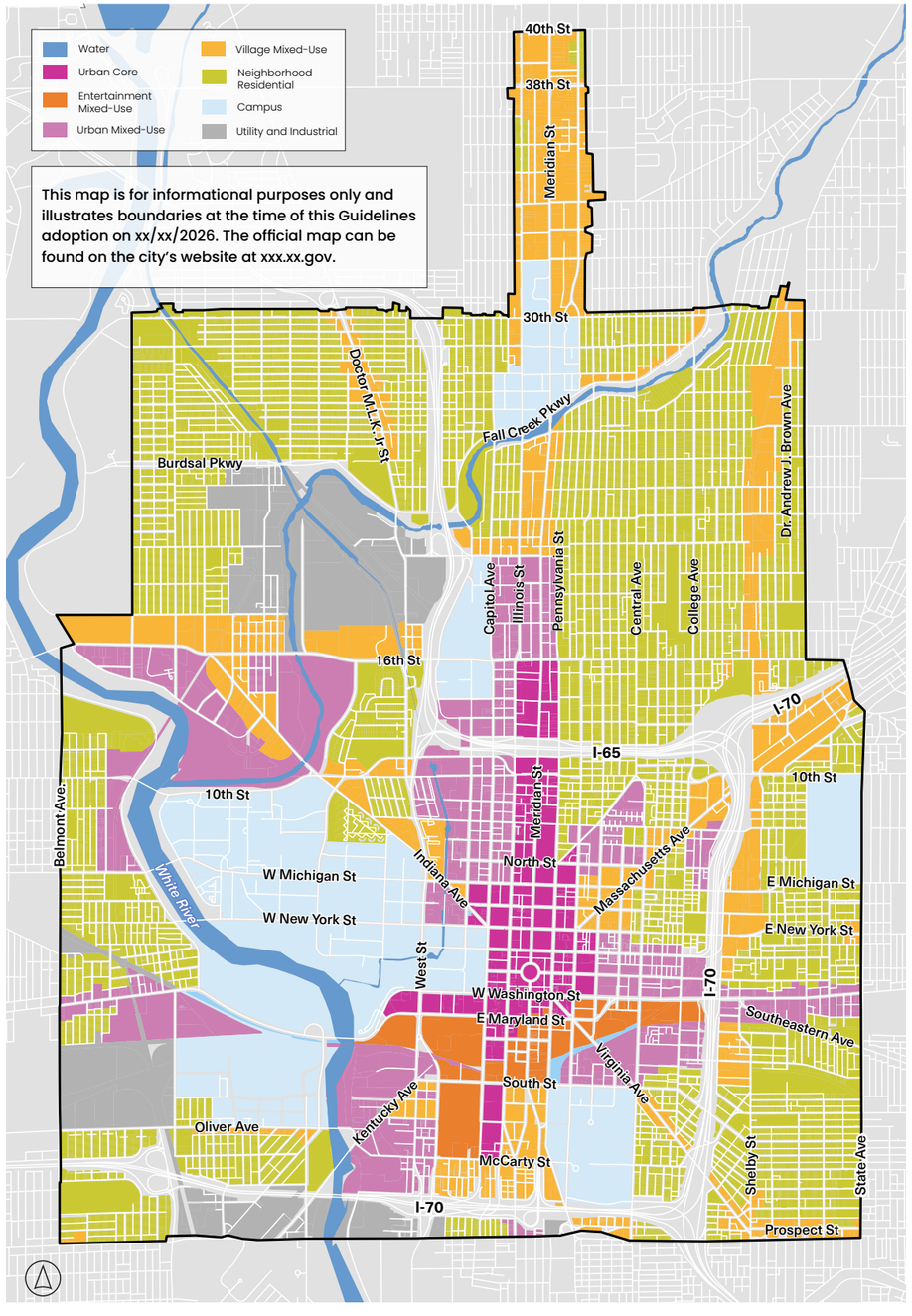
2008 Regional Center Design Guidelines Boundary Map



2008 and 2026 Boundary Comparison Map



2026 Regional Center Design Guidelines District Boundary Map



Timeline

The timeline below highlights key milestones that have shaped and informed the future of Regional Center:

1972

City of Indianapolis adopts the first Regional Center Plan focused on addressing urban decline and visual appearances in the central business district. The plan was underwritten by a grant from United State Department of Urban Development (US HUD).

1978

The Greater Indianapolis Progress Committee (GIPC), the Mayor's Office, and DMD updates the 1972 Regional Center Plan.

2004

On March 3, 2004, the MDC adopts the second Regional Center Plan 2020, establishing a long-term vision for downtown growth and development. This plan lays the groundwork for the Regional Center Design Guidelines and updates to the Regional Center Zoning Ordinance.

2008

On June 19, 2008, the Regional Center Design Guidelines are officially adopted, setting clear expectations through requirements and recommendations for urban design and development within Downtown Indianapolis.

2008

Updates to the Regional Center Ordinance included several key changes to development regulations, including:

- Change of use no longer requires Regional Center approval.
- Demolition now requires Regional Center approval.
- Compliance with Design Guidelines becomes mandatory.
- Introduction of High Impact Projects approval process.

2016

In 2016 as part of the Plan 2020 initiative, the Regional Center Plan brand is retired and replaced with the Marion County Land Use Plan and Center-Township Land Use Map.

2023

In 2023, the Department of Metropolitan Development worked with consultants TPUDC, and MKSK to begin efforts to update the Regional Center Design Guidelines, alongside key stakeholders, design and development professionals, and other leading members of Indy organizations.

2026

On [insert date] the current iteration of the Design Guidelines is adopted by the MDC.

Indianapolis Regional Center Design Guidelines 2026 1.0 Introduction 13

1.2 Purpose

The purpose of the Regional Center Design Guidelines (referred to throughout this document as the Design Guidelines or Guidelines) is to guide development in the downtown core and surrounding neighborhoods, where a diverse mix of uses, activities, and facilities must coexist. These Guidelines outline how buildings should contribute to the streetscape and within the broader urban context of the Regional Center. They also offer clear direction on how to design and maintain an active and inviting public realm based on character and context. Most importantly, these Guidelines are intended to serve as a valuable resource for developers, architects, and designers—establishing a clear and collective standard for high-quality urban design. While the Design Guidelines offer a strong design framework, they are not meant to be rigid or overly prescriptive. Instead, they provide a balance between consistent standards and recommendations to supporting the desired character of the Regional Center while allowing room for exceptional and innovative design solutions.

Indianapolis Regional Center Design Guidelines 2026

1.3 Guiding Principles and Values

The Design Guidelines and their accompanying Guiding Principles and Values were shaped through collaborative meetings with stakeholders and City departments. These individuals represented a wide range of perspectives, from developers, architects, and historic preservationists to business and property owners, non-profits, civic institutions, and City departments and staff.

The engagement process focused on using these varying perspectives to help identify Regional Center's unique opportunities and challenges, as well as how to align with past, current, and future planning efforts. The resulting Guiding Principles and Values reflect the shared priorities of the Guidelines and serve as the rationale for the standards and recommendations outlined in this document.

Design for People

Prioritize the pedestrian experience by shaping the built environment to be safe, accessible, and comfortable at every scale. This includes:

- **Visual Interest** – Address blank walls and nondescript architecture by designing active frontages that encourage creativity, visual variety, and opportunities for public art.
- **Vibrant Public Spaces** – Create public spaces that feel welcoming, lively, and safe, with elements that support daily use, comfort, and social interaction.
- **Incorporating Nature** – Integrate trees, landscaping, and greenery to promote health, comfort, and overall well-being.

Design for Community

Celebrate the Regional Center's unique strengths by reinforcing the character, vitality, and identity of downtown and surrounding neighborhoods. This includes:

- **Intentional Public Art** – Feature public art that reflects each neighborhood's distinct cultural identity.
- **Embracing Iconic Assets** – Build upon prominent destinations like White River State Park, the Cultural Trail, and the Canal Walk.
- **Inclusive Access** – Ensure accessibility for people of all ages, abilities, and income levels through clear pathways, intuitive signage, seating, and shade.

Design for Connectivity

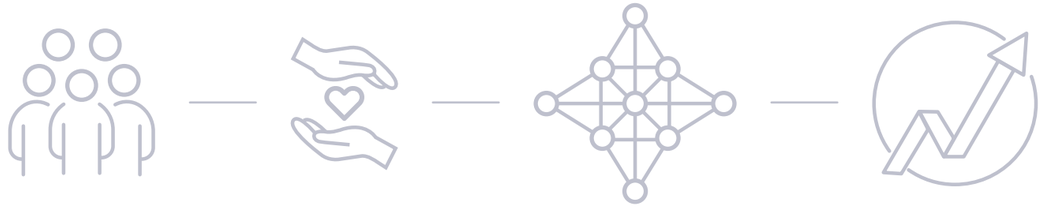
Strengthen connections between neighborhoods and destinations through development that supports a multimodal, accessible urban environment. This includes:

- **Pedestrian-Oriented Infrastructure** – Prioritize walking, biking, and transit infrastructure to reduce car dependency and enhance mobility.
- **Linking Destinations** – Use design strategies that strengthen connections to key destinations and reinforce community identity.
- **Alignment with Adopted Plans** – Align with ongoing planning initiatives such as the Transit-Oriented Development (TOD) Design Guidelines, Indiana Avenue Certified Strategic Plan, Indianapolis Cultural Trail-Oriented Development Strategy, and Greenways Strategic Implementation Plan.

Design for the Future

Plan for long-term resilience and sustainability by creating adaptable urban environments that meet today's needs while anticipating future challenges. This includes:

- **Sustainable Design** – Apply strategies that address climate change, improve infrastructure performance, and advance the City's net-zero emissions goal by 2050, as outlined in Thrive Indianapolis.
- **Energy Efficiency** – Reduce energy use through efficient design and integration of renewable energy sources.
- **Adaptable Infrastructure** – Design infrastructure and public spaces that can evolve with changing community needs and environmental conditions.
- **Partnering with Anchor Institutions** – Collaborate with key stakeholders and institutions to leverage shared resources and long-term partnerships.



1.4 Applicability

The Regional Center Secondary District (refer to Chapter 742, Article II, Section 2 of the Indianapolis-Marion County Consolidated Zoning and Subdivision Ordinance, "Zoning Ordinance"), sets forth requirements for Metropolitan Development Commission (MDC) approval, site and development plan requirements, prohibited uses and general development standards. These Design Guidelines provide additional regulation to what is found in the Zoning Ordinance to guide the urban form, architectural quality, and the public realm of the Regional Center.

To receive approval for new development proposed in the Regional Center, projects must submit and include all proposed plans for alterations, construction, conversions, demolitions, developments, enlargements, improvements, or modifications to any lot. All proposed changes shall be designed in accordance with the Regional Center Secondary District standards and the Regional Center Design Guidelines.

With the exception of legally established nonconforming uses, no land, building, structure, premises or part thereof shall be used or occupied except in conformity with the Zoning regulations and for uses permitted by the Regional Center Secondary Zoning District. In the case of any difference of regulations between the Regional Center Secondary Zoning District (Section 742-202) and the regulations of the Primary Zoning District, the provisions of Section 742-202 shall control. Except as modified by Section 742-202, all development standards as required by the Primary Zoning District shall apply.

These Guidelines are administered by the Department of Metropolitan Development (DMD) and serve as a reference for both City staff and the MDC during project review. Each application will be reviewed holistically, with consideration given to the project's design intent, contextual needs, and contribution to the long-term goals and wellbeing of the Regional Center.

Any single-family, two-family, or accessory dwelling unit (ADU/secondary dwelling unit) residential development located in a neighborhood residential district, but outside a local historic district, should follow the Infill Housing Guidelines from DMD instead of these Guidelines. Regional Center approval for such projects will be based on substantial compliance with the Infill Housing Guidelines.

Minimum Standards versus Guidelines

Within these Design Guidelines, "minimum standards" and "guidelines" serve as two concepts that shape the design and implementation of Regional Center projects but differ in their level of application. Minimum standards are specific, mandatory requirements that must be followed, preceded by words such as "must" and "shall". Guidelines serve as recommendations and offer suggestions for best practices, design principles, and approaches that help a project meet the standards or considered to achieve desired character. Guidelines proceed with words such as "should" and "may."

Deviation Procedures

If an Applicant is unable to meet any minimum standard, they must provide written justification outlining a unique circumstance that prevents compliance. Failure to meet a minimum standard will not automatically result in denial of the application. However, DMD, Regional Center Hearing Examiner (RCHE), and MDC will determine whether the circumstance(s) are reasonable to permit modification from standard during the review process. Written justification for not meeting a standard will also be considered by DMD, RCHE, and MDC. Failure to meet a minimum standard will be considered for the following reasons:

- Unique site conditions or project goals justify an alternative approach;
- Deviation required due to the development regulations established by Wellfield Protection Districts, adjacency to waterways or flood hazards, air space districts, and other environmental regulations.

Effective Date

Any application submitted for Regional Center approval after the Effective Date must comply with the 2026 Indianapolis Regional Center Design Guidelines. These Guidelines shall fully replace the 2008 Regional Center Design Guidelines.

1.5 Regional Center Approval Process

Projects within the Regional Center Design Guidelines (RCDG) boundary (page 11) will be categorized based on specific evaluation criteria, triggering different review mechanisms based on the project's characteristics. The following steps are provided to guide an Applicant through the review and approval process in Regional Center.

1.5.1 Project Consultation Meeting with Staff

DMD staff processes all applications for Regional Center approval. Applicants are required to have a project consultation meeting with staff in order to:

- Obtain any needed clarification about the Regional Center approval process;
- Verify which guidelines apply to the proposed project and identify any known critical design considerations;
- Facilitate the flow of the proposed development through the approval process and avoid potential delays; and
- Identify the project type(s) -- Exempt, Standard, Major, and Monumental projects are defined and explained on the following pages.
- Standard projects do not require a project consultation meeting with Staff.

If requested by Staff, an applicant will be required to provide necessary information to allow an initial determination of whether the petition falls into the Major or Monumental project type evaluation criteria.

1.5.2 Project Types

Identifying the correct project type will further clarify which guidelines apply to the application. Unless Exempt, an applicant will be required to follow the approval process of the highest applicable project type.

Exempt Projects

Projects with the following evaluation criteria are exempt from the Regional Center approval process.

Evaluation Criteria: All lots located within any locally designated historic preservation areas as established by, and under the jurisdiction of, the Indianapolis Historic Preservation Commission (IHPC), shall not be subject to the Regional Center Design approval. This includes all current and future IHPC regulated Historic Districts, Conservation Districts and protected properties. Design review and approval in these districts are subject to the Indianapolis Historic Preservation Commission and applicable Historic District and Conservation District plans and regulations. Refer to: Historic Conservation Districts.

Approval Process: Exempt projects do not require Regional Center approval.

Standard Projects

Projects that include one or more of the following evaluation criteria are subject to the Standard project review and approval process.

Evaluation Criteria:

- Any single-family or two-family residential development located in a Neighborhood Residential District, but not in a local historic district, should use *Infill Housing Guidelines* from DMD in lieu of these guidelines (Refer to Infill Housing Guidelines 2021 Update) Regional Center approval for such projects will be based on substantial compliance with the *Infill Housing Guidelines* document.
- Building Demolition (non-historic structures)
- Major Remodeling

- Minor Remodeling
- New Construction (not meeting Major or Minor thresholds)
- Parking (surface or structured)
- Site Plan review
- Signage
- Others as identified by DMD staff.

Approval Process: Standard projects require DMD staff-level approval.

Major Projects

Projects that include one or more of the following evaluation criteria are subject to the Major project review and approval process.

Evaluation Criteria:

- New construction projects of 10,000 square feet or more in gross floor area of a proposed use(s) and/or;
- New or expanded surface parking lots of 10,000 square feet or more in area, and/or;
- Projects with parking structures visible from the public ROW, with or without active ground level-development or facade wrapping, and/or;
- Proposed site changes of 10,000 square feet or more in area, and/or;
- Substantial or wholesale changes (defined as 25% or greater) to the exterior envelope and/or façade visible from the public ROW, and/or;
- Demolition of buildings that are considered to be historic (as defined in Section 1.5.5 Demolition but not protected by Indianapolis Historic Preservation Commission).

Approval Process: Major projects require review by the Regional Center Hearing Examiner (RCHE) at a public hearing, with a recommendation made to the MDC for approval or denial.

Monumental Projects

Projects that include one or more of the following evaluation criteria are subject to the Monumental project review and approval process.

Evaluation Criteria:

- Projects of 100,000 square feet or more of proposed use and/or;
- Proposed site changes of 5 acres or more in area, and/or;
- Special Requirement Area – Projects within this Special Requirements Area that meet one or more major project evaluation criteria in the following mapped areas shall be elevated to Monumental Project evaluation :Projects of significant magnitude and scale located within the following mapped Special Requirement Areas:
  - Canal Walk
  - Indianapolis Cultural Trail
  - Indiana Avenue
  - Mile Square Plan
  - One Health Innovation District at the LEVEE
  - Transit Oriented Development (TOD)
  - Urban and Scenic View Corridor
  - White River

Approval Process: Monumental projects are first reviewed by DMD staff for compliance. If compliant, the project is then reviewed by the Design Review Committee (DRC), which provides a recommendation to the Regional Center Hearing Examiner (RCHE). The RCHE conducts a public hearing and makes a final recommendation to the MDC for approval or denial.

1.0 Introduction 1.5 REGIONAL CENTER APPROVAL PROCESS

1.5.3 Applying for Regional Center Approval

Once your proposal incorporates the relevant standards and guidelines, you may submit your application to staff for review. During this stage, staff will:

- Review the application to determine whether the project is compliant with Regional Center Design Guidelines.
- Work with the applicant to gather additional information, if needed, and complete an administrative review, if a public hearing is not required.
- Projects that do not require a public hearing and demonstrate compliance with applicable guidelines may be approved at this stage.

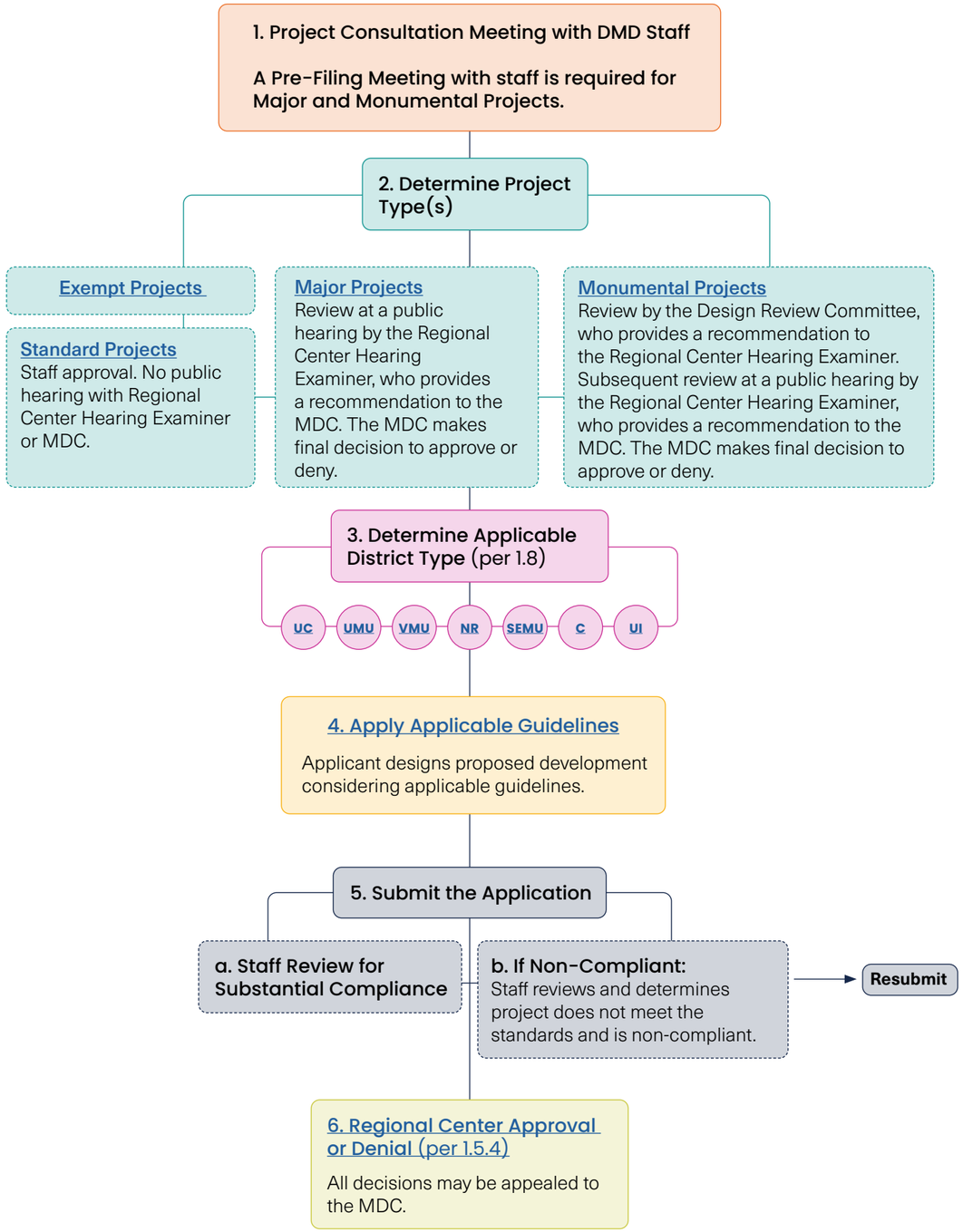
1.5.4 Regional Center Approval

Final determination may occur in one of the following ways:

- For Standard projects, Staff approval that the project complies with all required guidelines.
- Staff approval of a previously non-compliant project that has been revised to comply with a substantial number of required and recommended guidelines.
- For Major projects, the RCHE holds a public hearing and provides a recommendation to the MDC. The MDC makes the final decision to approve or deny the project.
- For Monumental projects, the Regional Center Design Review Committee (DRC) submits its recommendation to the RCHE, who then holds a public hearing and provides a recommendation to the MDC. The MDC makes the final decision to approve or deny the project.

All decisions may be appealed to the Metropolitan Development Commission (MCD).

Regional Center Design Guidelines Flow Chart



1.5.5 Demolition

Building demolitions may occur in the Regional Center for various reasons. Among them are significant structural damage caused by the lack of maintenance, poor construction, fire, or natural disaster; excessive rehabilitation costs compared to the costs of new construction; or, when the land is more valuable than the building itself. In some cases, demolitions support broader land use goals and contribute to cities' orderly growth and evolution, as well as their central business districts and surrounding neighborhoods. Buildings subject to demolition in the Regional Center are not historically or architecturally significant, identified in the Indiana Historic Sites and Structures Inventory as notable or outstanding, or listed or eligible to be listed in the National Register of Historic Places or the Indiana Register of Historic Sites and Structures. However, demolition is permitted, when necessary, with distinct development, environmental, land use, and urban design goals in mind. Demolition should not result in losing the Regional Center's important architectural, historical, and cultural heritage.

Standards

General Standards

Permits for building demolition are subject to Regional Center review. The review will consider and evaluate several factors in its decision-making, including whether the building or buildings are:

- Located in the Regional Center land use typologies as described in the Marion County Land Use Plan Pattern Book, critical area overlays within the Regional Center, or updated subarea plans proposing significant redevelopment activity and land use change.
- Located in a special economic development district where incentives for rehabilitation are offered.
- Properties located within a district listed in the National Register of Historic Places.
- Determined to be an architecturally or historically significant site, where alternative development and rehabilitation scenarios are potentially feasible.

Historic Properties

Demolition review of properties determined to be historic (as defined in Section 2.6) is considered a Major project and is referred to the Regional Center Hearing Examiner for a public hearing and then approval by the MDC. However, projects located within City of Indianapolis locally-designated Historic Districts will be subject to review by the Indianapolis Historic Preservation Commission.

Partial Demolition

The demolition of parts or elements of existing buildings may be permitted in certain circumstances that facilitate reuse and the programming of new spaces and additions. Partial demolition is the permanent removal of individual elements and features of a historic property, including those comprising the exterior building envelope, such as roofs, walls, windows, and foundations.

- Partial demolitions and the removal of architectural features and elements shall not disturb or impact the architectural integrity of the primary or public façades, nor disrupt the building's relationship to the public realm and streetscape.
- Proposed replacement materials shall consist of the building's historic or suitable replacement materials that do not compromise the building's architectural integrity. In-kind materials using architecturally similar material and design are permitted to convey the visual appearance of the remaining parts of the building's features and finishes.
- A partial demolition shall not compromise a building's structural integrity.
- Partial demolitions should be minimized to the extent feasible to meet the functional needs of a historic structure or property.

Demolition for Non-Contributing Additions

A demolition of a non-contributing addition to a historic property may be permitted if the addition is not historically or architecturally significant in its own right.

1.6 How to Use the Design Guidelines

This section provides a step-by-step process for how to use the Design Guidelines, once the Project Type and applicability of these Guidelines has been determined based on Section 1.5.

Step 1: Identify District

The first step is to identify which District the property is located in the applicability of specific guidelines and standards are determined by District. The Regional Center District Boundary Map on page 23 can be used to determine in which of the Districts a proposed project is located. A description of each District Typology is under Section 1.8 District Typologies.

- UC - Urban Core
- UMC - Urban Mixed-use
- VMU - Village Mixed-use
- NR - Neighborhood Residential
- SEMU - Sports and Entertainment Mixed-use
- C - Campus
- UI - Utility and Industrial

Step 2: Review Design Considerations (Chapter 2)

Design Considerations (Chapter 2) include standards that may be applicable to a property in addition to those guidelines and standards applicable by District. This Chapter should be reviewed to determine if a property has any of the following applicable standards:

- Special Requirements
- Transitions between Districts
- Gateways
- Public Art
- Historic Context

Step 3: Apply Site, Building, and Public Realm Standards/Guidelines (Chapter 3, 4 and 5)

With the District identified, review Chapter 3 Site, Chapter 4 Building and Chapter 5 Public Realm to determine which standards and/or guidelines are applicable to the project.

Each section includes the following information:

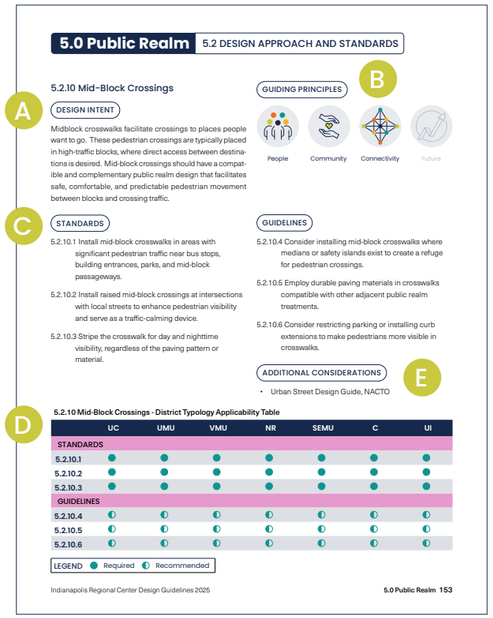
A. Introductory design intent

B. Supported Guiding Principles

C. Specific design standards and/or guidelines along with imagery to illustrate design intent

D. A table showing the standards and guidelines applicable to each District

E. If applicable, documents in addition to the Design Guidelines to reference



5.0 Public Realm | 5.2 DESIGN APPROACH AND STANDARDS

5.2.10 Mid-Block Crossings

A — DESIGN INTENT

Midblock crosswalks facilitate crossings to places people want to go. These pedestrian crossings are typically placed in high-traffic blocks, where direct access between destinations is desired. Mid-block crossings should have a compatible and complementary public realm design that facilitates safe, comfortable, and predictable pedestrian movement between blocks and crossing traffic.

B — GUIDING PRINCIPLES

People | Community | Connectivity | Future

C — STANDARDS

5.2.10.1 Install mid-block crosswalks in areas with significant pedestrian traffic near bus stops, building entrances, parks, and mid-block passageways.

5.2.10.2 Install raised mid-block crossings at intersections with local streets to enhance pedestrian visibility and serve as a traffic-calming device.

5.2.10.3 Stripe the crosswalk for day and nighttime visibility, regardless of the paving pattern or material.

GUIDELINES

5.2.10.4 Consider installing mid-block crosswalks where medians or safety islands exist to create a refuge for pedestrian crossings.

5.2.10.5 Employ durable paving materials in crosswalks compatible with other adjacent public realm treatments.

5.2.10.6 Consider restricting parking or installing curb extensions to make pedestrians more visible in crosswalks.

ADDITIONAL CONSIDERATIONS — E

- Urban Street Design Guide, NACTO

D — 5.2.10 Mid-Block Crossings - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
STANDARDS							
5.2.10.1	●	●	●	●	●	●	●
5.2.10.2	●	●	●	●	●	●	●
5.2.10.3	●	●	●	●	●	●	●
GUIDELINES							
5.2.10.4	◐	◐	◐	◐	◐	◐	◐
5.2.10.5	◐	◐	◐	◐	◐	◐	◐
5.2.10.6	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

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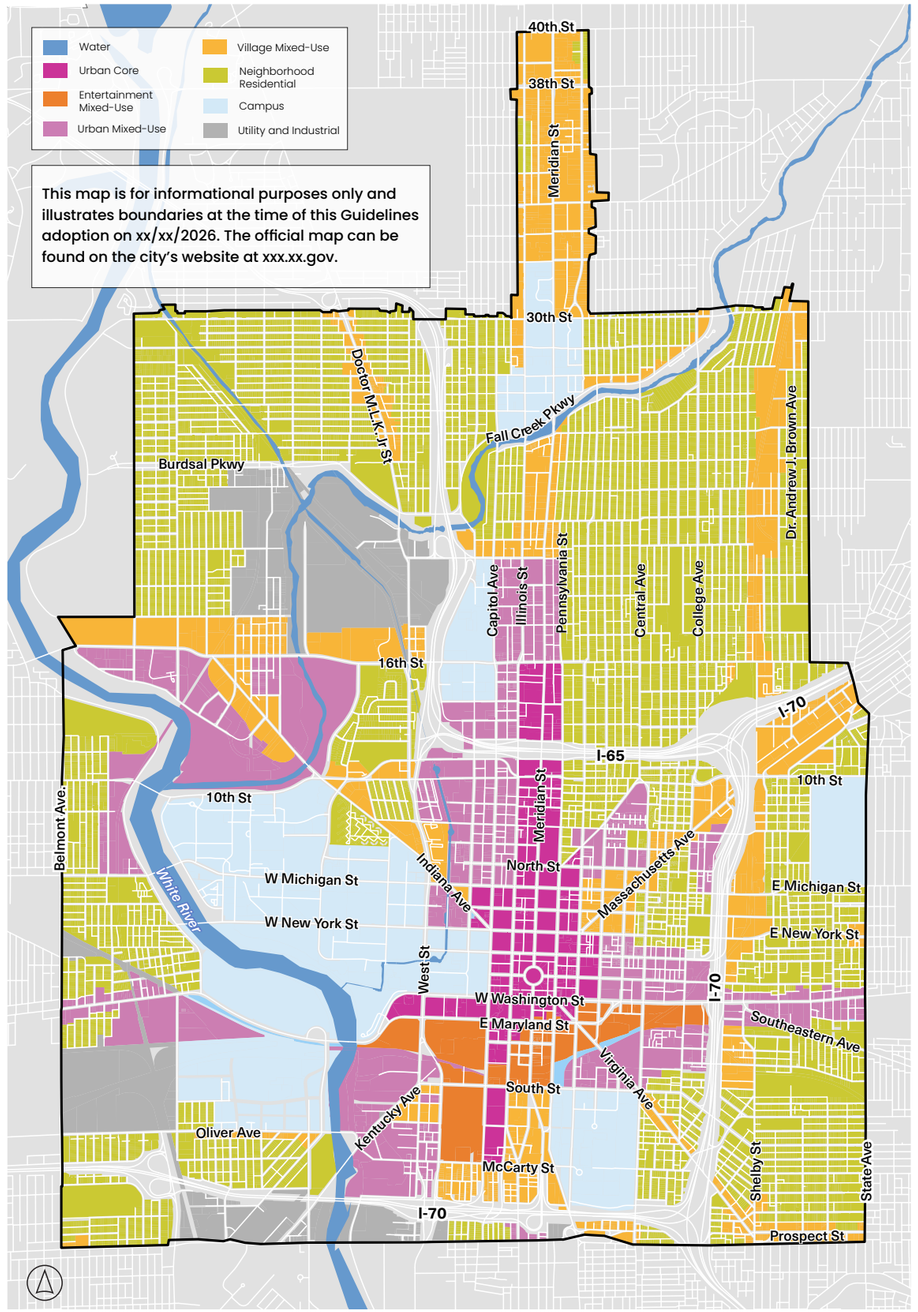
Page Example

1.0 Introduction | 1.6 HOW TO USE THE DESIGN GUIDELINES

District Boundary Map



1.7 Additional Documents to Consult

The following plans and studies provide additional context to land use, transportation, and urban design goals related to the Regional Center.

Indiana Avenue Certified Strategic Plan
The Indiana Avenue Certified Strategic Plan, initiated in 2023, seeks to revitalize the Indiana Avenue cultural corridor. Emphasizing reconciliation and equitable development, the plan focuses on preserving cultural heritage, preventing displacement, and fostering inclusive growth through community collaboration and strategic urban planning. Refer to Section 1.9 Special Requirements – Indiana Avenue.

Indianapolis Cultural Trail-Oriented Development Strategy
Indianapolis Cultural Trail, Inc., is currently sponsoring a planning effort to maximize the benefits of the Indianapolis Cultural Trail by strategically guiding development around it. This approach will focus on integrating the trail with surrounding neighborhoods to create a vibrant, walkable, and economically thriving environment. The Development Strategy is currently in production [insert information about this document once available]. Refer to Section 1.9 Special Requirements – Cultural Trail.

Indianapolis Greenways Strategic Implementation Plan
The City of Indianapolis is currently preparing a Greenways Strategic Implementation Plan to help identify opportunities for developing a world-class greenways system. This plan will build on the existing Indy Greenways Full Circle Master Plan that was completed in 2014. The current planning process will focus on creating a prioritization and implementation plan for completing the proposed Full Circle Master Plan greenway network from the updating the existing Greenway Design Standards.

Indianapolis-Marion County Consolidated Zoning and Subdivision Ordinance
The Indianapolis-Marion County Consolidated Zoning and Subdivision Ordinance regulates land use and development to ensure orderly growth, protect public health and safety, and promote compatible land uses. It guides zoning, subdivision, and site development decisions, aligning with the city's Comprehensive Plan to foster sustainable, equitable, and efficient urban development. The Design Guidelines complement these regulations by providing urban design expectations for site planning, building orientation, and pedestrian access that reinforce zoning goals while enhancing the public realm.

Indy Moves Transportation Integration Plan (2018)
The 2018 Indy Moves Transportation Integration Plan is Indianapolis's comprehensive mobility strategy, unifying existing transportation initiatives into a cohesive vision. It emphasizes multimodal connectivity, equitable access, and infrastructure investment to address funding gaps, enhance transit, expand pedestrian and bicycle networks, and support sustainable, inclusive growth across Marion County.

Indy Parks For All Comprehensive Plan (2023)
The 2023 Indy Parks Comprehensive Master Plan, titled Indy Parks for All, outlines a five-year strategy to enhance Indianapolis's park system. Emphasizing equity, community engagement, and sustainability, the plan aims to improve park conditions, expand access to diverse recreational programs, and ensure inclusive services for all residents.

Infill Housing Guidelines 2021 Update
The 2021 update to the Indianapolis Infill Housing Guidelines aims to preserve neighborhood character while accommodating sustainable growth. It provides context-sensitive design principles for new residential construction, ensuring compatibility with existing homes and blocks. The guidelines support diverse, affordable housing options and are intended to be used alongside zoning regulations.

1.0 Introduction 1.7 ADDITIONAL DOCUMENTS TO CONSULT

Any single-family or two-family residential development located in a Neighborhood Residential District, but outside a local historic district, should follow the Infill Housing Guidelines instead of these Guidelines.

Marion County Land Use Plan Pattern Book (2019) and Center Township Map (2018)
The Pattern Book and Center Township Land Use Map are both components of the Land Use Element of the Comprehensive Plan. Together, they establish future land use patterns and development typologies across Marion County, including the Regional Center.

Marion County White River Vision Plan
The Marion County White River Vision Plan is a community-driven initiative to revitalize 58 miles of the White River corridor. It aims to enhance ecological health, public access, and economic vitality through environmental restoration, recreational development, and cultural engagement, fostering a resilient and inclusive regional asset. Refer to Section 1.9: Special Requirements – White River.

One Health Innovation District at the Levee Master Plan and Design Guidelines (2024)
In 2024, the Indiana Economic Development Corporation and partner, Elanco prepared a master plan and design guidelines to guide the redevelopment and transformation of the former General Motors Stamping Plant located adjacent to White River State Park at Oliver Street and White River State Parkway Drive. Refer to Section 1.9: Special Requirements – One Health Innovation District at the Levee.

Preserve Indy
The Indianapolis Historic Preservation Commission is currently embarking on a comprehensive updates to its existing Local Historic District Preservation Plans to account for changes in historic district conditions and to incorporate new preservation perspectives related to underrepresented historic neighborhoods and diverse communities.

South Downtown Connectivity Vision Plan
The Indianapolis South Downtown Connectivity Vision Plan outlines a transformative strategy to enhance the city's public spaces. Focusing on improving pedestrian infrastructure, streetscapes, and public spaces, the plan aims to create a more livable, walkable, and vibrant downtown. Key initiatives include the redevelopment of Monument Circle and Georgia Street into pedestrian-friendly areas, promoting community engagement and economic vitality.

Thrive Indianapolis
Thrive Indianapolis is the city's first comprehensive sustainability and resilience action plan, adopted in 2019. It outlines 59 actions across eight focus areas—including energy, transportation, and public health—to reduce greenhouse gas emissions, promote equity, and prepare for climate impacts. The plan aims for citywide carbon neutrality by 2050.

TOD Design Guidelines
The Transit Oriented Development (TOD) Design Guidelines provide design guidelines for transit-oriented development in Indianapolis, including Regional Center. It outlines best practices, TOD typologies, and design elements to support sustainable, accessible, and vibrant development along key transit corridors.

The Regional Center is divided into seven distinct geographic District Typologies that have been identified based on common characteristics of each area. The standards and guidelines in this document are tailored to these District Typologies. Not all of the guidelines will apply to every District or proposed development. The typical uses within each District Typology is not a fully inclusive list, and is still dictated by zoning designations.

UC Urban Core

UMU Urban Mixed-Use

VMU Village Mixed-Use

NR Neighborhood Residential

SEMU Sports and Entertainment Mixed-Use

C Campus

UI Utility and Industrial

UC Urban Core

The Urban Core is defined by the City's highest-density development, featuring iconic buildings and high-quality architecture emblematic of Indianapolis. It is a major destination and employment center with a mix of offices, mixed-use residential, retail, hotels, civic spaces, and monuments. With its central location and visibility, the Urban Core serves as a hub for festivals and public events with high quality public spaces. The district is characterized by compact development, a regular street grid, and small blocks along Meridian Street that reinforce a highly walkable, transit-friendly environment.

Location	Central Core of Downtown Indianapolis
Density	High
Typical Uses	Major employment centers, mixed-use residential, office buildings, and hotels.
Transit	Primarily walkable and pedestrian-focused with limited emphasis on car-oriented infrastructure. Streets in the Urban Core accommodate multiple modes of transportation, including bus rapid transit or other bus services, shuttles, trails, bike facilities, and structured parking, while still serving commuters who drive into the area for work and events.

UMU Urban Mixed-Use

The Urban Mixed-Use District is characterized by medium- to high-density development with a mix of commercial, residential, and mid-rise multi-family buildings. These districts are typically located adjacent to the Urban Core or within newer planned areas. Development is pedestrian-oriented while also accommodating automobiles, transit, and walkable block patterns. Large-scale redevelopment opportunities and infill and adaptive-reuse projects exist within this district, reinforcing its role as a vibrant, connected extension of the core.

Location	Surrounding Downtown Urban Core
Density	Medium to High
Typical Uses	Mixed-use commercial, office, residential, and multi-family buildings.
Transit	Primarily walkable and pedestrian-focused with a balanced mix of transportation options. Streets in the Urban Mixed-Use District support daily life for residents through connections to bus rapid transit, local bus services, shuttles, trails, bike facilities, and limited structured parking. While accommodating some commuters and visitors, the district is designed foremost as a neighborhood environment that prioritizes people living in the area.

VMU Village Mixed-Use

The Village Mixed-Use District is characterized by development along corridors and trails, often found in neighborhood nodes within historic streetcar-served areas. Ground floors are typically occupied by retail or specialized uses such as arts and entertainment, with residential or office space above. These districts often include medium- to high-density residential development supported primarily by surrounding neighborhoods. The environment is pedestrian-oriented with strong connections to transit and nearby trails

Location	Commercial Corridors
Density	Medium to High
Typical Uses	Retail, arts, entertainment, with minimal residential (live/work)
Transit	Primarily walkable and neighborhood-focused with moderate transportation options. Streets in the Village Mixed-Use District connect directly to surrounding neighborhoods and often link to bus rapid transit, local bus routes, trails, and bike facilities. Limited parking is provided to serve residents and visitors, but the district is designed foremost as a walkable neighborhood node with strong trail connections that support daily life and community activity.

NR Neighborhood Residential

The Neighborhood Residential District is characterized by traditional neighborhood residential patterns with medium-density housing. It includes a mix of single-family homes, townhomes, and multi-family buildings, often as infill within areas of pre-WWII housing or new construction built in a similar form. Lots are typically deep with homes oriented toward tree-lined streets and sidewalks. On-street and alley parking are common, while small blocks and an interconnected street network help reduce congestion and support a cohesive community fabric. Neighborhood-scale parks and open spaces are integrated throughout the district.

Note: Development in locally protected historic districts must use guidelines from the Indianapolis Historic Preservation Commission (IHPC). Any single-family or two-family residential development located in a Neighborhood Residential district, but not in a local historic district, should use "Infill Housing Guidelines" from the Department of Metropolitan Development in lieu of these guidelines.

Location	Outside the city core
Density	Medium Density
Typical Uses	Residential single-family (new builds and existing pre-WWII homes), townhomes, multi-family
Transit	Primarily walkable and neighborhood-focused with moderate transportation options. Streets in the Neighborhood and Residential district are walkable and link to bus rapid transit, local bus routes, trails, and bike facilities.

SEMU Sports and Entertainment Mixed-Use

The Sports and Entertainment District is characterized by the City's highest-density development, featuring iconic buildings and high-quality architecture emblematic of Indianapolis. It is a major destination supporting the Urban Core, with a mix of offices, mixed-use residential, retail, hotels, civic spaces, and monuments. The district concentrates vibrant cultural, sports, and entertainment destinations, with retail and dining often activating the ground floors. With its central location and visibility, the Sports and Entertainment District serves as a hub for festivals, public events, and visitor activity, supported by high-quality public spaces.

Location	Specific areas in Regional Center with a concentration of entertainment and cultural-based uses oriented towards visitors and tourists.
Density	Medium to High
Typical Uses	Entertainment venues, cultural institutions, retail shops and restaurants, residential, public space, hotels, offices, parking garages or transit hubs
Transit	Primarily walkable and pedestrian-focused with limited emphasis on car-oriented infrastructure. Streets in the Sports and Entertainment Mixed-Use District accommodate multiple modes of transportation, including bus rapid transit or other bus services, shuttles, trails, bike facilities, and structured parking, while still serving commuters who drive into the area for work and events.

C Campus

The Campus District is defined by a master-planned, pedestrian-oriented layout, often organized around a central square, plaza, or open space. Developments shall be designed for walkability, with publicly accessible pedestrian ways linking buildings, open spaces, and surrounding streets. Parking use is required to be clustered in garages, with shared approaches encouraged; large surface lots are discouraged and permitted only within master plans that outline future conversion to structured parking and active uses. Campus Districts are evolving into innovation-driven districts with multiple owners, diverse partnerships, and a mix of uses that foster 24/7 activity. Development should integrate housing, offices, retail, and community facilities within a walkable block structure, mixing uses vertically and horizontally to connect with neighborhoods, build a strong sense of place, and enhance community vitality.

Location	Specific areas with a concentration of innovation-based anchor uses in a walkable, mixed-use environment.
Density	Medium to High
Typical Uses	Educational institutions, corporate campuses, hospitals, government buildings, innovation and research centers, conference facilities, hotels, student housing, offices, retail, and recreational facilities.
Transit	Primarily pedestrian-focused with some car accommodations. May include bus-rapid-transit or other bus connections, shuttle services, bike paths, and parking garages

UI Utility and Industrial

The Utility and Industrial District is characterized by areas that are dominated by industrial, utility, transportation, and communication uses. These areas are auto and truck dominated and sometimes include freight rail service. They often include larger areas of parking and outdoor storage. Some of these areas may redevelop over time to more active uses.

Location	Areas designated for industrial, utility, transportation, and communication uses, typically on the outskirts of the city or along transportation corridors.
Density	Low to Medium
Typical Uses	Manufacturing, warehouses, distribution centers, power plants, telecommunications facilities, freight rail service, large parking lots, outdoor storage.
Transit	Auto and truck-dominant, with limited pedestrian access. Freight rail access may be included, and larger industrial areas may have specialized truck routes separate from residential areas.

1.0 Introduction 1.9 CONCEPTUAL APPLICATIONS OF THE GUIDELINES

Planning and Illustration Areas

Urban Core

Urban Mixed-Use

Village Mixed-Use

Neighborhood Residential

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2.0 Design Considerations

Indianapolis Regional Center Design Guidelines 2026

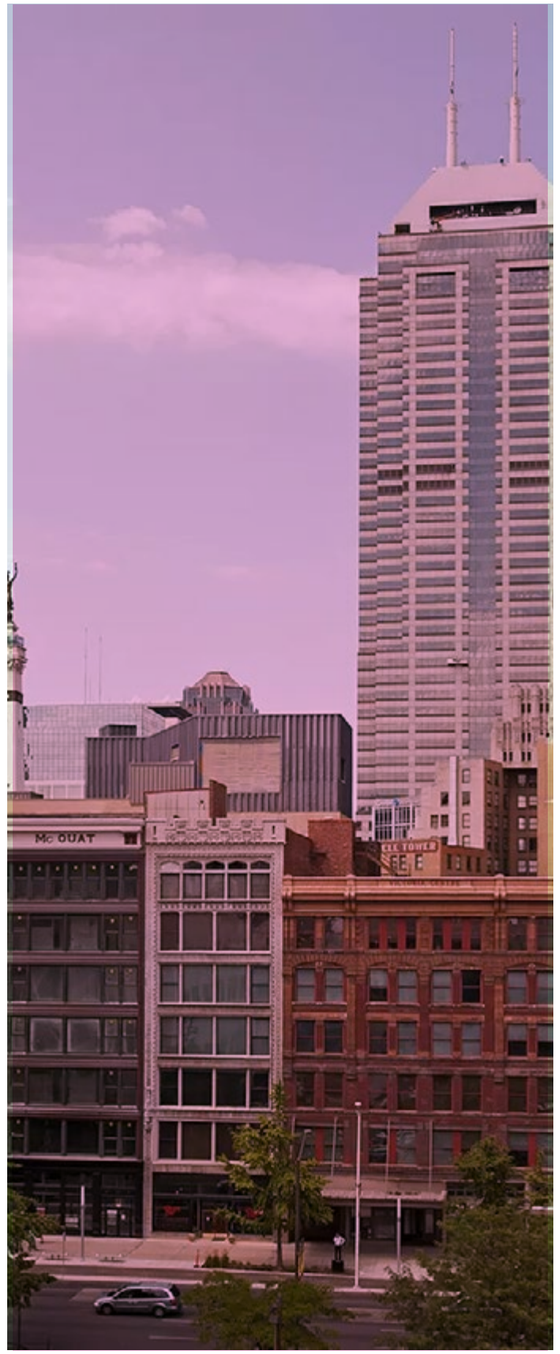
Design considerations include items that may be applicable to a property within the Regional Center in addition to the standards applicable by District. This Chapter includes Special Requirements, transitions between Districts, Gateways, Public Art, and Historic Context.

2.1 Special Requirements

Regional Center is home to several unique areas that contribute significantly to the Indianapolis community and identity, in addition to the Districts. These areas possess distinct historical, cultural, or environmental significance, and contribute to the overall sense of place that users experience. In addition to the requirements based on the Design Guideline District, the Special Requirements have an additional layer of review and context-specific standards to ensure that new development does not negatively impact their character or function. If there is any conflict between an applicable Special Requirement and another standard or requirement, the Special Requirement shall be controlling. If a project occurs in two or more special requirements districts within the Regional Center, the more restrictive standards shall apply subject to Monumental project review and DMD staff input.

These Special Requirements include:

- Canal Walk
- Indianapolis Cultural Trail
- Indiana Avenue
- Mile Square Plan
- One Health Innovation District at the Levee
- Transit Oriented Development (TOD)
- Urban and Scenic View Corridors
- White River



2.0 Design Considerations | 2.1 SPECIAL REQUIREMENTS

2.1.1 Indianapolis Cultural Trail

The Indianapolis Cultural Trail: A Legacy of Gene and Marilyn Glick, is a ten (10)-mile urban pedestrian and bicycle pathway that weaves through the heart of downtown Indianapolis, linking Cultural Districts, major institutions, neighborhoods, and public spaces. As a signature element of the city's public realm, the Cultural Trail has helped define the Regional Center's identity through its integration of art, landscaping, and well-designed infrastructure. The inclusion of Cultural Trail supports a variety of uses and has catalyzed development abutting or near its pathways. Design within and along the Cultural Trail should reinforce its role as a vibrant connector by emphasizing active frontages, clear sightlines, pedestrian comfort, access, and a cohesive public realm.

Indianapolis Cultural Trail, source: Visit Indy

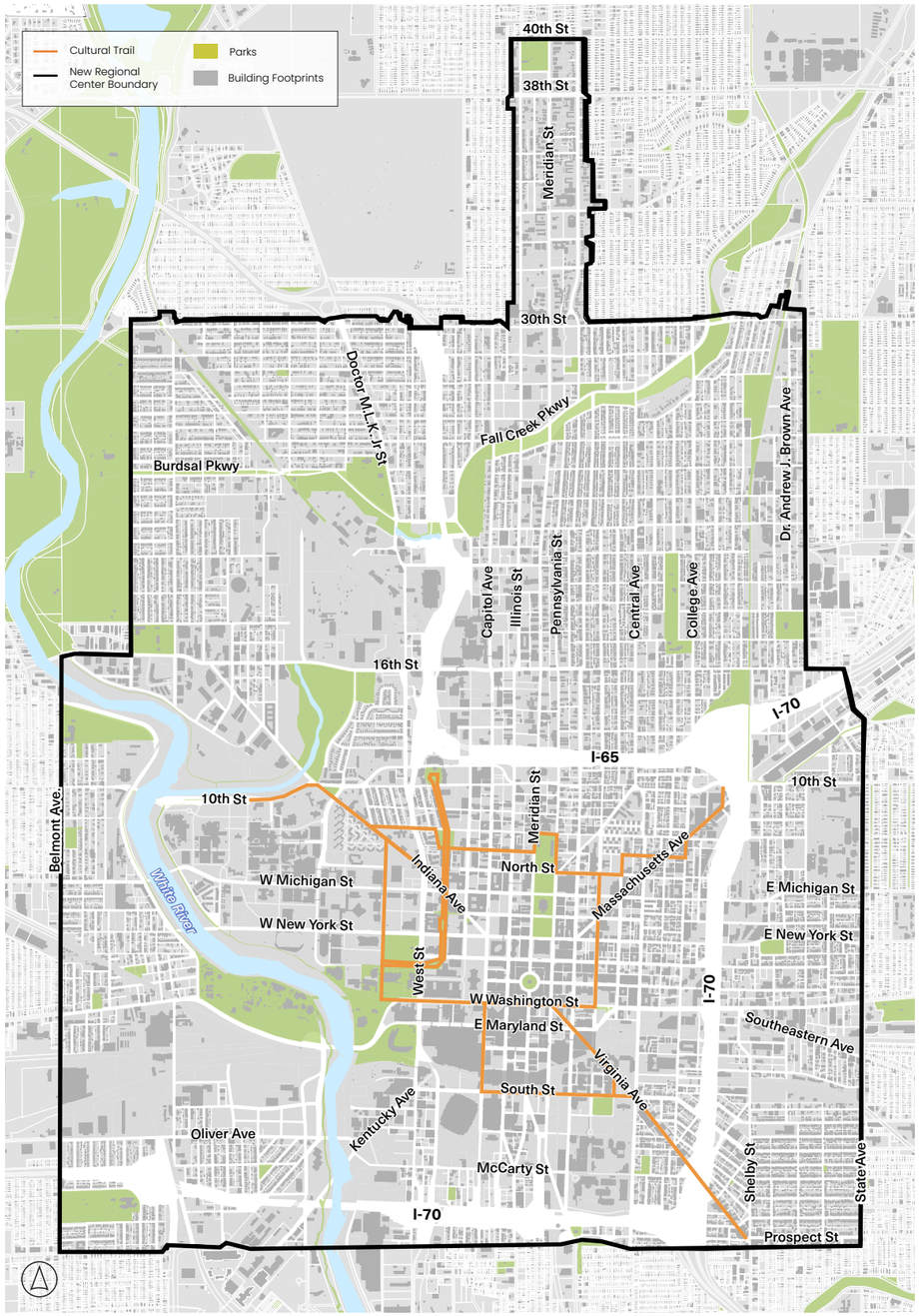
Special Requirements

- Projects meeting Major projects criteria abutting the Cultural Trail shall be subject to Monumental project review procedures in accordance with Regional Center approval process, but shall use the Indianapolis Cultural Trail-Oriented Development Strategy to determine compliance.

Applicable Documents

- Placeholder for Indianapolis Cultural Trail-Oriented Development Strategy and Design Guidelines
- Placeholder for Indianapolis Greenways Strategic Implementation Plan
- Indianapolis Department of Public Works Standards Manual - Chapter 900 Indianapolis Cultural Trail

Indianapolis Cultural Trail Map



2.1.2 Indiana Avenue

Indiana Avenue is a historically significant corridor within the Regional Center known for its role in Indianapolis' African American heritage. It contains notable cultural landmarks, institutions, and historically significant buildings such as the Madam Walker Legacy Center. This area also includes significant anchors including Indiana University Indianapolis and Purdue University Indianapolis (formerly IUPUI). While reinvestment is ongoing, Indiana Avenue remains an important connector between downtown and surrounding neighborhoods. Design within this area should respect its historical and cultural context and support a mix of uses that strengthen its identity and long-term revitalization.

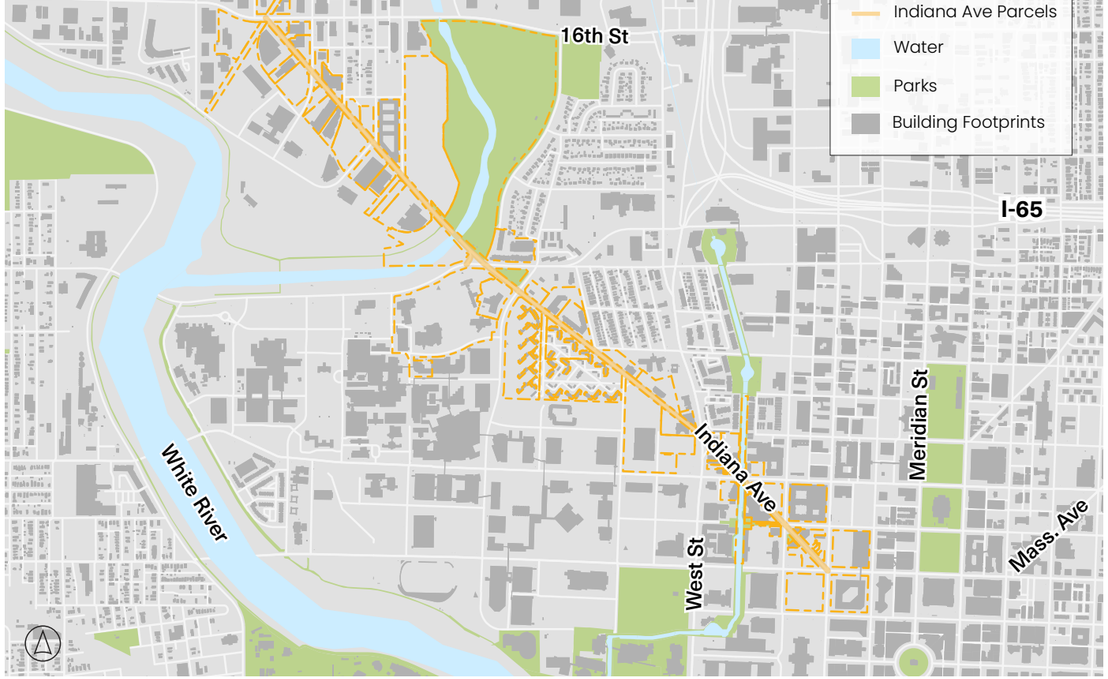
Special Requirements

- Projects meeting Major project review criteria only within the Indiana Avenue Special Requirement area shall be subject to Monumental project review procedures in accordance with the Regional Center Design Guidelines.

Applicable Documents

- Placeholder for future Indiana Avenue Certified Strategic Plan and Design Guidelines
- Placeholder for future Indiana University Indianapolis Campus Design Guidelines
- Placeholder for future Purdue University Indianapolis Campus Design Guidelines

Indiana Avenue Map



2.1.3 Canal Walk

The Canal Walk is a unique linear park and waterfront corridor that offers residents and visitors an immersive waterfront experience within the center of downtown Indianapolis. With its mix of green spaces, water features, public art, and nearby civic institutions, the Canal Walk serves as both a recreational amenity and a symbolic spine of the Regional Center. It supports walking, jogging, biking, and informal gathering, while also accommodating adjacent office, residential, and hospitality uses. Notable destinations along the Canal Walk include the Indiana State Museum, Eiteljorg Museum, NCAA Headquarters and Hall of Champions, White River State Park, and various residential, commercial, and civic buildings that activate the waterfront environment. Design along the Canal should prioritize visual access to the water, pedestrian connectivity, opportunities for passive and active use, and durable, high-quality materials that complement and improve the waterfront's character.

Special Requirements

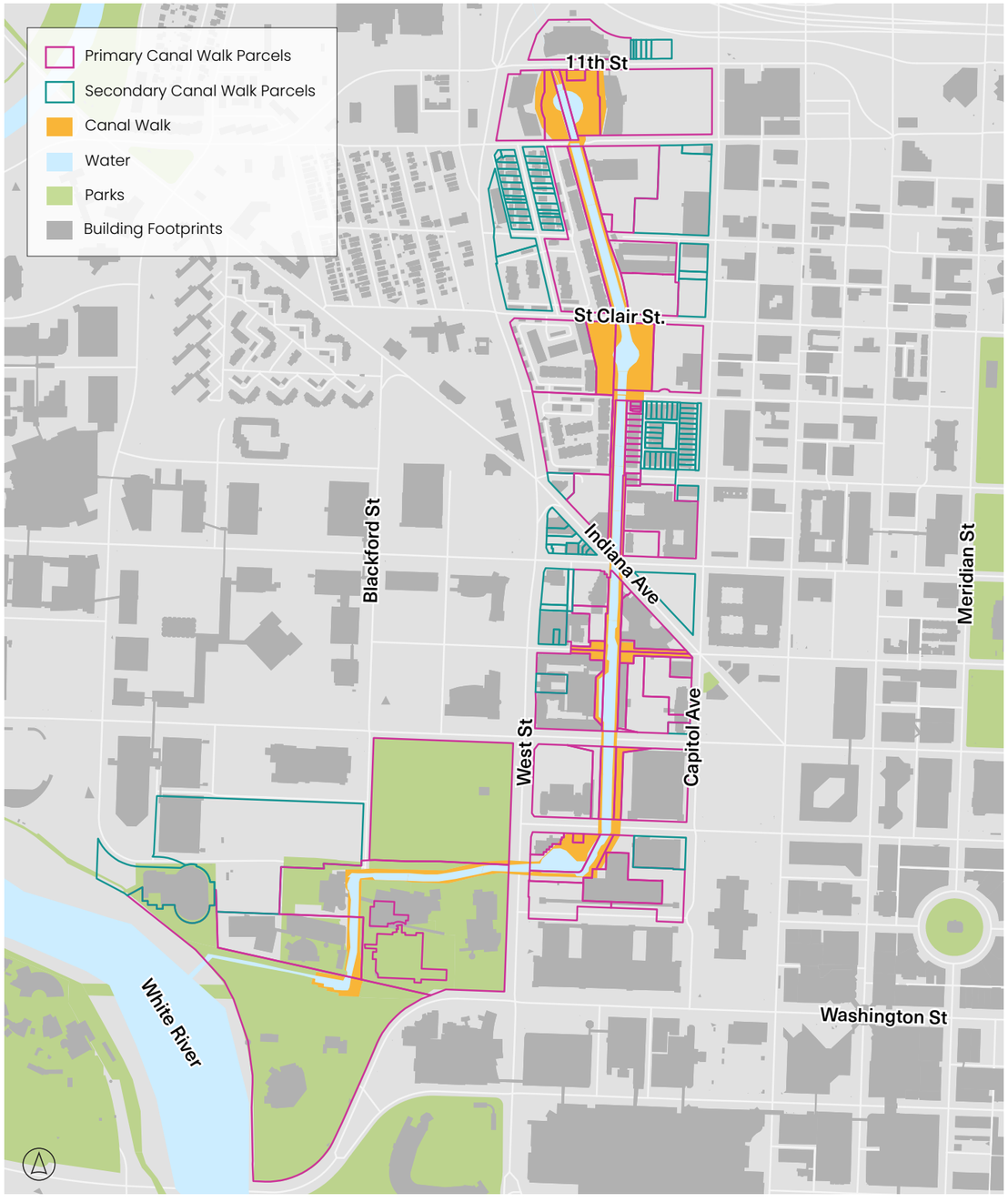
- Projects meeting Major project review criteria only within the Canal Walk Special Requirement area shall be subject to Monumental project review procedures in accordance with the Regional Center Design Guidelines.
- Requirements applicable to Primary and Secondary Canal Walk Parcels:
  - Development within the Primary and Secondary Canal Walk parcels shall provide access through the parcel to the Canal Walk. If applicable and feasible, Primary and Secondary parcels shall align access so that there is access from parallel streets to the Canal Walk.
  - Development adjacent to the canal shall provide access to the canal walk and, where possible, include a mix of uses activating the public realm.
- Requirements applicable to Primary Canal Walk Parcels only:
  - Pedestrian access from street level to canal level must adhere to ADA standards, ensuring inclusive and equitable access for individuals of all abilities. Accessible routes, such as ramps, elevators, or gently sloped pathways, shall be provided alongside stairs to allow all users public access to the Canal Walk. These pathways must be clearly marked, well-lit, and unobstructed.
  - Buildings may extend over the sidewalk adjacent to the canal waterway, provided that the sidewalk remains publicly accessible via an arcade, colonnade, or pergola. The overhanging frontage is limited to 35 percent of the total canal frontage, measured in a straight line along the back of the sidewalk.
  - The arcade, colonnade, or pergola must provide a minimum clearance of 12 feet, with an underlying public circulation path that is at least 12 feet 6 inches wide. Supporting columns or piers are not to exceed 2 feet in width.
  - Standards that are applicable to a street frontage shall apply to a canal frontage.
  - Building entrances shall be equally prominent on the Canal side as the street side.
  - Building façades along the canal should include substantial window area. A minimum 55 percent glazing for frontage above canal or 70 percent glazing on the frontage at canal level or street level is required.
  - Buildings along the canal shall comply with the Active use requirement fronting the canal (Refer to Section 4.6 Active Ground Floor Frontage). Active uses shall not be gated.
  - No new parking lots and garages will be permitted within 50 feet from back of sidewalk along the Canal. If existing parking lots are renovated, they shall provide screening in compliance with these Design Guidelines.

Applicable Documents

- Indianapolis - Marion County Zoning Ordinance - Chapter 744: Development Standards (Buffering Standards)
- Indianapolis Canal Design Guidelines (1996 and 1985)

2.0 Design Considerations 2.1 SPECIAL REQUIREMENTS

Canal Walk Map



2.1.4 White River

The White River forms the western boundary of the Regional Center and is a defining natural feature within downtown. Current and future planning efforts envision the riverfront as a more accessible and ecologically integrated public space that supports recreation, trails, and adjacent development. Design considerations in this area should enhance connectivity to the river, preserve open space, and integrate development in a way that aligns with long-term riverfront goals.

White River, source: Indy Parks and Recreation

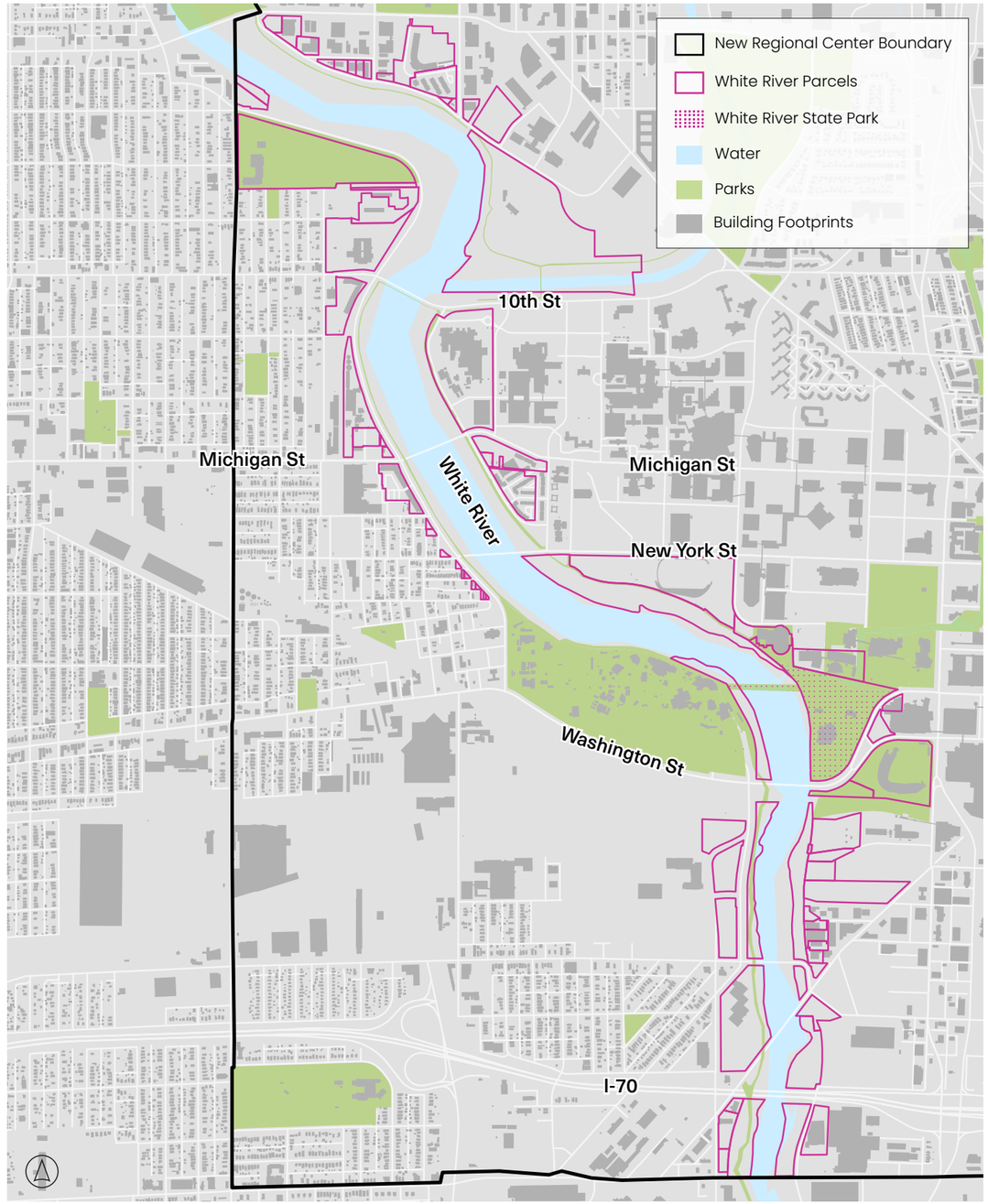
Special Requirements

- Projects meeting Major project review criteria only within the White River Special Requirement area shall be subject to Monumental project review procedures in accordance with the Regional Center Design Guidelines.
- Standards that are applicable to a street frontage shall apply along the frontage of White River.
- Projects shall provide multi-modal public access to the River.
- Projects should improve views to the river (see view corridor special requirement).
- If balconies are provided, they shall face the river or streets.
- If a building has an active rooftop space, it shall face the river.

Applicable Documents

- Marion County White River Vision Plan
- Placeholder for Indianapolis Greenways Strategic Implementation Plan

White River Map



2.1.5 Urban and Scenic View Corridors

Urban and Scenic View Corridors are mapped visual connections to key civic landmarks, public spaces, and natural features across the Regional Center. Development in these areas should maintain or enhance important views and minimize visual obstruction through careful massing, placement, and height transitions. Of note, all Local Landmarks and Historic Districts designated by the City of Indianapolis Historic Preservation Commission are exempt from Regional Center design review.

Special Requirements

- Projects meeting Major project review criteria only within the Urban and Scenic View Corridors Special Requirement area shall be subject to Monumental project review procedures in accordance with the Regional Center Design Guidelines.
- New development is to be designed to maximize sight lines along the view corridor. The applicant shall demonstrate in their submittal how they are preserving or enhancing the view. Views shall be determined at a point four feet above grade to ensure that the subject view corridor is preserved for the passerby.
- Development within the Urban and Scenic View Corridors shall not obstruct the view with landscaping, signs, bus shelters, pedestrian bridges, banners, utilities or traffic control signs.
- Hotels located along Urban and Scenic View Corridors are to locate any covered vehicle “drop off and pick up” areas on side streets. Hotel pedestrian entrance canopies/awnings may be permitted along a view corridor because the hotels provide 24/7 sidewalk activity and access. Pedestrian canopy/awning design must minimize view obstruction, have no side “curtains,” and be of high quality, durable materials.
- Balconies, rooftop gardens, courtyards, large windows, grade level visibility, glass elevators, high-rise lobbies with exterior views and public observation decks are encouraged.
- New structures shall not cast shadows on the south quadrant of the upper plaza (grade plus 20 feet and 100 feet in diameter) of the Soldiers and Sailors Monument between the hours of 10:00 AM solar time and 2:00 PM solar time, from February 21 through October 21. This limitation considers the Azimuth, Altitude and the Intercept created by the 150 foot permissible height for structures located on Monument Place. During Daylight Savings Time the area is protected from 11:55 AM to 3:55 PM clock time. It shifts back one hour during Eastern Standard Time.
- Sight-obscuring fencing is prohibited. Fences, if constructed, shall be sighted to minimize view obstruction and shall be designed and constructed of non-sight-obstructing materials that allow views through them.
- Only deciduous trees are permitted to be planted in the Public Realm (right-of-way) or adjacent to the pedestrian Way.
- Nothing in this chapter shall be construed to require the removal of existing trees to maintain an identified view. As needed or required, replacement of existing vegetation should occur using similar or site appropriate species located in similar manner to maintain viewing opportunities.

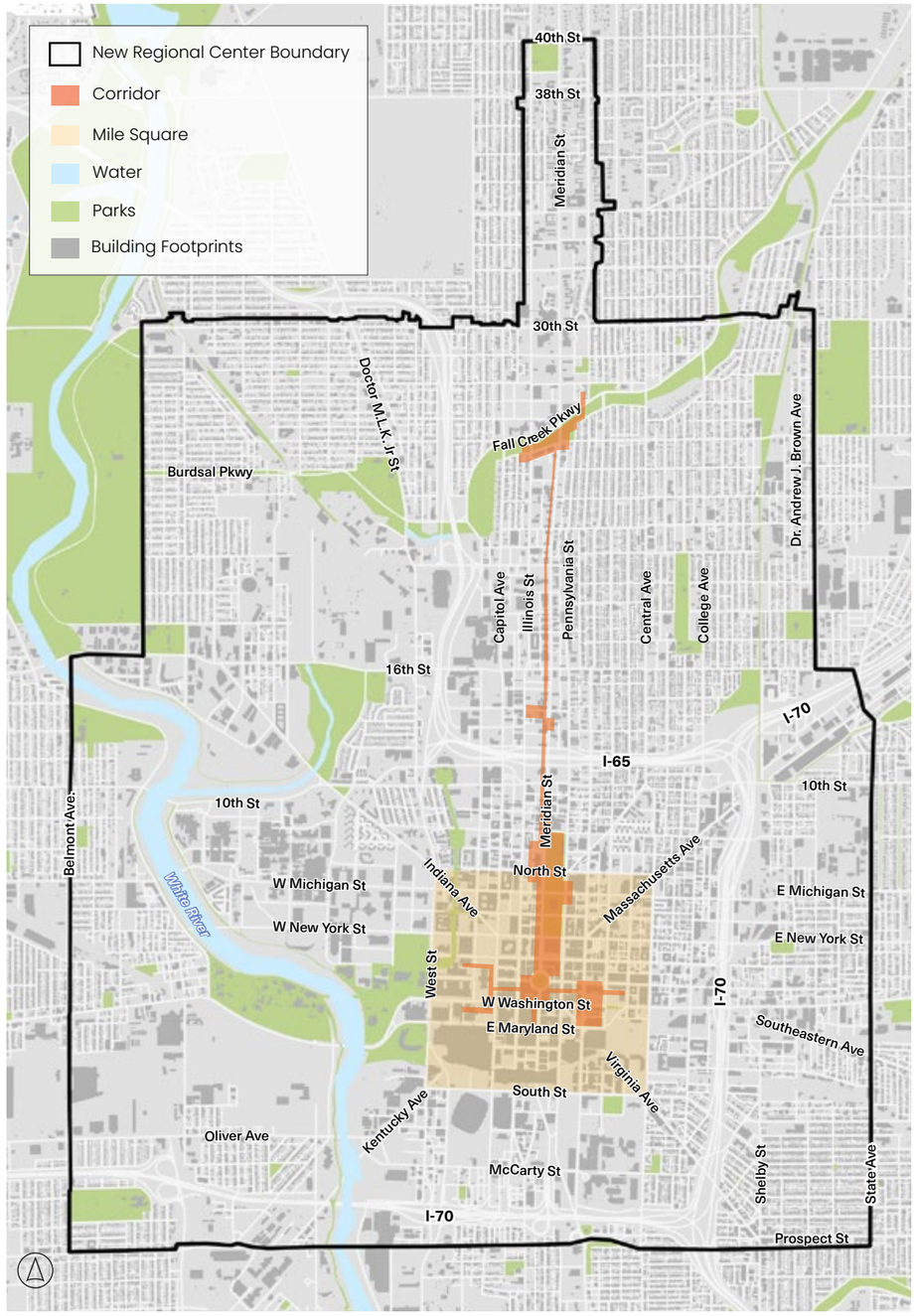
Applicable Documents

- N/A

Urban View Corridor Illustration

2.0 Design Considerations 2.1 SPECIAL REQUIREMENTS

Urban and Scenic View Corridor Map



2.1.6 One Health Innovation District at the Levee

The One Health Innovation District Design Guidelines establish a framework for a life sciences innovation hub in Indianapolis, emphasizing sustainable urban design, pedestrian connectivity, and integration with the White River corridor. The guidelines aim to foster collaboration among research institutions, industry leaders, and the community, promoting economic growth and environmental stewardship.

Special Requirements

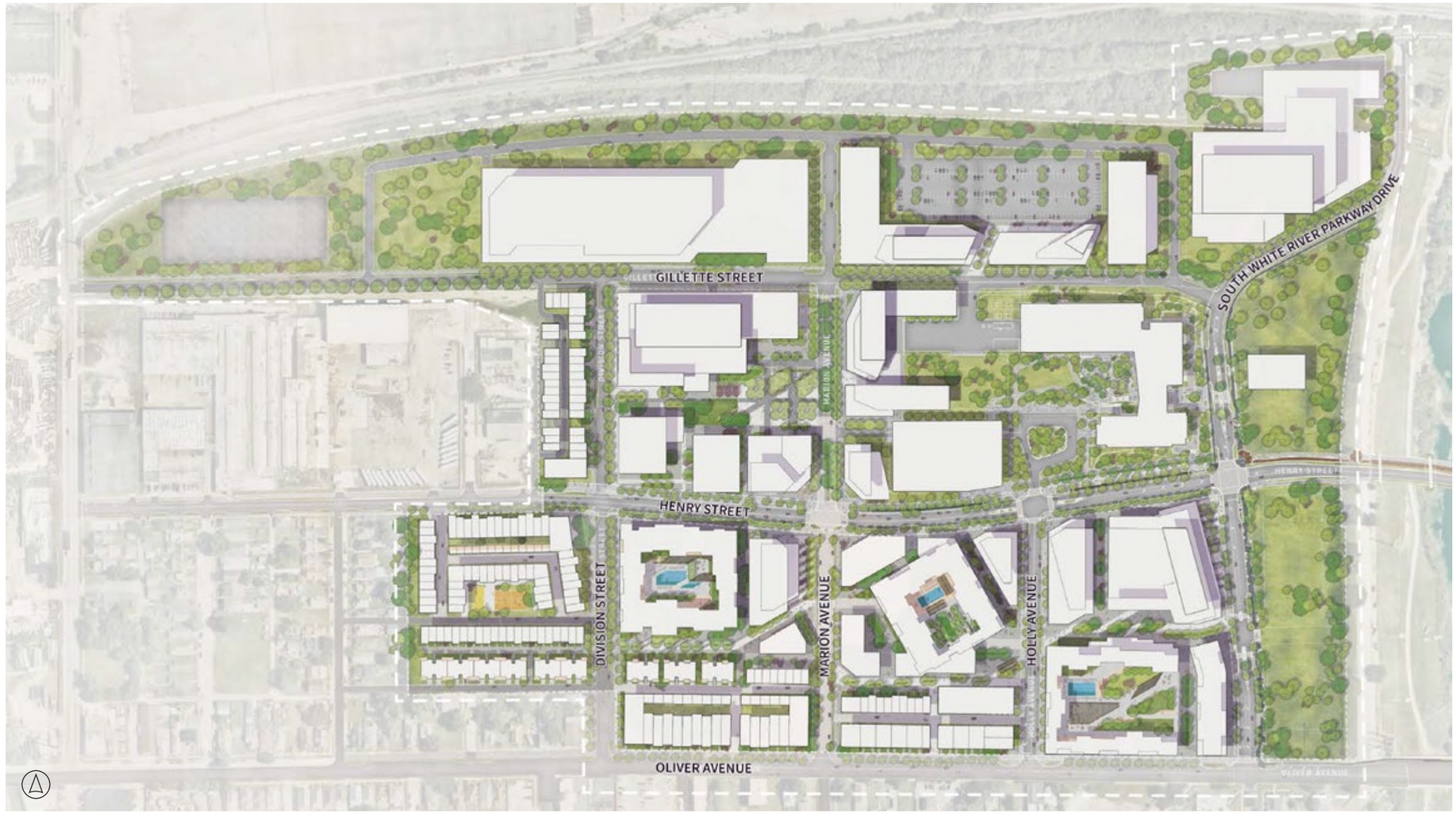
- Projects meeting Major project review criteria only within the One Health Special Requirement area shall be subject to Monumental project review procedures in accordance with the Regional Center Design Guidelines.

Any item not addressed within the One Health Innovation District Design Guidelines shall comply with the Regional Center Design Guidelines.

Applicable Documents

- One Health Innovation District at the Levee Design Guidelines (2025), completed by the Indiana Economic Development Commission
- Levee District Regulating Plan (2024), approved by the City of Indianapolis as part of the Commercial Special Zoning Filing
- White River State Park Extension Design and Construction Plans

One Health Innovation District at the Levee Master Illustrative Plan



Source: One Health District Design Guidelines, Indiana Economic Development Commission

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2.1.7 Mile Square Plan

In 1821, Alexander Ralston, a surveyor who once worked under Pierre L'Enfant, the French-American military engineer who designed the plan for Washington, D.C., prepared the original Mile Square plat for Indianapolis, encompassing today's Monument Circle and its surrounding blocks. The Ralston Mile Square Plan is bounded by North, East, South, and West Streets, with Massachusetts, Virginia, Kentucky, and Indiana Avenues serving as diagonal arterials emanating from the corners of Monument Circle and its four centrally located blocks. However, this arrangement has been altered over time. Like L'Enfant's plan for Washington D.C, the diagonal avenues represent European Renaissance city planning approaches, emphasizing vista views of prominent civic buildings and monuments. While the diagonal avenues in Mile Square do not terminate at buildings, constructing the Soldiers and Sailors Monument in Monument Circle in 1901 allowed long vista views at Market and Meridian Streets. The Mile Square design is a highly significant and historic plan for the central Indianapolis area. Maintaining the integrity of the Mile Square Plan, including its street alignments, rights-of-way, and spatial arrangements, helps preserve the historic and urban design character of the central downtown area. New development can use special site configurations made possible by the radial diagonal streets to offer high-quality architecture that responds to and reinforces the Mile Square's urban design character.

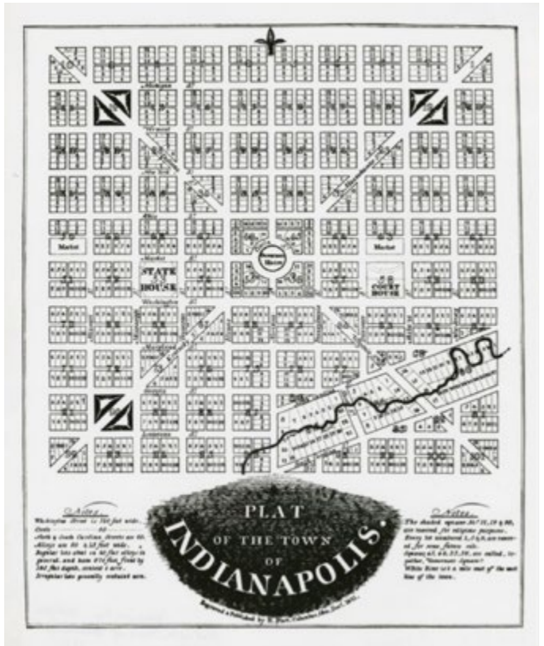
Special Requirements

- Projects meeting Major project review criteria only within the Mile Square Special Requirement area shall be subject to Monumental project review procedures in accordance with the Regional Center Design Guidelines.
- New development within the Mile Square shall preserve and retain the Mile Square Plan's diagonal street alignments, viewsheds, and lot and block configurations to the fullest extent feasible.
- New developments within Mile Square shall take advantage of unique lot configurations to promote high-quality architecture that maintains the unique vistas of the Soldier and Sailors Monument in Monument Circle.

Applicable Documents

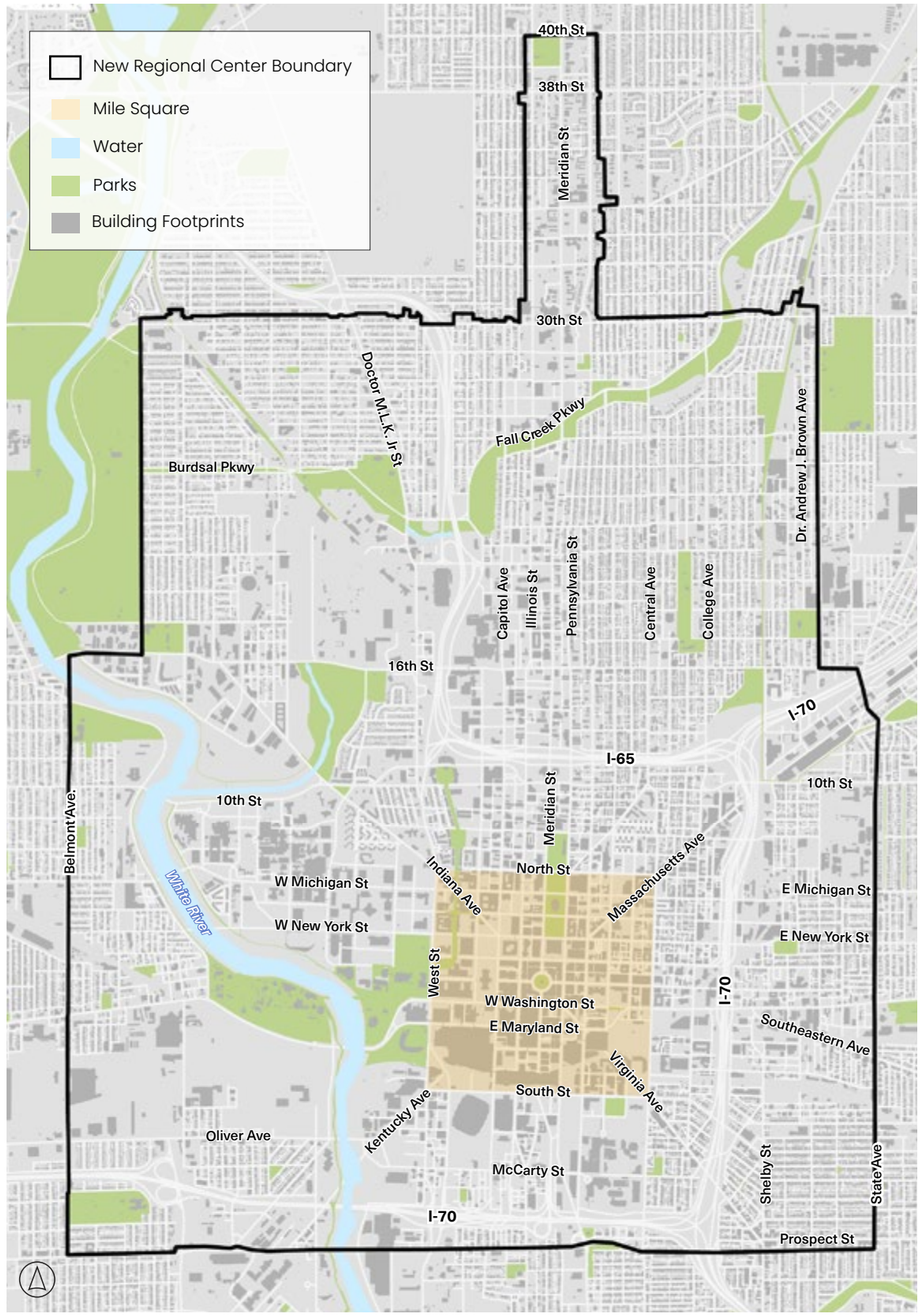
- Historical resources provided by the City of Indianapolis City Archivist

Sullivan Map of Indianapolis 1836, source: Indiana Historical Society



1821 Plan for Indianapolis by Alexander Ralston, source: TCLF

Mile Square Plan Map



2.1.8 Transit Oriented Development (TOD)

The intent of the Transit-Oriented Development (TOD) Secondary District (Section 742-207 of the Zoning Ordinance) is to encourage compact, walkable, mixed-use development near transit corridors, enhancing mobility and reducing car dependence. This intent is in line with the goals of the Regional Center Design Guidelines.

The TOD Secondary District applies to lots within 1000 feet from the centerline of a BRT Line as depicted in the 2015 IndyGo Comprehensive Operational Analysis (COA). However, it does not apply to properties with D-district zoning, CBD-district zoning, or I-district zoning. Within Regional Center are all of these districts, as well as other districts that it does apply to. Applying the use standards of the TOD Secondary District to all properties within the mapped area, regardless of base zoning, will create a more pedestrian friendly environment for Regional Center.

Special Requirements

- Projects meeting Major project review criteria only within the TOD Special Requirement area shall be subject to Monumental project review procedures in accordance with the Regional Center Design Guidelines.
- All properties within the Regional Center are subject to applicable requirements of the Transit-Oriented Development (TOD) Secondary District regardless of their primary zoning district.
- Auto-related light retail uses shall be limited within this area.

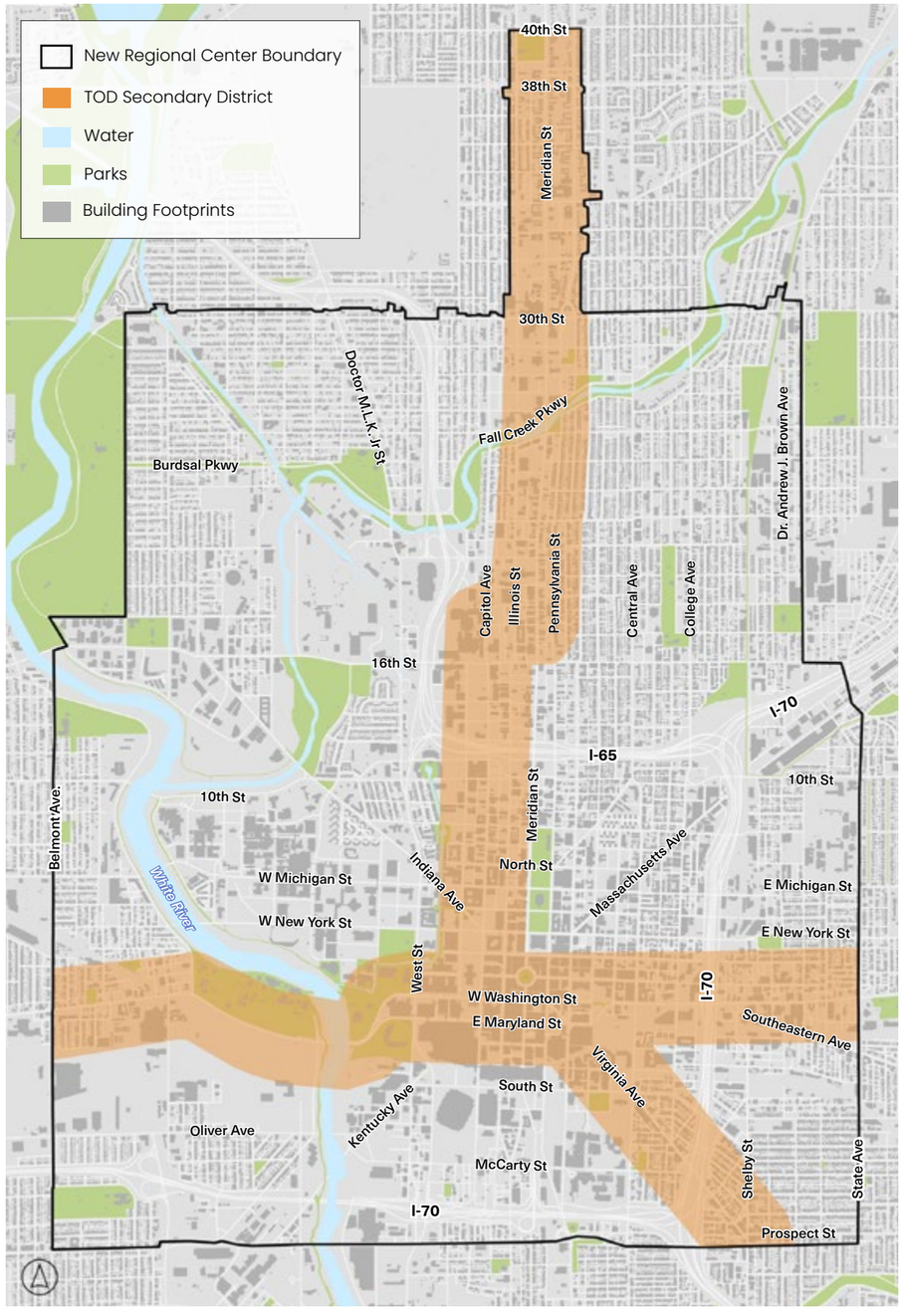
Applicable Documents

- Indianapolis - Marion County Zoning Ordinance - Chapter 742-207 Transit Oriented Development Secondary Zoning District (TOD)

Transit Oriented Development Illustration

2.0 Design Considerations | 2.1 SPECIAL REQUIREMENTS

TOD Map

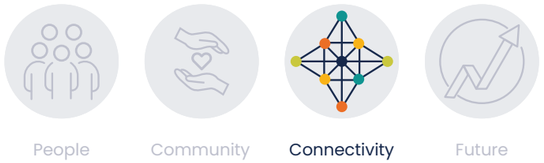


2.2 Transitions Between Districts

DESIGN INTENT

When possible, transitions between Districts should occur along alleys and rear lot lines so that incompatible land uses and characters occur at the back and not the side or front of lots. However, due to the mixed-use nature of the Regional Center sometimes incompatible land uses may be adjacent to one another and the negative impacts should be minimized through the following standards.

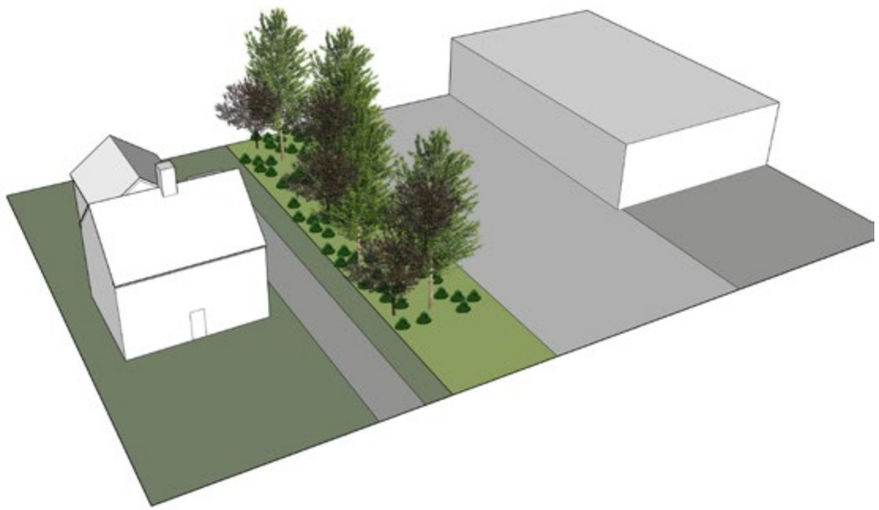
GUIDING PRINCIPLES



MINIMUM GUIDELINES

2.2.1 Buffers consisting of berms, evergreens and/or walls should be constructed in cases where a residential use abuts an industrial use or District.

2.2.2 In areas undergoing transformation in land use (such as from industrial to residential), new development should consider the character and impact of existing development. New development should consider mitigating the impacts of existing noise, traffic, service access and other undesirable conditions.



2.2.3 Districts with greater height limits that abut a single family residential use should provide a stepback to the residential use. See Stepback Standard.

ADDITIONAL CONSIDERATIONS

- See primary Zoning requirements for transitional yards and setbacks.

2.3 Gateways and Identifiers

Gateways are visually distinct areas and entry points into the Regional Center and its various districts. They may define key transition zones between land use and character areas and use multiple design elements, including physical landmarks, signage, public art, streetscaping, lighting, and vista views. These elements help enhance and strengthen connections between destinations and between districts. Gateways also define an area's distinct character, history, and identity, creating an engaging experience for residents, workers, and visitors. Gateways can become compelling entry points that enhance the overall sense of place by coordinating capital improvements with streetscaping enhancements, public art, branding, and wayfinding. Achieving this will require collaboration between public and private projects at key locations, ensuring that the gateways reflect and reinforce Regional Center's unique design character.

DESIGN INTENT

The design of gateways within the Regional Center shall create attractive, durable, culturally rich, safe, and accessible spaces. These spaces should also incorporate artistic aspects, such as murals, graphics, and lighting, to foster a strong connection to local identity and place.

MINIMUM STANDARDS

2.3.1 Gateways into the Regional Center, including formal transition points between the Regional Center districts, neighborhoods, and campuses, shall have a distinct or elevated design and artistic quality to signal entry and departure.

2.3.2 Gateway elements, such as landscaping, streetscape enhancements, lighting, pedestrian amenities, and public art, shall respect the immediate site and environmental context.

2.3.3 Install durable, weather-resistant materials suitable for the Indianapolis climate and high-traffic areas.

GUIDING PRINCIPLES

2.3.4 Gateways shall incorporate safety features, ADA accessibility, unobstructed sightlines, lighting, and security elements.

2.3.5 DMD will review gateway projects proposed by local community organizations for contextual relationships, durability, and cultural relevance to the Regional Center.

2.3.6 The installation of gateway elements will only be approved after an appropriate maintenance agreement is filed with DMD.

2.3.7 Authorization must first be sought from DMD for proprietary branding or advertising in gateway designs.

2.3.8 Gateways must be accessible and viewable from the public rights-of-way.

2.3.9 Design gateways with sustainability in mind, utilizing eco-friendly materials, energy-efficient systems, and low-impact construction practices.

2.3.10 Guidelines for Public Art, as listed in Section 2.4. Public Art, will apply to gateways.

2.3.11 Signage incorporated as part of gateway treatments must meet all applicable zoning requirements, including gateway signage that may encroach in the public right-of-way.

GUIDELINES

2.3.12 Assess the gateway location's site and its physical characteristics, including its topography, vegetation, and existing infrastructure, before designing to ensure the gateway element is contextually compatible and appropriate to the site.

2.3.13 Design gateway projects to incorporate distinctive features that serve as memorable visual clues, such as architectural elements, lighting design, signage, symbols, materials, textures and landscaping.

2.3.14 Incorporate references to Indianapolis culture and history in gateway design where possible.

2.3.15 Design gateways to integrate public art where possible and as part of the City's Percent for Public Art requirement for select incentivized development projects.

2.3.16 Integrate gateways into multimodal transportation infrastructure, such as bike racks, bus stops, and drop-off.

2.3.17 Prepare a statement describing how the design intent of gateways meets applicable Major project or Monumental project design requirements.

Gateway into Downtown at Old Washington Street Bridge at White River State Park

Gateway at the Bottleworks District, indicated through streetscape design, signage, and prominent plaza space

ADDITIONAL CONSIDERATIONS

- Marion County Land Use Plan Pattern Book
- Land Use Plan Update
- South Downtown Connectivity Vision Plan
- One Health Innovation District at the Levee
- City of Indianapolis DPW Standards

2.4 Public Art

Public art in Indianapolis' Regional Center enhances public, semi-public, and private spaces, helping to engage the broader Indianapolis community in creating art that reflects the city's cultural milieu and values. Public art fosters a dynamic environment, creates landmarks, and strengthens community identity, making it essential to Indianapolis' growth. It includes sculptures, fountains, lighting, murals, street designs, and functional objects, often created collaboratively with architects and landscape designers. Programs like the Indianapolis-Marion County Public Art for Neighborhood Program, which allocates one percent of a project's budget for art, ensure that art is integrated into urban development.

DESIGN INTENT

Public art helps enrich, enliven, and transform the public realm into compelling places of memorable experience. Public art should promote neighborhood identity, represent local heritage and cultural values, inspire artistic creativity, spark dialogue, and offer visual excitement to the public realm.

MINIMUM STANDARDS

2.4.1 Public art shall be of a high artistic standard and design quality.

2.4.2 Public art shall be relevant to the City of Indianapolis's history, culture, values, and people.

2.4.3 New public art shall be appropriate in scale, materials, and site placement for its public realm context.

2.4.4 Public art that activates and animates its immediate surroundings serves as an anchor or gateway element to the particular setting in the Regional Center.

GUIDING PRINCIPLES

2.4.5 All forms of original public art, exterior or interior, shall be accessible and viewable from the public rights-of-way during regular hours of operation.

2.4.6 The Indy Arts Council (or its successor) will be solicited for comment and advice regarding acquisition, disposition, and/or commissioning of public art.

2.4.7 The installation of public art elements will only be approved after an appropriate maintenance agreement is filed with DMD.

GUIDELINES

2.4.8 Public art may be included in the design of every new public and new commercial project with a floor area over 100,000 square feet, including all Monumental Projects.

2.4.9 Public art may be located on public property and/or integrated with public construction projects.

2.4.10 Use durable materials for all permanent public art installations located in the public sphere or quasi-public sphere. Do not design and install public art pieces that interfere with public safety.

2.4.11 Design public art free of commercial advertising.

2.4.12 Provide access to public art pieces to as many individuals as possible, including those with mobility issues and the hearing and vision-impaired.

2.4.13 Consider public safety and liability issues in permanent and temporary public art installations.

2.4.14 Consider and design for site characteristics, including vehicular and pedestrian traffic patterns, relationships to architectural and natural features, landscape, environmental impact, existing public art, historic buildings, neighborhood heritage, and future development and streetscape plans for the area.

2.4.15 Design large-scale installations of landscaping (environmental art), urban graphics, or art consisting of dispersed components for compatibility with these guidelines.

2.4.16 Develop a long-term maintenance and stewardship program for all permanent installations.

2.4.18 Review the Sign Ordinance for definitions and regulations related to signs incorporated in public art. Any business-related signage, including logos, associated with public art, must be limited to five (5) percent of the sign area.

Example of public art mural on blank building wall, visible within the public realm

Example of public art installation placed within the public realm

ADDITIONAL CONSIDERATIONS

- Indy Arts Council
- Indianapolis Cultural Trail Public Art
- Chapter 271 – Public Art for Neighborhoods Program
- City of Indianapolis Art in the Public Way Policy

2.5 Underpasses and Skywalks

Underpasses, a road, or pedestrian tunnel passing under another highway or railroad tracks, are found in varying locations in Regional Center, including its eastern and southern edges with Interstate 70 and the Interstate 65 and 70 junctions. They also serve key entry and gateway locations in Regional Center. Public realm treatments for underpasses should focus on enhancing accessibility and pedestrian safety, adding durable landscape elements and adequate lighting, reducing noise, and maintaining clear visibility from one side of the underpass to the other.

A skywalk is an elevated walk connecting two or more buildings, mainly designed as enclosed or covered footbridges that protect pedestrians from the weather and provide access to the upper floors of buildings. Effective skywalk design responds to the immediate architectural context with care taken to ensure compatibility with the surrounding urban fabric, maintained while maintaining important views of buildings and corridors. In general, skywalks are discouraged in the Regional Center as they can impact street-level vitality by drawing pedestrian traffic away from the ground-floor business activity. Skywalks may be beneficial in instances where they may enhance access to existing pedestrian networks and be integrated with public plazas and street-level retail activity.

DESIGN INTENT

Enhance underpasses to improve pedestrian safety, traffic flow, and serve as distinctive urban gateways into the Regional Center. Design skywalks to be architecturally compatible with surrounding buildings while preserving public views of key landmarks and vistas. Although underpasses and skywalks may not foster an active ground-floor pedestrian environment, they are essential to supporting the city's convention and visitor economy. When implemented, ensure their design accounts for long-term durability, maintenance, security, and clear responsibility for upkeep.

GUIDING PRINCIPLES

MINIMUM STANDARDS

2.5.1 Provide clear visibility within and beyond the underpass.

2.5.2 Illuminate underpasses with various lighting sources to the fullest extent feasible to improve visibility, pedestrian comfort, and safety.

2.5.3 Enhance underpasses with generous sidewalks and ensure feasible sidewalk connectivity with straight, straightforward connections to minimize pedestrian detours.

2.5.4 Design underpass enhancements that are robust, durable, and rely less on ongoing maintenance.

2.5.5 If installed, design skywalks compatible with the surrounding architectural and urban design context and do not block critical views and vistas in the Regional Center.

2.5.6 Integrate skywalks where possible in existing skywalk systems, nearby transit stops, streets, alleys, trails, and other public spaces.

2.5.7 Design skywalks with adaptability in mind to ensure they do not impede a connecting building's changing uses or tenants over time, or become disconnected as redevelopment occurs.

GUIDELINES

2.5.8 Install lighting and appropriate lighting fixtures within and on the approach to all underpasses. Lighting should mimic daytime lighting as much as possible and comply with relevant lighting standards. Artificial lighting should be employed if the underpass has extensive dark areas.

2.5.9 Consider reserving space in more frequented underpasses for musicians and other forms of entertainment.

2.5.10 Ensure bike lanes in underpasses have sufficient width to permit a comfortable and safe passage for cyclists.

2.5.11 Ensure underpass approaches are free from dense vegetation and other objects that would obscure sightlines.

2.5.12 Approaches to underpasses should be open and free from dense vegetation, concealed spaces or objects that would obscure sight lines and distances when entering or exiting the underpass.

2.5.13 Carefully select colors and textures to brighten the underpass and maximize the available light from lighting fixtures.

2.5.14 Integrating public art, such as bas relief, wall paintings, lighting installations, or sculptures, may be appropriate to help create a more attractive underpass space for pedestrians and motorists.

2.5.15 Incorporate special exterior façade treatments in skywalks that relate to the connecting building architecture.

2.5.16: Focus façade elements on fenestration, articulation, rhythm, lighting, and exterior finish materials. Highly visually appealing skywalk designs are encouraged.

2.5.17 Design skywalks to be well-balanced in height, width, and massing.

Skywalk in downtown Indianapolis, source: Google Maps

2.5.18 Avoid skywalk designs blocking the sky, vista views, and street-level traffic signals. While opaque roofs and floors are standard in skywalks, they can be articulated to add visual interest.

2.5.19 Incorporate ample lighting and wayfinding systems in skywalks where needed and necessary.

2.5.20 Ensure skywalks are barrier-free and meet all applicable ADA design requirements.

2.5.21 Install skywalks on floors with adjacent access to lobbies, stairways, or elevators to ensure access to the skywalks.

2.5.22: Ensure that all temporary signage installed in skywalk locations meets all applicable requirements in the Revised Sign Requirements. Permanent signage is discouraged.

2.5.23: Signage for skyways is to be placed outside of buildings to indicate to pedestrians on the street where it can be accessed.

2.6 Historic Context

Regional Center's built environment includes buildings and places of historical, cultural, and architectural importance worthy of preservation. Historic districts, including their contributing buildings, sites, and landscapes, help preserve and protect architectural, historical, and cultural places. Although a landmark district may comprise a variety of distinctive architectural styles and property types, it helps foster a collective urban design identity for neighborhoods and places within diverse urban environments. The central aim of historic districts is to manage change with a curatorial approach, where the architectural and historical appearance and integrity of buildings are maintained. In contrast, modifications, additions, and new developments are reviewed for their compatibility and appropriateness.

New development shall be compatible with and reinforce the architectural and visual characteristics of historic buildings and places in Regional Center while promoting contemporary designs that contribute to the authenticity and quality of place. New development shall have an obligation to complement and enhance the richness of historic environments through appropriate construction technologies, colors, façade design, fenestration, massing, proportions, scale, and material selection.

Lockerbie Square Historic District, source: Indiana Places

GUIDING PRINCIPLES

2.6.1 Historic Districts

Historic buildings, sites, structures, and their physical settings located within historic districts designated by the Indianapolis Historic Preservation Commission subject to design review by the Commission. Places may also be listed in the National Register of Historic Places, an honorary designation maintained by the National Park Service in association with the Indiana State Historic Preservation Office. In some cases, historic districts may have both designations.

DESIGN INTENT

Historic districts are key components of high-quality, visually appealing urban environments. Effectively managing new development in historic places will help minimize harm to the historic fabric while allowing for appropriate and compatible modern development.

MINIMUM STANDARDS

2.6.1.1 Maintain and enhance the architectural and historical integrity of Historic Districts through effective design review and curatorial management.

2.6.1.2 Regional Center has two types of historic districts: those listed in the National Register of Historic Places and those designated by the Indianapolis Historic Preservation Commission. Districts may be nominated and listed in the National Register of Historic Places, this nation's official list of buildings, places, sites, structures, and districts worthy of preservation. The National Park Service and the Indiana State Historic Preservation Office administer the National Register of Historic Places, and listing is honorary only. The second are Local Historic Districts designated by the Indianapolis Historic Preservation Commission (IHPC), a local government unit with review and approval authority. Proposed development within Local Historic Districts is exempt from Regional Center design review. However, they are subject to a Certificate of Appropriateness design review by the IHPC.

2.6.1.3 Proposed development within National Register Historic Districts, but not designated as a Local Historic District, must be contextually sensitive to the district. The IHPC will use the Infill Housing Guidelines to review single- and two-family residential development proposals in these districts.

ADDITIONAL CONSIDERATIONS

- Historic District Preservation Plans

2.6.2 Individual Historic Resources

Historic resources may be buildings, structures, objects, or sites identified historically or architecturally significant through past and ongoing documentation efforts. Such resources contribute to Regional Center's identity and design character.

DESIGN INTENT

New development shall be compatible with and reinforce the architectural and visual characteristics of historic buildings and places in Regional Center while promoting contemporary designs that contribute to the authenticity and quality of place. New development shall have an obligation to complement and enhance the richness of historic environments through appropriate construction technologies, colors, façade design, fenestration, massing, proportions, scale, and material selection.

STANDARDS

2.6.2.1 Historic resources' architectural and historical integrity is maintained and enhanced through design review and curatorial management.

2.6.2.2 Historic Resources Requiring Review: Proposed changes and alterations to historic resources and their exterior façades not designated by the Indianapolis Historic Preservation Commission (IHPC) as landmarks or located within a Local Historic District shall be subject to Regional Center design review. However, properties designated as Local Landmarks or located within Local Historic Districts are subject to the review authority of the IHPC. Historic resources subject to design review include buildings and properties:

- Listed in the National Register of Historic Places (NRHP) as an individual National Register Landmark or as a contributing building in a National Register Historic District.

GUIDING PRINCIPLES

- Listed in the Indiana Register of Historic Sites and Structures, individually or as a contributing building in an Indiana Register Historic District. Although there may be exceptions, all Indiana properties listed in the National Register are automatically listed in the Indiana State Register.
- Listed in the Center Township, Marion County, Interim Report of the Indiana Historic Sites and Structures Inventory, completed in 1991, as notable or outstanding.
- Designated by the Director of DMD, in consultation with the Indianapolis Historic Preservation Commission and/or the Indiana State Historic Preservation Office (Indiana SHPO) of the Indiana Department of Natural Resources, as potentially eligible for the National Register of Historic Places.

2.6.2.3 General Standards and Principles: When reviewing historic resources in the Regional Center, DMD staff will consult with IHPC staff and utilize the Secretary of the Interior's Standards for Rehabilitation for design review. The Standards provide a set of principles and a framework for assessing the appropriateness of exterior changes to historic resources. In many design review cases, not all of the Secretary of the Interior's Standards will be applicable, and DMD will exercise discretion regarding treatments suggested by the Standards. The Standards for Rehabilitation include:

- *Maintain Existing Use or Provide Compatible Adaptive Use:* Maintain the property's existing or historical use or provide a new use that requires minimal alteration to its distinctive exterior materials, features, spaces, and spatial relationships.
- *Preserve Elements of Historic Character:* Retain and preserve the property's historic character, avoiding the removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property.
- *Avoid the Addition of Non-Historic Features:* Recognize each property as a physical record of its time, place, and use. Do not undertake changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties.
- *Preserve Historically Significant Changes:* Retain and preserve changes to a property that has acquired historic significance.
- *Retain Significant Architectural Elements:* Preserve distinctive materials, features, finishes, construction techniques, and examples of craftsmanship that characterize a property.
- *Repair First Rather than Replace Exterior Features and Materials:* Repair rather than replace deteriorated historic features. Where the severity of deterioration requires the replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Substantiate the replacement of missing features with documentary and physical evidence.
- *Avoid Abrasive Preservation Treatments:* Undertake chemical or physical treatments, if appropriate, using the gentlest means possible. Do not use treatments that cause damage to historic materials.
- *Protect Archaeological Resources:* Protect and preserve archaeological resources in their original locations. If such resources must be disturbed, mitigation measures must be taken.
- *Design Compatible but Differentiated Additions:* New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. Differentiate new work from the old. It will be compatible with historic materials, features, size, scale, proportion, and massing to protect the integrity of the property and its environment.
- *Design for Reversibility:* Design new additions and adjacent or related new construction so that the essential form and integrity of the historic property and its environment will remain unimpaired if removed in the future.

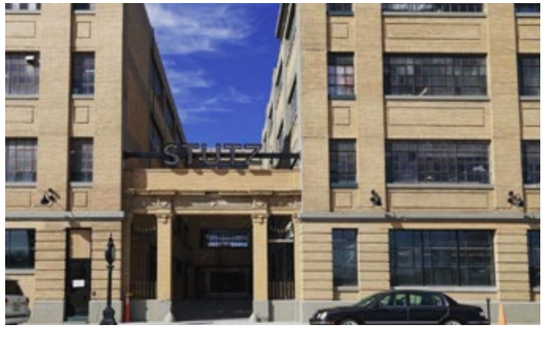
2.6.2.4 **Design Review Requirements for New Development Near Historic Resources** - All proposed developments on a site within 500 feet of a historic resource, as determined under Standard 2.6.2.2 are subject to review for appropriateness and contextual sensitivity. The 500-foot environs serve as the historic resource's immediate context.

2.6.2.5 **Design Requirements** - New development should be contextually sensitive and achieved through the following approaches:

- *Design to Context:* Design new development to respond to its immediate land use and neighborhood context. The goal is not to promote historicism and replicate exact design approaches and treatments from past architectural styles, but to balance variation and creativity with consistency and familiarity. A new development must avoid replicating a historic resource's exact features, elements, and detailing.
- *Design Approach with Adjacent Historic Resources.* A new development may reflect and complement a historic resource's existing architecture through matching or similar materials, the rhythm of solids and voids, fenestration, roofline treatments, vertical and horizontal elements, and ground floor frontage configurations. A new development may contrast but complement a historic resource using varied materials, colors, wall surface textures and modulations, simple ornamentation, and straightforward geometric building forms.
- *Fenestration.* The fenestration or pattern of window openings in new development, including their alignment, dimensions, frequency, and proportions, should respect the existing patterns of the historic resource.
- *Ground Floor Frontages.* The new development's ground-floor frontage should correspond and be compatible with the predominant frontage types within the historic resource's immediate context. For example, a new development within a blockface of historic commercial storefronts and lobby frontages shall have corresponding frontage types.
- *Massing, Scale, and Wall Articulation.* A new development's massing and scale must relate to the size and scale of the historic resources and their immediate context. A new development may employ vertical window bays, horizontal banding, belt courses, cornices, and other treatments to reflect the existing context's massing, wall articulation, and scale. A new development should express a spatial, material, or structural sequence and organization that reflects and is compatible with the immediate context.
- *Materials.* Materials used for façade wall surfaces, architectural features, and ornamentation should be visually consistent and compatible with the historic resource and adjacent buildings along the blockface, helping to support the appearance of a unified street wall. Materials should be durable and of high quality.
- *Relationship to Site.* New developments adjacent to historic resources must respond sensitively and be compatible with existing site conditions, setbacks, plazas, streetscapes, and pedestrian realms.
- *Roofline and Roof Shapes.* Rooflines and roof shapes shall complement and be consistent with the historic resource and the immediate context.

ADDITIONAL CONSIDERATIONS

- U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties



Historic Stutz Building, source: Sunflower Development Group

3.0 Site

3.1 Building Orientation

DESIGN INTENT

Building orientation is essential to maintaining Regional Center's historic street grid and promoting strong connections between blocks and neighborhoods. Buildings that are set back from the street or separated from one another can disrupt the rhythm of development, break the street wall, and create a public realm that is uninviting and lacks connection. When buildings are properly oriented, they can be designed to frame public spaces and streets to create a sense of enclosure, making the public realm more comfortable, active and inviting. Strategic orientation can also be used to improve sustainability by taking advantage of natural light and solar energy, helping to lower energy use and operating costs over time.

MINIMUM STANDARDS

3.1.1 Within Regional Center zero lot line setbacks are required, except where an established street wall exists that is compliant with the design intent. In that case new buildings shall align with the established street wall. Deviations from the zero lot line setback or street wall may be considered for enhanced pedestrian circulation, accessibility, utilities, and/or activated plaza/open space subject to a Major project review process.

3.1.2 Corner buildings shall address both street frontages to reinforce the street grid and enhance continuity along the block.

3.1.3 Buildings adjacent to streets and open spaces shall oriented towards both.

3.1.4 Frontage build out should be an 80 percent minimum length of lot facing the street.

GUIDING PRINCIPLES

GUIDELINES

3.1.5 Buildings should be designed to maximize energy efficiency and comfort through the solar orientation of buildings. Buildings with levels above the second floor (or above a height of 26 feet) may be oriented to relate to views, daylight, and/or energy conservation through the following:

- Solar design strategies should be balanced with the surrounding urban context, maintaining pedestrian-oriented frontages and reinforcing the established street grid.
- Where site layout allows, orient the building's longest façade within 15–30 degrees of true south to take advantage of passive solar heating in colder months.
- Prioritize locating common spaces, windows, and balconies on southern façades to increase natural light and reduce heating demand.
- Limit large expanses of glass on east and west façades to reduce glare and unwanted heat gain during mornings and late afternoons.

3.0 Site 3.1 BUILDING ORIENTATION

Building Orientation Illustration - Building is at the Street with Parking in the Rear.

Source: Sidewalking Victoria

3.1 Building Orientation - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.1.1	●	●	◐	◐			
3.1.2	●	●	●	●	●	●	
3.1.3	●	●	●	●	●	●	
3.1.4	●	●	●	●	●	●	
GUIDELINES							
3.1.5	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

3.2 Private Open Space

DESIGN INTENT

Private open space can provide an amenity for residents, workers, and visitors of a site and contributes to the livability of an urban environment. Types of private open space may include courtyards, balconies and roof decks.

MINIMUM STANDARDS

3.2.1 Ground level private open space shall be located interior to a site and not adjacent to a street since it could then create a barrier between the public realm and the building.

3.2.2 Private space shall be lit with dark sky compliant lighting.

3.2.3 Balconies shall be a minimum of 4 feet in depth to be able to be useable for private open space. False balconies that are only for decorative purposes are not permitted.

GUIDELINES

3.2.4 Private open space should be located to receive direct sunlight.

3.2.5 Private open space should include amenities such as areas for sitting and/or other passive or active amenities.

3.2.6 Private open space, with the exception of private balconies, should be accessible for all building users.

3.2.7 Where possible, developments are encouraged to install balconies at 5 feet in depth.

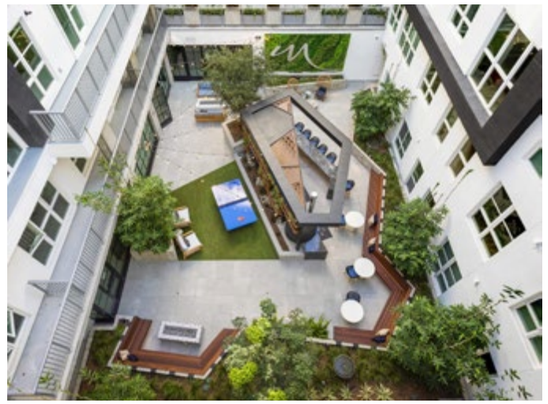
GUIDING PRINCIPLES

Source: Buckingham

Source: Buckingham

3.0 Site 3.2 PRIVATE OPEN SPACE

Source: Inhabit, a blog from cororan



Source: Urban Area

3.2 Private Open Space - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.2.1	●	●	●	●	●	●	
3.2.2	●	●	●	●	●	●	
3.2.3	●	●	●	●	●		
GUIDELINES							
3.2.4	◐	◐	◐	◐	◐	◐	
3.2.5	◐	◐	◐	◐	◐	◐	
3.2.6	◐	◐	◐	◐	◐	◐	
3.2.7	◐	◐	◐				

LEGEND ● Required ◐ Recommended

3.3 Site Access

Within Regional Center is an array of uses that require specific needs for adequate site access. At site access points, interactions and conflicts can occur between pedestrians, cyclists, transit, cars, or service vehicles when access to the site is not planned considerately. All development within Regional Center should be designed to handle these movements and encourage a safe, walkable Public Realm that is accessible for all.

3.3.1 Pedestrian Access Locations

DESIGN INTENT

Pedestrian access should be clearly identifiable, safe for all users, and easy to navigate.

MINIMUM STANDARDS

3.3.1.1 Primary pedestrian access shall be located along the principal frontage for sites with multiple frontages.

3.3.1.2 Primary pedestrian access shall connect directly to a public pedestrian way intended for pedestrian use, such as:

- Sidewalks along public streets
- Public plazas or promenades
- Pedestrian-only alleys and passages
- Multi-use paths trails, and greenways, although there shall be one access point or feeder sidewalk per property.

3.3.1.3 Be fully accessible for all users and comply with Americans with Disabilities Act (ADA) standards.

3.3.1.4 Pedestrian access to parking areas shall be separate from vehicular access.

GUIDING PRINCIPLES

3.3.1.5 Within multi-family or mixed-use developments, bike parking shall be provided on site or within an associated parking structure.

GUIDELINES

3.3.1.6 Pedestrian access should be designed with primary entrances in close proximity to transit stops.

3.3.1.7 Pedestrian access should be clearly defined and unobstructed to allow for easy navigation.

3.3.1.8 Additional pedestrian connections are encouraged to be made in non-public right-of-way from one site to another.

ADDITIONAL CONSIDERATIONS

- ADA Standards for Accessible Design

The Stutz Building, source: Visit Indy

The Stutz Building, source: Visit Indy

3.3.1 Pedestrian Access Locations - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.3.1.1	●	●	●	●	●	●	●
3.3.1.2	●	●	●	●	●	●	●
3.3.1.3	●	●	●	●	●	●	●
3.3.1.4	●	●	●	●	●	●	●
3.3.1.5	●	●	●	●	●	●	●
GUIDELINES							
3.3.1.6	◐	◐	◐	◐	◐	◐	◐
3.3.1.7	◐	◐	◐	◐	◐	◐	◐
3.3.1.8	◐	◐	◐	◐	◐	◐	

LEGEND ● Required ◐ Recommended

3.3.2 Vehicular Access Locations

DESIGN INTENT

Vehicular access should be located on a site to minimize conflicts with pedestrians and bicyclists and to encourage cross access between sites.

MINIMUM STANDARDS

3.3.2.1 All parking areas, parking structures and garages shall be accessed by an alley, when such are available. When not available, access shall be taken from less active secondary streets for lots with multiple street frontages wherever feasible.

3.3.2.2 Cross access easements shall be provided between abutting sites.

3.3.2.3 In cases where public right-of-way is proposed to be vacated, new development shall not isolate or reduce access to nearby sites or eliminate alternative routes that are needed for general traffic, service vehicles, or emergency access to the site.

GUIDING PRINCIPLES

GUIDELINES

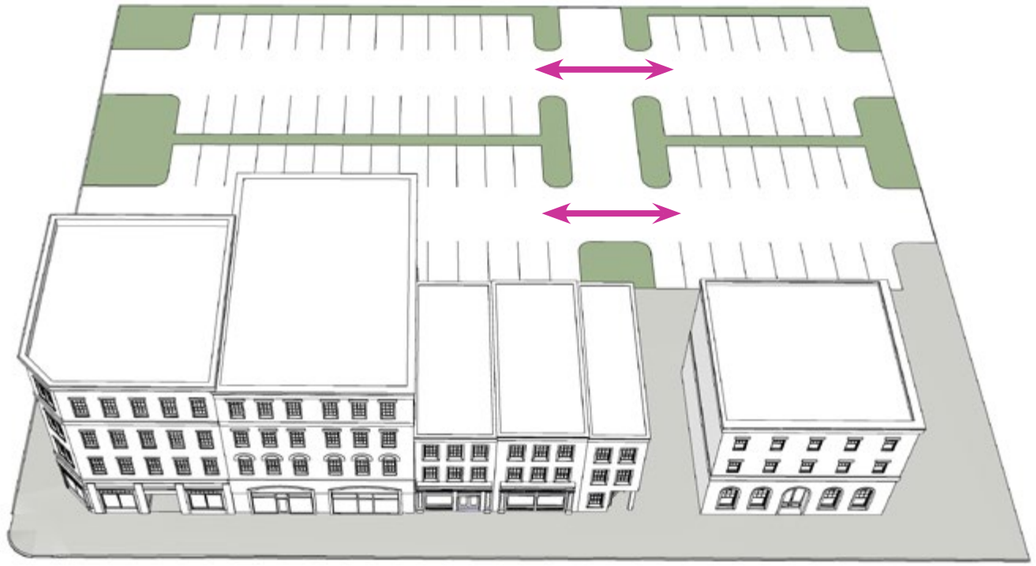
3.3.2.4 Shared driveways are encouraged to minimize curb cuts.

3.3.2.5 Vehicular entries and exits should be designed to be easily identifiable by drivers and pedestrians.

3.3.2.6 The number of curb cuts providing vehicular access into a block should be limited to the fullest extent feasible.

Source: Denison Parking

Source: Google Street View



Cross Access Illustration

3.3.2 Vehicular Access Locations - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.3.2.1	●	●	●	●			
3.3.2.2	●	●	●	●	●		
3.3.2.3	●	●	●	●	●	●	●
GUIDELINES							
3.3.2.4	◐	◐	◐	◐	◐		
3.3.2.5	◐	◐	◐	◐	◐	◐	◐
3.3.2.6	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

3.3.3 Service Entrance Locations

DESIGN INTENT

Service entrances should be located so as to minimize conflicts with pedestrians and other vehicles. Service entrances should be located in less visible areas to create a more pleasant and safe public realm. They should integrate seamlessly within a development and not detract from the appearance of a building's publicly visible façades.

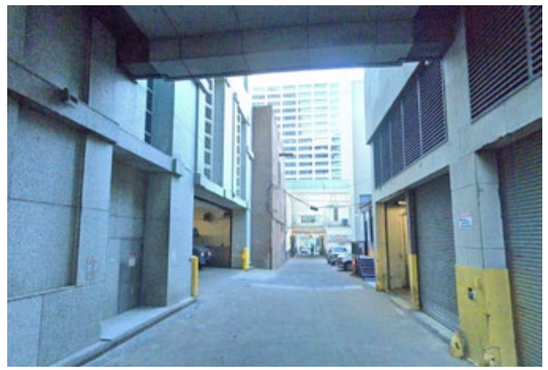
MINIMUM STANDARDS

3.3.3.1 Service areas shall be accessed by an alley, when such are available. When not available, access shall be taken from less active secondary streets for lots with multiple street frontages.

3.3.3.2 Service and loading zones shall be located to the rear, side, or internal to a block to reduce visibility and noise. These areas shall be screened appropriately. Alternative entrances for service or emergency vehicles that provide access to the site may also be created.

3.3.3.3 When service entrances are not in the back, garage doors should be required.

GUIDING PRINCIPLES



Service Alley, source: Google Street View

GUIDELINES

3.3.3.4 Service entrances should be separated from the primary vehicular access when possible.

3.3.3 Service Entrance Locations - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.3.3.1	●	●	●	●	●	●	●
3.3.3.2	●	●	●	●	●	●	●
3.3.3.3	●	●	●	●	●	●	
GUIDELINES							
3.3.3.4	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

3.4 Construction Site Control

Construction site control involves efficient site management to ensure an optimal level of safety during the construction of new buildings in the Regional Center. It involves several elements, including entry and exit to the site, site access, site layout planning, security, signage, safety provisions, and communication protocols. All components are critical to ensuring proper control of the construction site. Additionally, the public rights-of-way must be clear and free of construction materials, debris, gravel, and dust unless a permit has been issued to use such rights-of-way, and the construction site appropriately secured.

DESIGN INTENT

Proper and effective site construction control promotes clean and secure construction sites that mitigate impacts on surrounding buildings or activities.

MINIMUM STANDARDS

3.4.1 Ensure optimal safety in construction sites and mitigate against potential impacts to surrounding buildings and the public rights-of-way.

3.4.2 Plan for proper access control on construction sites to minimize conflicts and hazards when transporting materials and equipment.

3.4.3 Conduct ongoing site and hazard planning to eliminate or mitigate against such hazards.

3.4.4 Ensure bicycle, transit, traffic lanes, and pedestrian pathways are not blocked or impeded by construction.

GUIDELINES

3.4.5 Fully secure construction sites.

3.4.6 Incorporate creative artwork or information about the construction project in construction fences.

GUIDING PRINCIPLES

3.4.7 Use chain-link fencing along a pedestrian way to secure a site during construction, provided it is covered with canvas or a similar material.

3.4.8 Comply with Americans with Disabilities Act (ADA) standards for all barriers and alternative pedestrian routes. When the sidewalk is closed for more than 72 hours due to maintenance activities or new construction, a protected pedestrian passageway (ADA-compliant) shall be provided.

ADDITIONAL CONSIDERATIONS

- City of Indianapolis Regulations for Activities in the Public Right-of-Way

Construction Site Control, source: OPT Traffic Management Blog

3.0 Site 3.4 CONSTRUCTION SITE CONTROL

3.4 Construction Site Control - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.4.1	●	●	●	●	●	●	●
3.4.2	●	●	●	●	●	●	●
3.4.3	●	●	●	●	●	●	●
3.4.4	●	●	●	●	●	●	●
GUIDELINES							
3.4.5	◐	◐	◐	◐	◐	◐	◐
3.4.6	◐	◐	◐	◐	◐	◐	◐
3.4.7	◐	◐	◐	◐	◐	◐	◐
3.4.8	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

3.5 Screening, Security Fencing, Walls, and Barriers

When designed and installed appropriately, security fencing, walls, screening techniques, and barriers enhance the security and privacy of a development and its site. Such measures help screen ground-level mechanical equipment, loading docks, service bays, and trash receptacle areas enhance the security of a building's restricted areas.

DESIGN INTENT

Design and install security fencing, walls, and barriers in ways that are compatible, complementary, and integrate with the development's design, including its landscape and public space features.

MINIMUM STANDARDS

3.5.1 Employ compatible fencing, walls, and other barriers to screen portions of buildings and development sites restricted from public access or to reduce their visibility from public rights-of-way.

3.5.2 Use fencing, screening, and other barrier techniques to enhance the security of buildings, restricted areas, and off-street parking lots associated with the development.

3.5.3 Screen all mechanical equipment, loading docks, and trash removal areas from view from the public realm and pedestrian zones. Dumpsters shall not be located adjacent to a pedestrian zone.

3.5.4 Use screening materials that complement the primary building materials and/or are composed of permanent landscape elements such as metal fencing, masonry, trees, evergreen plant material, and berms.

3.5.5 Ensure surface parking areas adjacent to the public right-of-way or pedestrian zone have a minimum four-foot-wide planting area to provide screening with trees, walls, berms, and/or ground planting.

GUIDING PRINCIPLES

3.5.6 Maintain clear sightlines between three (3) and seven (7) feet above the sidewalk grade to promote visibility and safety (except where the primary zoning ordinance requires different dimensions). The design of the screening's lower three (3) feet shall be permanent, durable, and easily maintained. A solid "knee wall" or berm with ground-level evergreen planting is recommended.

3.5.7 Perimeter, "campus-style" fencing that encloses an entire site and is visible from the public right-of-way is prohibited unless specifically required for security, safety, or screening of restricted areas. Main entrances and primary public access points shall remain open and unfenced to promote visibility, accessibility, and a welcoming public realm.

Example of surface parking lot screening, source: Snyder & Associates

3.0 Site 3.5 SCREENING AND SECURITY FENCING, WALLS AND BARRIERS

Benchmark example of dumpster enclosure and utility screening, source: artist peyzaj

3.5 Screening, Security Fencing, Walls, and Barriers - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.5.1	●	●	●	●	●	●	●
3.5.2	●	●	●	●	●	●	●
3.5.3	●	●	●	●	●	●	●
3.5.4	●	●	●	●	●	●	●
3.5.5	●	●	●	●	●	●	●
3.5.6	●	●	●	●	●	●	●
3.5.7	●	●	●	●	●	●	●

LEGEND ● Required ◐ Recommended

3.6 Service and Utility Design

Utilities in the public realm or within a new development may consist of surface and roof-mounted utility boxes, utility mains and laterals, and vaults accommodating electrical, telecommunications, water, and gas services. To enhance and maintain a visually appealing public realm, the presence of utility services should be minimized to the fullest extent possible. The design of utility services in new developments should be carefully planned and compatible with the development's design and site to minimize future disruptions when utility upgrades and modifications are needed.

DESIGN INTENT

The visual presence of service areas and utilities within the Regional Center should be minimized and visually integrated within the development and its site.

MINIMUM STANDARDS

3.6.1 Design and screen utility services appropriately to minimize their visual and physical impact on the public realm.

3.6.2 Design and place utility services in locations with easy access for future upgrades and enhancements.

3.6.3 Do not place any utility and service connections and equipment in the public realm locations that would impede pedestrians.

3.6.4 Screen all utility and service connections and equipment in service areas so they are not visible from the pedestrian zone.

3.6.5 Do not locate mechanical vents in façade locations facing the pedestrian zone.

GUIDING PRINCIPLES

3.6.6 Inspect and document the presence of underground utilities when installing site enhancements, such as trees, planters, and other landscaping elements. Utilities and other elements in the site and streetscape will also determine the location and frequency of breaks between trees and planters.

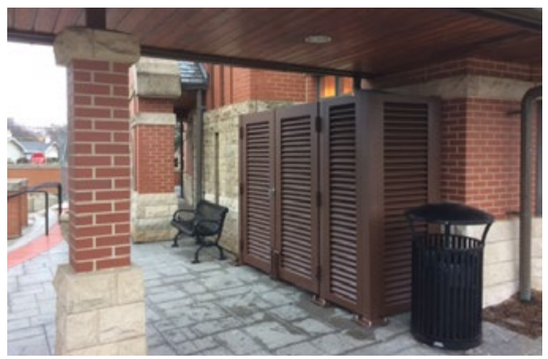
GUIDELINES

3.6.7 Bury all on-site utility service access when new construction is more than 20 feet from an existing utility supply,

3.6.8 Encourage new developments to provide flexibility in long-term utility and communication access.

ADDITIONAL CONSIDERATIONS

- City of Indianapolis Public Works Department Utility Coordination Process for Capital Improvement Projects



Mechanical Screening, source: American Fence Company

3.0 Site 3.6 SERVICE AND UTILITY DESIGN

3.6 Service and Utility Design - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.6.1	●	●	●	●	●	●	●
3.6.2	●	●	●	●	●	●	●
3.6.3	●	●	●	●	●	●	●
3.6.4	●	●	●	●	●	●	●
3.6.5	●	●	●		●	●	●
3.6.6	●	●	●	●	●	●	●
GUIDELINES							
3.6.7	◐	◐	◐	◐	◐	◐	◐
3.6.8	◐	◐	◐		◐	◐	◐

LEGEND ● Required ◐ Recommended

3.7 Parking

Regional Center parking includes on-street parking, off-street parking in lots, parking garages, and shared arrangements among different developments. The primary zoning classification specifies the parking requirements for development lots. However, Regional Center design and land use policies focus on reducing the amount of land devoted to off-street parking and promoting pedestrian-oriented development designs and multi-modal transportation. Therefore, utilizing available on-street parking, shared parking arrangements, and commercial parking garages is preferable. All existing parking located on the same development parcel shall be upgraded to meet all relevant Regional Center design standards when there is a greater than fifteen (15) percent change in parking spaces. Existing parking that will serve the new development and is located on other parcels unaffected by the new development will not require Regional Center approval. Parking garages will be treated like a building and contribute positively to Regional Center's architecture and urban design.

DESIGN INTENT

Design and construct parking facilities that integrate and complement the surrounding architectural context and public realm character without compromising space efficiency, traffic flow, and pedestrian safety.

MINIMUM STANDARDS

3.7.1 Design off-street parking to ensure efficient circulation, pedestrian safety, and accessibility while promoting harmony and a sense of place with adjacent buildings, while minimizing visual impact.

3.7.2 Design parking structures and garages to complement and be compatible with the surrounding architecture and urban design environment in scale, massing, articulation, and materials.

GUIDING PRINCIPLES

3.7.3 Locate a new surface parking area to the rear or side of a building to allow the building façade to front the pedestrian zone.

3.7.4 Provide accessible walkways for pedestrians from the parking lot area connecting to the public pedestrian zone.

3.7.5 Incorporate elements of architectural interest in parking garage design. This may include consolidating garage infrastructure (stairs, pay stations, elevators, etc.) into vertical cores.

3.7.6: Incorporate visually interesting screening or public art if the façade(s) of a parking garage, including ramps and parking stalls, is visible from the street.

3.7.7 Provide rear customer entrances to restaurants, stores, and shops on blocks with public parking or pedestrian walkways behind the buildings.

3.7.8 Consider bio-swales and other green infrastructure in parking lots to reduce the heat island effect and improve stormwater management and snow removal.

GUIDELINES

3.7.9 Consider parking garages and underground parking as parking solutions rather than surface parking lots where feasible. Explore shared parking strategies when possible to minimize the need for new parking structures.

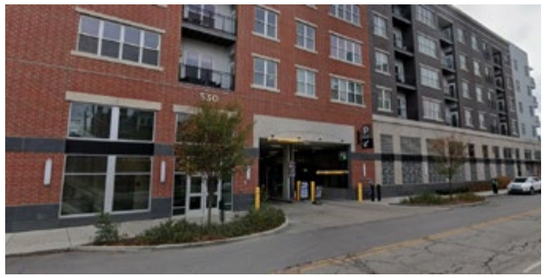
3.0 Site 3.7 PARKING

3.7.10 Enhance the pedestrian experience by including liner spaces with active uses, displays, or other architectural and surface treatments to create visual interest where parking garages meet the street. Alternatively, set back the parking garage far enough from the sidewalk, at least 30 feet, to accommodate sufficient space for a future active-use liner building in front of the garage.

3.7. 11 Consider designing parking garages with adaptability in mind, including flat floors and appropriate ceiling heights, to accommodate future uses.

ADDITIONAL CONSIDERATIONS

- City of Indianapolis Parking Requirements — Chapter 744, Article IV. - Parking, Loading, and Drive-Through, of the Revised Code of the Consolidated City and County



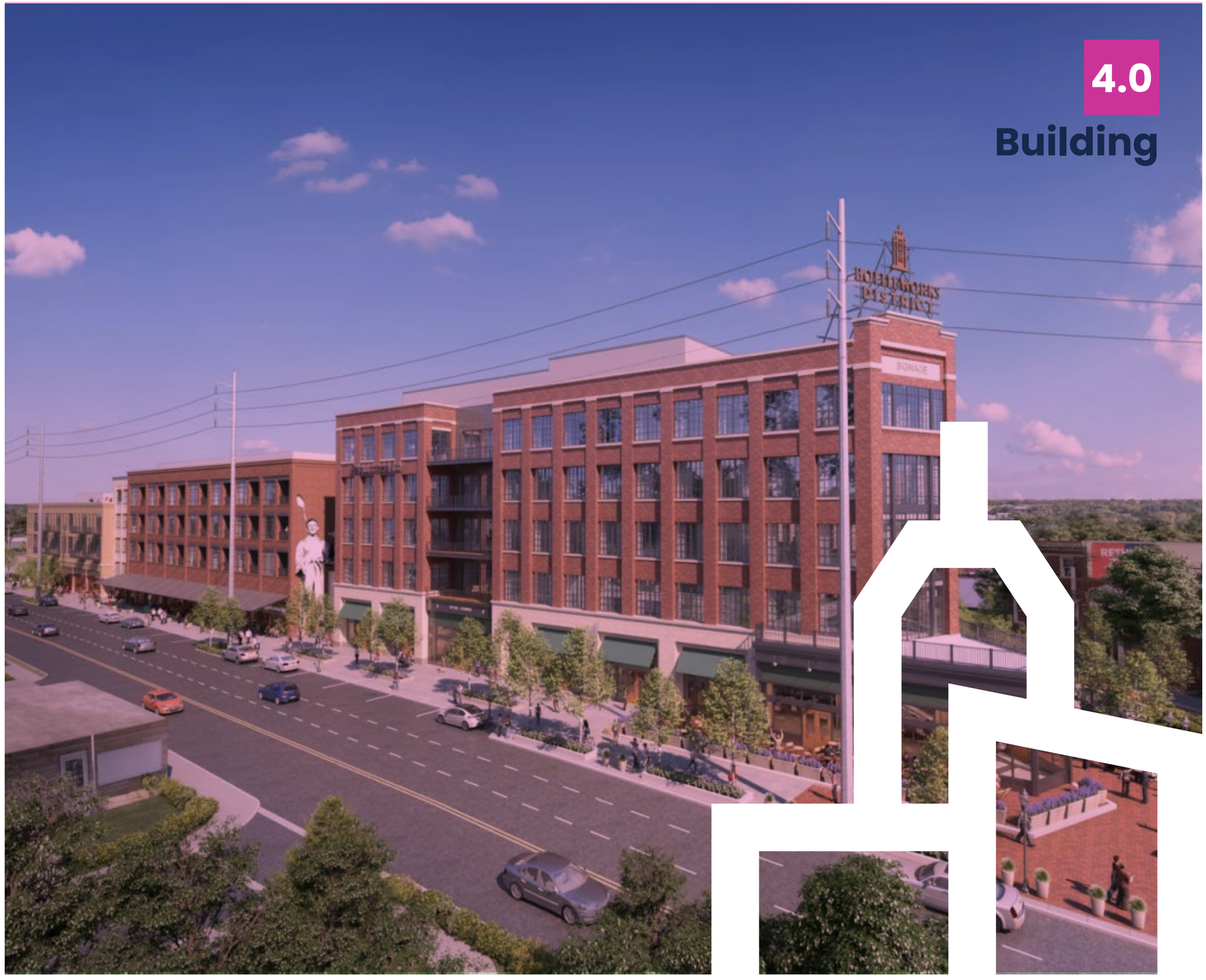
Parking structure on E North Street integrated into mixed-use development, source: Google Earth

Parking structure with integrated public art, New Eskenazi Replacement Hospital, source RG Collaborative

3.7 Parking - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
3.7.1	●	●	●	●	●	●	●
3.7.2	●	●	●	●	●	●	●
3.7.3	●	●	●	●	●	●	●
3.7.4	●	●	●	●	●	●	●
3.7.5	●	●	●	●	●	●	●
3.7.6	●	●	●	●	●	●	●
3.7.7	●	●	●				
3.7.8	●	●	●				
GUIDELINES							
3.7.9	◐	◐	◐	◐	◐	◐	◐
3.7.10	◐	◐	◐	◐	◐	◐	◐
3.7.11	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended



4.0 Building

Indianapolis Regional Center Design Guidelines 2026

4.1 Massing

Building massing refers to the general shape, form and size of a building. This section includes standards for general building massing, stepbacks and tower configurations.

4.1.1 Building Massing

DESIGN INTENT

The mass of a building affects both the pedestrian experience at the ground level and how a building is viewed in the skyline. Building massing should respond to the context of the site.

MINIMUM STANDARDS

4.1.1.1 Building height and massing shall be complementary to the existing development context. When heights or density increase beyond existing context, new development should apply stepbacks to bring down the scale of the architecture.

GUIDELINES

4.1.1.2 The “primary massing” of a building refers to the main body of the structure, onto which additions or “secondary massing” may be added The secondary massing should be harmonious with the primary massing.

4.1.1.3 The secondary massing may be used as a transition to the existing context.

4.1.1.4 Consider possible “wind tunnel” and shadow impacts on adjacent buildings and the public realm when designing the building’s massing.

4.1.1.6 Building massing should generally be rectangular, square, ‘L’ shaped, ‘U’ shaped or triangular for triangular sites. Other building massing shapes may be considered, but would be subject to Monumental project review process.

GUIDING PRINCIPLES

ADDITIONAL CONSIDERATIONS

- Zoning Ordinance CBD District “Sky Exposure Plane” requirements

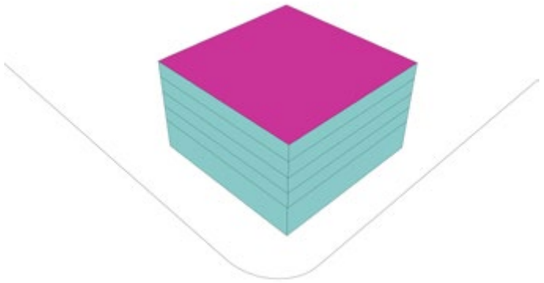


Illustration Square Massing

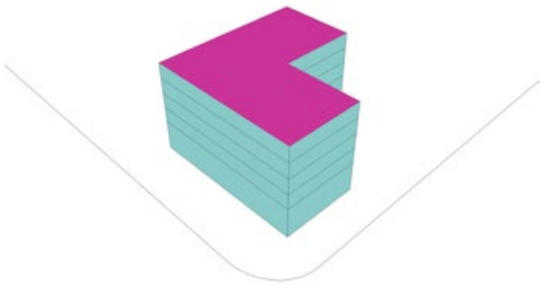


Illustration ‘L’ Massing

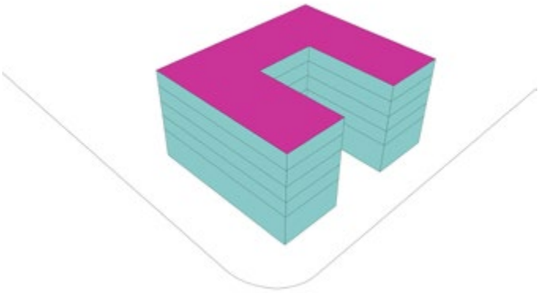


Illustration ‘U’ Massing

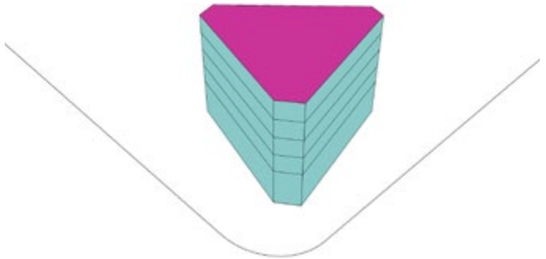


Illustration Triangle Massing

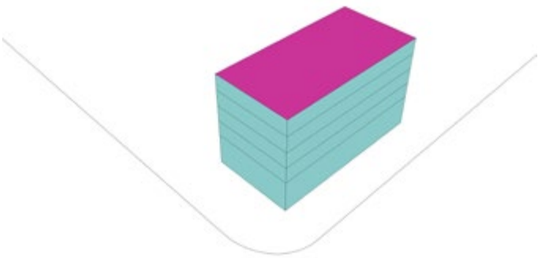


Illustration Rectangle Massing

4.1.1 Building Massing - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.1.1.1	●	●	●	●	●	●	●
GUIDELINES							
4.1.1.2	◐	◐	◐	◐	◐	◐	◐
4.1.1.3	◐	◐	◐	◐	◐	◐	◐
4.1.1.4	◐	◐	◐				
4.1.1.5	◐	◐	◐	◐	◐	◐	◐
4.1.1.6	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

4.1.2 Building Stepbacks

DESIGN INTENT

Building stepbacks can be used to assist in transitioning to an adjacent lower height building context or along a street to allow sunlight access to the street and create a better pedestrian experience.

MINIMUM STANDARDS

4.1.2.1 On streets with a ROW of 50 feet or less, buildings shall stepback a minimum of 15 feet after the 4th story.

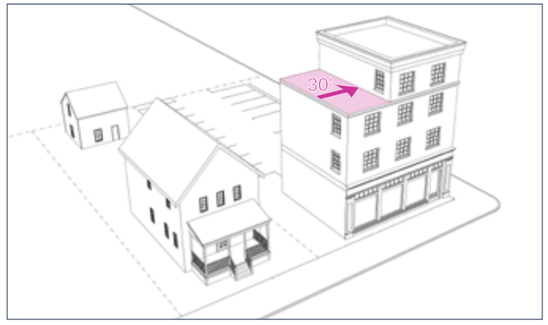
4.1.2.2 For properties adjacent to an existing single-family or two-family use, upper floors above the 3rd story must be stepped back at least 30 feet from the shared property line.

GUIDELINES

4.1.2.3 For properties abutting a historical property, the building should stepback so that the height of the new building is in context with the height of the historic building and that where possible character defining features on adjacent historical properties are not obscured.

GUIDING PRINCIPLES

Source: Google Street View



Stepback Illustration

4.1.2 Building Stepbacks - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.1.2.1	●	●	●		●		
4.1.2.2	●	●	●	●			
GUIDELINES							
4.1.2.3	◐	◐	◐	◐	◐		

LEGEND ● Required ◐ Recommended

4.1.3 Tower Configuration

DESIGN INTENT

Tower configuration should create interest in the skyline and be designed to preserve views and sunlight to the street.

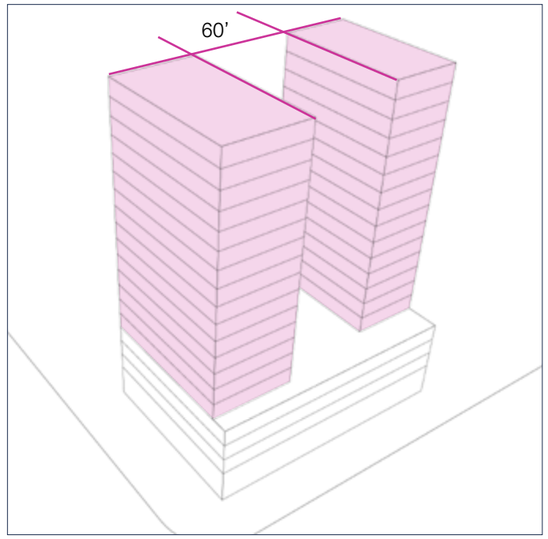
GUIDELINES

4.1.3.1 Towers should be placed to emphasize intersections and frame views along a street.

4.1.3.2 Multiple towers on a podium should be used in place of a continuous wide massing to break up the scale of the building and allow for sunlight and views through the building tower.

4.1.3.3 There should be a minimum spacing of 60 feet between towers on a podium.

GUIDING PRINCIPLES



Tower Configuration Illustration

4.1.3 Tower Configuration - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
GUIDELINES							
4.1.3.1	◐	◐					
4.1.3.2	◐	◐					
4.1.3.3	◐	◐					

LEGEND ● Required ◐ Recommended

4.2 Composition

DESIGN INTENT

Building façades or façade sections can provide visual cues to users through varying patterns and scales. Such cues are important in creating a legible built environment.

MINIMUM STANDARDS

4.2.1 Buildings shall have a identifiable base, middle and cap.

4.2.2 Residential finished floor shall be a minimum 18” and maximum 36” above the façade average grade.

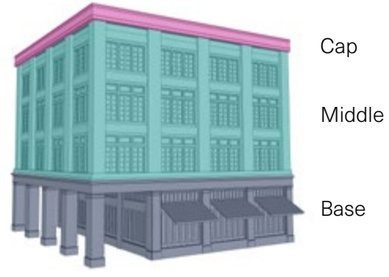
4.2.3 Ceiling height measured from finished floor to finished ceiling shall be a maximum of 14ft, except for ground floor ceiling height for commercial and office uses shall be a minimum of 11 feet and maximum of 25 feet.

4.2.4 Ground floor height shall be taller than upper floor height.

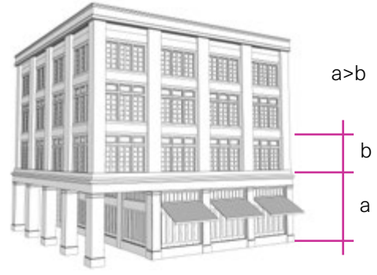
GUIDELINES

4.2.5 The scale of the building’s entrances, fenestration, articulation and material use should create a balanced, cohesive visual composition.

GUIDING PRINCIPLES



Composition Illustration



Composition Illustration

4.2 Composition - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.2.1	●	●	●		●	●	
4.2.2	●	●	●	●			
4.2.3	●	●	●	●			
4.2.4	●	●	●	●	●	●	
GUIDELINES							
4.2.5	◐	◐	◐	◐	◐	◐	

LEGEND ● Required ◐ Recommended

4.3 Adaptability

DESIGN INTENT

A building designed for multiple uses allows for its adaptability over time rather than having to tear a building down just for a change in use. Building design should provide flexibility as programs and program requirements change over time.

MINIMUM STANDARDS

4.3.1 Parking garage floor to floor heights shall be a minimum of 10 feet to be able to transition to another use in the future.

4.3.2 Parking garages shall feature flat floor plates.

4.3.3 One continuous load-bearing beam above a storefront shall carry the entire load of the façade to the partition walls so that changing the Storefront is facilitated with no structural impediment.

4.3.4 New development that has “zero lot line” side yards abutting existing development shall be designed so that floor heights align on as many floors as possible. At a minimum the grade level and one additional level must be aligned with adjoining buildings.

GUIDING PRINCIPLES

GUIDELINES

4.3.5 Internal partitions should be easy to reconfigure while maintaining the visual character of the exterior.

4.3.6 Building foundations should be designed to allow for potential expansion and extra loads, if the site allows.

4.3 Adaptability - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.3.1	●	●	●	●	●	●	
4.3.2	●	●	●	●	●	●	
4.3.3	●	●	●				
4.3.4	●	●	●		●		
GUIDELINES							
4.3.5	◐	◐	◐				
4.3.6	◐	◐	◐				

LEGEND ● Required ◐ Recommended

4.4 Architectural Character

4.4.1 Style

DESIGN INTENT

The Regional Center is a dynamic place where each generation expresses itself through the built environment. The architectural style of a building should reflect the time in which it was constructed, but should also be respectful of surrounding styles.

No style preferences are implied by these guidelines. Architectural style will be reviewed based on how it performs relative to the design guidelines and principles contained in this document.

MINIMUM STANDARDS

4.4.1.1 All new buildings shall have a cohesive architectural treatment on all façades as well as on any solid screening elements such as walls. The colors, patterns and quality of materials shall create a unified building form. This standard is not intended to prohibit variation in the façade treatment that sensitively responds to context, to building code requirements, or to service access.

GUIDELINES

4.4.1.2 New development will be reviewed for its contextual relationship with nearby development

GUIDING PRINCIPLES

when the existing development is in keeping with the Regional Center Design Guidelines. This may result in a new design that is reflective of the surrounding built environment, or it may result in new design that complements the surrounding built environment.

- The use of contextual colors and materials
- The reinforcing of landscape precedents
- The design response to seasonal changes and the day night cycle
- The incorporation of or allusion to details in the existing environment

4.4.1.3 Buildings should be designed as a whole and in general should not attempt to mix diverse architectural styles.

4.4.1.4 Low- and medium-density franchise or corporate design is discouraged. Buildings should be designed to relate to their context.

4.4.1 Style - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.4.1.1	●	●	●	●	●	●	
GUIDELINES							
4.4.1.2	◐	◐	◐	◐	◐	◐	
4.4.1.3	◐	◐	◐	◐	◐	◐	
4.4.1.4	◐	◐	◐	◐	◐	◐	

LEGEND ● Required ◐ Recommended

4.4.2 Context and Theme

DESIGN INTENT

Most urban areas have very distinct districts that are identified by a unique architectural style, streetscape, or other physical design. The identity of such districts should be enhanced in the Regional Center with new buildings that respect the existing architectural context.

GUIDELINES

4.4.2.1 Design buildings that respond to the context and architectural theme and character related to th certain districts in the Regional Center, such as designated Cultural Districts.

4.4.2.2 Significant buildings that contribute to the overall form of the Regional Center, such as buildings over twenty (20) stories high, sports and entertainment venues and public buildings, are not required to incorporate specific architectural features and stylistic elements related to any particular design theme of their surroundings. They should be designed to stand apart.

GUIDING PRINCIPLES

Massachusetts Avenue Cultural District, source: MS Woods

Starbucks, source: Aaron Kowalskl

4.4.2 Theme - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
GUIDELINES							
4.4.2.1	◐	◐	◐	◐	◐		
4.4.2.2	◐	◐	◐		◐		

LEGEND ● Required ◐ Recommended

4.5 Façade Design

The façades of buildings are one of the most important contributors to the urban environment. From the interaction with a building at the pedestrian level to the appearance of skyscrapers from a distance, building façades contribute significantly to the character of the Regional Center.

4.5.1 Articulation

DESIGN INTENT

The articulation of a long façade is important for a pedestrian friendly environment in order to break up the scale of large façade walls.

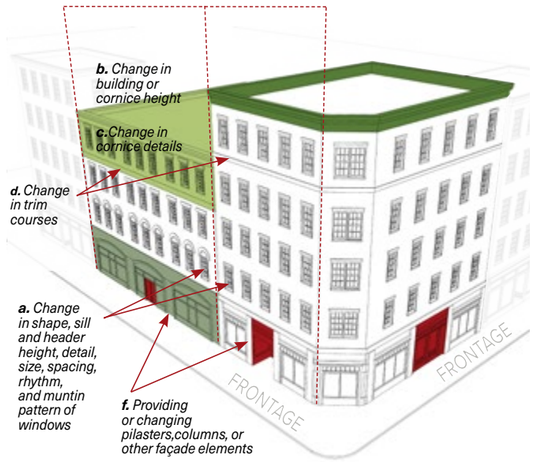
MINIMUM STANDARDS

4.5.1.1 A façade greater than 100 feet (150 feet in Urban Core) in length must be differentiated so that it appears as two or more adjacent buildings. This can be accomplished by dividing the façade in two segments each of which:

- Includes a separate entrance, and
- Differs from each of the other segments with respect to all of the following (see adjacent illustration): (a) a change in shape, sill, and header height, detail, size, spacing, rhythm, and muntin pattern of windows; (b) a change of building or cornice height; (c) a change in cornice details; (d) a change of wall material or wall color; (e) a change in trim courses and other horizontal elements; (f) a change in dormer or balcony design, if any, and (g) providing or changing pilasters, columns, or other façade elements; and
- Is composed with a defined center and edges.

GUIDING PRINCIPLES

People Community Connectivity Future



4.5.1.1 Articulation - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.5.1.1	●	●	●	●			

LEGEND ● Required ◐ Recommended

4.5.2 Blank Walls

DESIGN INTENT

Blank walls create “dead zones” in the pedestrian experience. Avoiding blank walls helps makes streets more vibrant, safe, active, and pedestrian friendly.

MINIMUM STANDARDS

4.5.2.1 Blank walls shall not be permitted along a street or open space frontage.

GUIDELINES

4.5.2.2 In a case where a blank wall cannot be avoided, as determined by the Regional Center staff, the following treatments may be considered:

- Public art
- Living plants
- Fixed benches in front of the wall
- Bicycle racks in front of the wall

GUIDING PRINCIPLES

People Community Connectivity Future

Source: GSky

4.5.2 Blank Walls - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.5.2.1	●	●	●	●	●	●	●
GUIDELINES							
4.5.2.2	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

4.5.3 Building Access

DESIGN INTENT

Identifiable and accessible building entrances play an integral part in creating a pedestrian friendly Regional Center.

MINIMUM STANDARDS

4.5.3.1 New building entrances shall face the public street and be emphasized with architectural treatments, such as canopies and awnings, to provide shelter for those entering or exiting the building and to offer shade that reduces heat island effects at the entrance and along the sidewalk

4.5.3.2 Entrances shall be lighted from dusk until dawn with dark sky compliant lighting.

4.5.3.3 Primary pedestrian access across a parking shall not be permitted.

4.5.3.4 Exit doors that open directly into the pedestrian way, street or alley shall be designed to provide safe egress and to not conflict with the sidewalk or pedestrian way utilization. Each door condition should be evaluated based on the volume of use, user visibility, accessibility and safety.

4.5.3.5 Buildings abutting an open space shall provide building access from the open space, in addition to the entrances that front a public street.

GUIDING PRINCIPLES

4.5.3.6 Ground floor commercial uses and residential units fronting a street shall have direct access from the pedestrian way, in addition to or in place of access from an interior hallway.

GUIDELINES

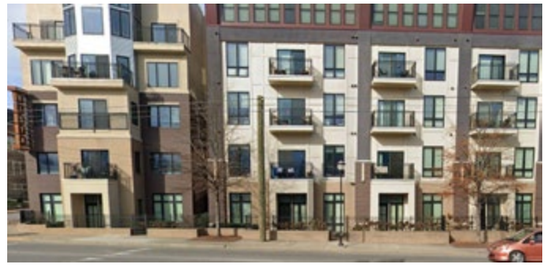
4.5.3.7 In situations where the primary entrance to a building use cannot be directly on the public pedestrian way, landscaped pedestrian corridors or plazas shall link entrances directly to the primary pedestrian way serving the use.

4.5.3.8 Building entrances should be designed in a manner to provide visual cues, such as entry scale, that differentiate public and private entrances.

4.5.3.9 Buildings at the intersection of 2 streets should consider corner access in order to treat each frontage equally and to provide easy access for pedestrians from the crosswalks. If corner access is not provided, there should be entrances on each frontage with the primary entrance located on the principal frontage.

4.5.3.10 The main pedestrian entrance should not be located within a private internal courtyard.

Corner Entrance Illustration



Individual entrances to ground floor apartment units, source: Google Street View

4.5.3 Building Access - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.5.3.1	●	●	●	●	●	●	
4.5.3.2	●	●	●	●	●	●	
4.5.3.3	●	●	●	●	●	●	
4.5.3.4	●	●	●	●	●	●	
4.5.3.5	●	●	●	●	●	●	
4.5.3.6	●	●	●	●	●		
GUIDELINES							
4.5.3.7	◐	◐	◐	◐	◐		
4.5.3.8	◐	◐	◐	◐	◐		
4.5.3.9	◐	◐	◐	◐	◐		
4.5.3.10	◐	◐	◐	◐	◐		

LEGEND ● Required ◐ Recommended

4.5.4 Windows and Glazing

DESIGN INTENT

The interaction between the public realm and private space is critical to developing an accessible, inviting and safe pedestrian environment. Glazing helps create that interaction, while mirrored, tinted or blocked windows foster “dead zones” along the sidewalk.

MINIMUM STANDARDS

4.5.4.1 In new commercial buildings a minimum of 70 percent of the length of the ground level primary façade shall be glazed for storefront frontages, otherwise a minimum of 40 percent, measured between three feet and eight feet above grade.

4.5.4.2 At the grade level, adjacent to pedestrian ways, glass and/or other glazing materials shall have high transmissivity of visible light and low reflectivity qualities.

4.5.4.3 Upper-level windows that are highly-reflective must not significantly reflect light onto adjacent buildings, plazas or public rights-of-way. Mirrored glass shall be used in moderation. An analysis of the impact of reflected sunlight (related to glare and heat) shall be submitted if greater than 20 percent of any façade is composed of materials that reflect more than 30 percent of visible light. In no case shall glare create an unsafe driving condition. This information may be submitted conceptually at the schematic design phase. If additional analysis is warranted the architect may submit information at the appropriate design phase.

4.5.4.4 The fenestration pattern of grade level windows and openings shall be compatible with the grade level use and its context. Security accordion gates and overhead security barriers are not permitted. Installed grills shall be compatible and integrated with the building design.

GUIDING PRINCIPLES

4.5.4.5 All sides of the building with fenestration and/or required openings that are abutting developable property not controlled by the owner shall be offset and/or set back from the property line a distance consistent with the requirements of the relevant building codes and/or fire rated as required, unless air-rights (or development rights) are acquired from adjacent properties.

4.5.4.6 For residential uses, windowsill height shall be 30 inches minimum above finished floor elevation.

GUIDELINES

4.5.4.7 All grade level windows on new structures that are adjacent to the public sidewalk should be operable, with the exception of storefronts.

4.5.4.8 Upper floor windows should be aligned with those on the ground floor.

4.5.4.9 Windows and/or doors should be spaced less than or equal to 20 feet apart.

4.5.4.10 All windows, except for storefronts, should be square or vertical in proportion, meaning that the height is greater than or equal to the width.

4.5.4.11 Where possible, utilize bird safe standards on windows with treatments that break up reflective surfaces.

4.0 Building 4.5 FAÇADE DESIGN

Window Glazing and Spacing Illustration

4.5.4 Windows and Glazing - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.5.4.1	●	●	●		●	●	
4.5.4.2	●	●	●	●	●	●	
4.5.4.3	●	●	●		●	●	●
4.5.4.4	●	●	●		●		
4.5.4.5	●	●	●	●	●	●	●
4.5.4.6	●	●	●	●	●	●	
GUIDELINES							
4.5.4.7	●	●	●	●			
4.5.4.8	◐	◐	◐				
4.5.4.9	◐	◐	◐	◐	◐	◐	
4.5.4.10	◐	◐	◐	◐		◐	
4.5.4.11	◐	◐	◐	◐	◐	◐	

LEGEND ● Required ◐ Recommended

4.5.5 Materials and Colors

DESIGN INTENT

Technological advancements have produced a palette of façade materials that varies drastically from the relatively limited palette of the past. A limited palette produced districts with uniform character and appearance, and modern materials should be used to create a similar result.

MINIMUM STANDARDS

4.5.5.1 Materials shall be compatible with the Regional Center urban environment in durability, color, texture and use. Examples of current materials include red to brown tone brick, buff tone brick, limestone, granite, low reflectivity glass, and metal frames.

4.5.5.2 Only in residential situations where context permits shall wood siding or cedar shakes be permitted as the primary cladding material.

4.5.5.3 Mirrored glass, polished stainless steel and other highly reflective materials shall only be used in moderation. In no case shall glare create an unsafe driving condition. An analysis of the impact of reflected sunlight (related to glare and heat) shall be submitted if greater than 20 percent of any façade is composed of materials that reflect greater than 30 percent of visible light.

4.5.5.4 No more than three primary colors shall be used on a building, including the natural color of any material, but excluding trim colors.

4.5.5.5 Primary materials shall continue for the entire length of a façade facing a street and shall wrap along the side elevations a minimum of 20 feet.

4.5.5.6 Any material changes shall coincide with form, structural, or massing changes.

GUIDING PRINCIPLES

Guidelines

4.5.5.7 Patterns reflected in materials and/or the installation of materials should be scaled in context with their use on the building. Generally flat and minimally textured façades are discouraged. Uses that often have opaque exterior walls such as theaters, stadiums, museums, gymnasiums, utilities and industries are to include pattern, scale and texture elements.

4.5.5.8 Projects should be constructed to be as maintenance free as possible.

4.5.5.9 Concrete and/or metal panels may be appropriate for industrial or utility uses.

4.5.5.10 Contrasting, bright colors may be used (on less than 5 percent of façade) for design accent and building identification.

4.5.5.11 Indiana limestone in various forms has been used to convey physical identity for landmark academic and student life buildings and should be considered for the Campus District.

Source: MKSK

Source: MKSK

4.5.5 Materials and Colors - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.5.5.1	●	●	●	●	●	●	●
4.5.5.2				●			
4.5.5.3	●	●	●	●	●	●	●
4.5.5.4	●	●	●	●	●	●	●
4.5.5.5	●	●	●	●	●	●	●
4.5.5.6	●	●	●	●	●	●	●
GUIDELINES							
4.5.5.7	◐	◐	◐		◐	◐	
4.5.5.8	◐	◐	◐	◐	◐	◐	◐
4.5.5.9							◐
4.5.5.10	◐	◐	◐		◐		
4.5.5.11						◐	

LEGEND ● Required ◐ Recommended

4.6 Active Ground Floor Frontage

DESIGN INTENT

An active ground floor frontage includes spaces that generate pedestrian activity and contribute to a livelier and safer pedestrian realm. These spaces include commercial, office, institutional, lobby or residential uses and exclude parking, mechanical, storage and other ancillary uses.

GUIDING PRINCIPLES

MINIMUM STANDARDS

4.6.1. An active use shall be required on the ground floor of all principal and open space frontages for 80 percent of the frontage.

4.6.2. An active ground floor use shall have pedestrian access from the primary street and pedestrian way or adjacent plaza or open space.

GUIDELINES

4.6.3 Active ground floor frontage is recommended on secondary building exteriors.

Source: Urban Land

4.6 Active Ground Floor Frontage - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.6.1	●	●	●		●		
4.6.2	●	●	●		●		
GUIDELINES							
4.6.3	◐	◐	◐		◐		

LEGEND ● Required ◐ Recommended

4.7 Roofs

4.7.1 General

DESIGN INTENT

In the Regional Center, rooftops are usually visible from high-rise buildings and should therefore contribute to the overall character of the area. A rooftop is also a good place to implement sustainable strategies.

GUIDING PRINCIPLES

MINIMUM STANDARDS

4.7.1.1 Roof penetrations shall be placed so as not to be visible from the public realm and shall be black or match the color of the roof, except those made of metal, which are allowed to be left natural.

4.7.1.2 Roof materials shall be of a durable high-quality material, consistent with the style of the building and context.

4.7.1.3 Flat roofs shall be enclosed by parapets of at least 42 inches high or greater height as required to conceal mechanical equipment from view from the public realm.

GUIDELINES

4.7.1.4 Public art and rooftop gardens are strongly encouraged in rooftop design.

4.7.1.5 Light colored (high albedo) roofs are encouraged to reflect sunlight which can lessen the urban heat island effect.

4.7.1.6 Solar panels are encouraged on roofs.

4.7.1.7 Mechanical and other equipment on the roof should be grouped to reduce visual clutter if the roof is visible from neighboring buildings.

4.7.1 General - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.7.1.1	●	●	●	●	●	●	
4.7.1.2	●	●	●	●	●	●	
4.7.1.3	●	●	●	●	●	●	
GUIDELINES							
4.7.1.4	◐	◐	◐		◐	◐	
4.7.1.5	◐	◐	◐	◐	◐	◐	◐
4.7.1.6	◐	◐	◐	◐	◐	◐	◐
4.7.1.7	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

4.7.2 Green Roofs

DESIGN INTENT

Green roofs can provide both environmental and amenity benefits. They provide stormwater runoff reduction, urban heat island mitigation, habitats for urban wildlife, and improved air quality. For building occupants, they can provide additional opportunities for outdoor space that can be hard to obtain in urban areas.

GUIDING PRINCIPLES

MINIMUM STANDARDS

4.7.2.1 Green roof vegetation shall be maintained.

4.7.2.2 Documentation shall be provided demonstrating that the roof can support the additional load of the green roof.

GUIDELINES

4.7.2.3 Green roofs are encouraged wherever practical.

4.7.2.4 Native plants should be used to minimize maintenance.

4.7.2.5 A variety of plantings, including flowering plants, are encouraged to support different habitats.

4.7.2.6 Green roofs should be used to manage stormwater runoff.

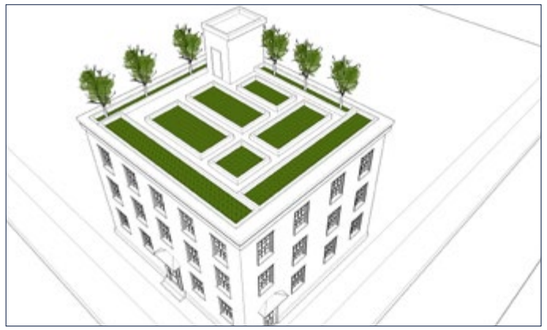
4.7.2.7 Green roofs should include usable space as an amenity for building occupants and visitors.

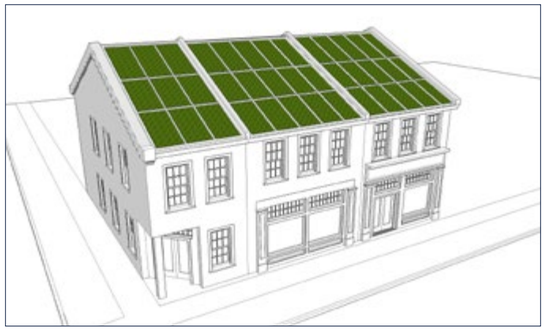
4.7.2 Green Roofs - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.7.2.1	●	●	●	●	●	●	●
4.7.2.2	●	●	●	●	●	●	●
GUIDELINES							
4.7.2.3	◐	◐	◐	◐	◐	◐	◐
4.7.2.4	◐	◐	◐	◐	◐	◐	◐
4.7.2.5	◐	◐	◐	◐	◐	◐	◐
4.7.2.6	◐	◐	◐	◐	◐	◐	◐
4.7.2.7	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

4.0 Building 4.7 ROOFS





Efroymson Conservation Center, source: The Nature Conservancy

Green Infrastructure Demonstration, source: New Jersey Future

Green Roof Kingsland Wildflowers, source: Alive Structures

4.7.3 Rooftop Patios

DESIGN INTENT

Rooftop Patios can help to provide interest to a skyline and provide additional recreational and amenity spaces.

MINIMUM STANDARDS

4.7.3.1 Rooftop patios shall not detract from an urban or scenic view corridor.

4.7.3.2 Rooftop patios shall use dark sky compliant lighting.

4.7.3.3 Documentation shall be provided demonstrating that the roof can support the additional load of the patio.

GUIDELINES

4.7.3.4 Rooftop patios are encouraged.

4.7.3.5 Mechanical and other equipment on a roof should be screened from view from the rooftop patio.

4.7.3.6 Rooftop patios should be considered in combination with a green roof.

GUIDING PRINCIPLES

Source: RATIO

4.7.3 Rooftop Patios - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.7.3.1	●	●	●		●		
4.7.3.2	●	●	●	●	●		
4.7.3.3	●	●	●	●	●		
GUIDELINES							
4.7.3.4	◐	◐	◐	◐	◐		
4.7.3.5	◐	◐	◐	◐	◐		
4.7.3.6	◐	◐	◐	◐	◐		

LEGEND ● Required ◐ Recommended

4.8 Private Lighting

DESIGN INTENT

Lighting is an important part of an urban environment to create a safe and vibrant pedestrian experience, but it should be done in such a way that minimizes light pollution.

MINIMUM STANDARDS

4.8.1 Façade lighting shall be done in a manner as to minimize light "spillage" onto adjacent properties or public right-of-way.

4.8.2 Façade lighting shall be done with a minimum amount of lighting to minimize light pollution.

4.8.3 Except in the Sports and Entertainment Mixed-Use District typology, the non-sign use of exposed neon tubing (such as to accent windows or architectural elements) shall not be permitted.

Source: Night Owl Landscape Lighting

GUIDING PRINCIPLES

GUIDELINES

4.8.4 If architectural lighting of building features is provided, it should be incorporated into the building design.

4.8.5 Dark sky compliant lighting techniques are highly encouraged, including shielded light fixtures, directing light towards the ground, controlled lighting, and warm colored lighting.

4.8.6 When lighting (such as to accent windows or architectural elements) is used to contribute significantly to the overall design of structure or site, the installation should require low maintenance and be easily accessible. When operating, no more than 10 percent of the lighting shall be non-functioning at any point in time.

4.8 Private Lighting - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.8.1	●	●	●	●	●	●	●
4.8.2	●	●	●	●	●	●	●
4.8.3	●	●	●	●		●	●
GUIDELINES							
4.8.4	◐	◐	◐		◐	◐	
4.8.5	◐	◐	◐	◐	◐	◐	◐
4.8.6	◐	◐	◐		◐	◐	

LEGEND ● Required ◐ Recommended

4.9 Awnings and Canopies

DESIGN INTENT

Awnings and canopies can contribute to the public streetscape while providing protection from the elements for pedestrians. They may also be used for energy conservation and as signage (see signage section).

GUIDING PRINCIPLES

People Community Connectivity Future

MINIMUM STANDARDS

4.9.1 Awnings, shutters and other energy conservation devices shall be designed integral with the building.

4.9.2 Backlit or internally-illuminated vinyl or plastic awnings are not allowed.

4.9.3 Awnings shall have no greater than a 48 inch projection into the public right-of-way. Marquees associated with entertainment venues will be reviewed separately as a component of entrance design.

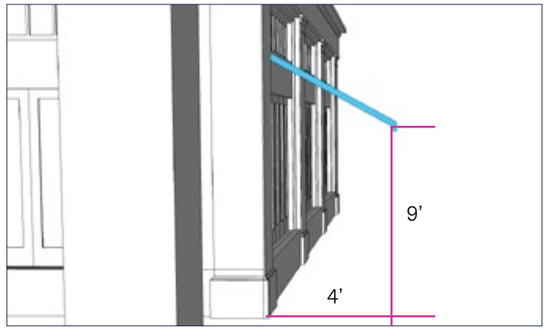
4.9.4 Awnings and canopies shall maintain the clear height zone with a minimum clearance of nine feet under the lowest part of the assembly.

4.9.5 Canopies and canopy supports shall not impede pedestrian traffic, or narrow or otherwise restrict the pedestrian way. Canopies should not be located on building corners at intersections unless their supports do not interfere with pedestrian movement. All development in the right-of-way is subject to the issuance of an Encroachment Permit by the Indianapolis Department of Public Works.

4.9.6 Awnings shall only be located over windows or doors as a feature that provides shade and reduces solar gain to the building interior and the heat Island effect along adjacent sidewalks.

GUIDELINES

4.9.7 Awnings and canopies are encouraged in order to provide energy conservation and inclement weather protection to clients and pedestrians.



Awnings Illustration

Source:Taxman

Source: City of Oak Park

Source: City of Somerville

Source: American Awning Sign

4.9 Awnings and Canopies - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.9.1	●	●	●	●	●	●	●
4.9.2	●	●	●	●	●	●	●
4.9.3	●	●	●	●	●	●	●
4.9.4	●	●	●	●	●	●	●
4.9.5	●	●	●	●	●	●	●
4.9.6	●	●	●	●	●	●	●
GUIDELINES							
4.9.7	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

4.10 Signage

4.10.1 General

DESIGN INTENT

Building signage is important to help people easily locate destinations and to promote a Regional Center that is legible. Signage can also, however, detract from these purposes. These guidelines are in addition to requirements as set forth by the zoning ordinance (Indy Rezone).

GUIDING PRINCIPLES

MINIMUM STANDARDS

4.10.1.1 Buildings shall be designed to incorporate building and business signs into the façade design and shall not obscure architectural features. Signs shall be compatible with the architectural pattern, style and fenestration of the building.

4.10.1.2 Channel letter signs may be internally lit or designed with neon type letters.

4.10.1.3 Backlit panel or “box type” signs are generally discouraged. If these sign types are used, the background shall be non reflective, opaque and dark in color with lettering light in color.

4.10.1.4 Projecting signs shall be permitted when they are integrated with the building design and when contextual relationships are compatible. Signs shall have maximum projection of four feet into the right-of-way with a minimum clear height zone of nine (9) feet.

4.10.1.5 Halo lights, external and internal are permitted. No illumination is permitted within 50ft of a dwelling district unless there is an intervening street.

4.10.1.6 Signs are to have an 80 percent contrast ratio to enhance legibility for the sight impaired.

4.10.1.7 All buildings shall have the street address number clearly visible, daytime and nighttime, from the pedestrian way and from the vehicle travel lanes for each public entrance. Numbers shall be a minimum of four inches in height.

4.10.1.8 Mechanical equipment associated with a sign shall be located inside the building or otherwise hidden from view from the public realm.

GUIDELINES

4.10.1.9 Signs are encouraged to be designed creatively and artistically.

4.10.1.10 External lighting of signage should be directed onto the sign and shielded to minimize light pollution.

4.0 Building 4.10 SIGNAGE

Marquee type signage, source: Google Street View

Wall signs, source: STL Today

4.10.1 General - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
4.10.1.1	●	●	●	●	●	●	●
4.10.1.2	●	●	●	●	●	●	●
4.10.1.3	●	●	●	●	●	●	●
4.10.1.4	●	●	●	●	●	●	●
4.10.1.5	●	●	●	●		●	●
4.10.1.6	●	●	●	●	●	●	●
4.10.1.7	●	●	●	●	●	●	●
4.10.1.8	●	●	●	●	●	●	●
GUIDELINES							
4.10.1.9	◐	◐	◐	◐	◐	◐	
4.10.1.10	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

4.10.2 Signage Types

For sign types expressly permitted in Chapter 744 of the Zoning Ordinance, such as awning/canopy signs and marquee signs, projects must comply with the dimensional and design standards within the zoning ordinance.

Source: Google Street View

Source: Google Street View

Source: The Hub/Apartments

Indianapolis Regional Center Design Guidelines 2026

5.0 Public Realm

5.0 Public Realm Elements

The public realm includes all spaces—publicly or privately owned—that are accessible and experienced by the public, such as streets, sidewalks, plazas, parks, and civic spaces, along with the building frontages and ground-floor uses that define and activate them. The semi-public realm includes privately owned spaces open for public use—such as courtyards, forecourts, and outdoor dining areas—that extend and enrich the public realm. Together, these spaces shape a cohesive, inclusive, and high-quality pedestrian environment through consistent design of paving, lighting, landscaping, and furnishings.

5.1 Block Pattern

Successful block patterns create a vibrant and walkable Regional Center by addressing building, parking, streets, alleys, and access drive locations. Design blocks at similar scales with adjacent blocks while avoiding superblocks with dead-end streets. When blocks get too large, they limit connectivity, requiring additional vias and alleys to allow pedestrian and vehicular access. Short, approachable blocks that can be traveled easily on foot contribute to a pedestrian-friendly environment. Right-sized "permeable" blocks create an environment conducive to pedestrian movement. The best and most walkable urban environments have blocks ranging from 400 to 500 feet.

GUIDING PRINCIPLES

DESIGN INTENT

Public Realm Standards guide how streets, sidewalks, blocks, and private frontages work together to create a connected, comfortable, and walkable urban environment.

Apply these standards to:

- Design appropriately sized blocks that enhance the Regional Center's character, support connectivity, and encourage a mix of uses.
- Ensure coordinated design of streets, sidewalks, and building edges for a cohesive public experience.
- Incorporate publicly accessible open spaces within private development where feasible.
- Align public and private investments—such as streetscape or infrastructure improvements—to reinforce a vibrant, pedestrian-oriented downtown.

MINIMUM STANDARDS

5.1.1 Design blocks rectangular in shape, except for blocks immediately adjacent to diagonal streets and those that respond to natural features or other land and site constraints.

5.1.2 Design blocks compatible in dimensions and shapes with adjacent blocks to promote a consistent and unified Regional Center character and identity, and that facilitate a range of development and land uses, including mixed-use and infill.

5.1.3: Avoid designing blocks more than 500 feet in length.

5.1.4: Design pedestrian pathways, plazas, through-ways, or other breaks in block lengths longer than 500 feet.

5.1.5 Create and design blocks that promote walkability, connectivity, and ease of movement within Regional Center.

GUIDELINES

5.1.6 Connectivity and permeability should be increased by adding pedestrian vias, alleys, and access drives.

5.1.7 Parking should be placed in the interior of a block where feasible.

ADDITIONAL CONSIDERATIONS

- Block Length Requirements, Marion County Land Use Plan Pattern Book

Downtown Indianapolis Block, source: Chase Development

5.1 Block Pattern - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.1.1	●	●	●	●	●	●	●
5.1.2	●	●	●	●	●	●	●
5.1.3	●	●	●	●	●	●	●
5.1.4	●	●	●	●	●	●	●
5.1.5	●	●	●	●	●	●	●
GUIDELINES							
5.1.6	◐	◐	◐	◐	◐	◐	◐
5.1.7	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2 Design Approach and Standards

This section describes the elements, standards, and design approach for Regional Center public realm enhancements. The public realm elements focus on materials, roadway and street paving, furnishings, plantings, lighting, bus stops, pedestrian crossings, and stormwater infrastructure. These elements are vital to creating a visually engaging environment that fosters pedestrian, civic, and social interactions and activities.

5.2.1 Materials

DESIGN INTENT

Materials are essential in supporting a vibrant and connected public realm. A palette of high-quality, durable materials that promote a unified design character will enhance Regional Center's aesthetic appeal, identity, and consistency and cohesion between different land uses and places. It will also create comfortable and safe pedestrian spaces, helping contribute to the Regional Center's economic and social vitality.

GUIDING PRINCIPLES

GUIDELINES

5.2.1.3 Paving materials and installation patterns should complement the building design and site utilization.

5.2.1.4 Materials should reinforce the character of unique destinations, using quality materials and architectural details that provide interest, depth, texture, and variety visible to people on foot, differentiating the place from other districts, activity centers, and station areas.

MINIMUM STANDARDS

5.2.1.1 Use durable, high-quality materials in public realm enhancements that complement the surrounding built environment and unify the public realm.

5.2.1.2 Ensure the proper installation and maintenance of materials in public space and streetscape programs.

Public realm material palette, Regional Center, source, Context Design

5.2.1 Materials - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.1.1	●	●	●	●	●	●	●
5.2.1.2	●	●	●	●	●	●	●
GUIDELINES							
5.2.1.3	◐	◐	◐	◐	◐	◐	◐
5.2.1.4	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2.2 Sidewalk Paving

DESIGN INTENT

Sidewalks are essential to preserving and enhancing the walkable character of the Regional Center and serve as the foundation of a safe, inclusive, and connected pedestrian environment. Investments in new, continuous sidewalks with ADA compliance and multi-modal transportation network alignment promote livability and economic vitality. Within the Regional Center, collaboration between the City of Indianapolis and the private sector is critical in maintaining quality sidewalks. Using appropriate design approaches and materials, sidewalk paving treatments create an accessible pedestrian pathway. This facilitates pedestrian movement and integrates building frontages, adjacent plazas, and public spaces.

MINIMUM STANDARDS

5.2.2.1 Use and install high-quality sidewalk pavement materials that ensure a comfortable and safe pedestrian environment while enhancing the pedestrian zone's visual qualities.

5.2.2.2 Ensure the proper installation and maintenance of sidewalk paving materials and that materials are ADA compliant.

5.2.2.3 Install paving systems and materials in the right-of-way that meet Department of Public Works and Americans with Disabilities Act (ADA) standards.

GUIDING PRINCIPLES

5.2.2.4 Construct plazas, sidewalks, outside dining areas, and all other paved areas not in a parking zone or service zone with durable materials that match or complement other materials used in the streetscape or public realm.

5.2.2.5: Use a material palette where the Department of Public Works already has an existing supply of replacement materials, and where the Department has the required tools and skill sets to maintain the materials installed in the public right-of-way.

Georgia Street Indiana, Indianapolis, source: Landezine

5.2.2 Sidewalk Paving - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.2.1	●	●	●	●	●	●	●
5.2.2.2	●	●	●	●	●	●	●
5.2.2.3	●	●	●	●	●	●	●
5.2.2.4	●	●	●	●	●	●	●
5.2.2.5	●	●	●	●	●	●	●

LEGEND ● Required ◐ Recommended

5.2.3 Furnishings

DESIGN INTENT

Installing benches, trash receptacles, drinking fountains, bike racks, and other furnishing items in the streetscape, public spaces, and trailscapes provides pedestrians with safety, comfort, and convenience. Such treatments also accommodate public gatherings and promote public health.

MINIMUM STANDARDS

5.2.3.1 Carefully plan and consider furnishings in public spaces to ensure their proper use and purpose.

5.2.3.2 Ensure that street furniture is designed for human use with comfort in mind.

5.2.3.3 Design furnishings with durable materials that promote longevity and resistance to wear and deterioration.

5.2.3.4 Focus the furnishing design on its visual appeal, style, and how it fits within its surroundings.

5.2.3.5 Ensure furnishings are not obstacles or safety hazards in the public realm.

5.2.3.6 Reflect historical or cultural attributes of the immediate surroundings in furnishing design.

5.2.3.7 Universal design practices should be accommodated in the placement of street furniture. Landing areas should be provided at regular intervals in areas of public seating.

GUIDELINES

5.2.3.8 All elements approved for placement by the adjacent property owner in the public right-of-way should be maintained and removed as necessary for safety and access. Removal should not occur unless permission is granted by the City of Indianapolis Department of Metropolitan Development (DMD).

GUIDING PRINCIPLES

5.2.3.9 Benches, bollards, trash receptacles, light standards, and other similar elements should not have advertising or business identification signage.

5.2.3.10 Benches should be secured to the ground and placed appropriately so that users can extend their legs without impeding the flow of pedestrian traffic.

5.2.3.11 City-recommended standard street furnishings should be specified and installed within the amenity zone of public streets.

ADDITIONAL CONSIDERATIONS

- Indianapolis Metropolitan Planning Area Corridor Guidelines

Source: Trip Jive

5.0 Public Realm 5.2 DESIGN APPROACH AND STANDARDS

5.2.3 Furnishings - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.3.1	●	●	●	●	●	●	●
5.2.3.2	●	●	●	●	●	●	●
5.2.3.3	●	●	●	●	●	●	●
5.2.3.4	●	●	●	●	●	●	●
5.2.3.5	●	●	●	●	●	●	●
5.2.3.6	●	●	●	●	●	●	●
5.2.3.7	●	●	●	●	●	●	●
GUIDELINES							
5.2.3.8	◐	◐	◐	◐	◐	◐	◐
5.2.3.9	◐	◐	◐	◐	◐	◐	◐
5.2.3.10	◐	◐	◐	◐	◐	◐	◐
5.2.3.11	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2.4 Soils, Plantings, and Planters

DESIGN INTENT

Designing and integrating plantings, including shrubs, flowers, and vegetation, enhances the public realm's visual appeal and environmental quality. Plantings also help reduce the urban heat island effect, pollution, and stormwater runoff.

MINIMUM STANDARDS

5.2.4.1 Use appropriate soil and soil volumes for public realm plantings and planters to support the plantings' size, growth, and health.

5.2.4.2 Install appropriate drainage methods to support planting health in planters and planting areas.

5.2.4.3 Use plantings and planters that are appropriate to Indianapolis's climate, non-invasive, and are visually harmonious with the surrounding environment's scale, material, and design.

5.2.4.4 Provide deciduous shade trees (minimum of four-inch caliper) in parking zones. Maintain at least one tree for each 1,600 square feet of paving to achieve twenty-five (25) percent canopy coverage in ten (10) years of growth. Cluster required trees in islands, but only if such clustering will not impact the target of twenty-five (25) percent of the parking zone covered by tree canopy in ten (10) years of growth.

5.2.4.5 Select planting materials suitable for urban conditions. Avoid trees with shallow root systems that could severely impact paved areas, or be severely impacted by paved areas. A wide range of species might be used depending on general conditions such as hardiness and site-specific conditions related to performance, soil, sunlight, exposure to pollutants, etc. Each site plan will be reviewed to determine the appropriateness of the proposed plant material.

GUIDING PRINCIPLES

5.2.4.6 Maintain clear sightlines between two-and-a-half (2.5) feet and eight (8) feet above the sidewalk and/or parking grade to promote visibility and safety.

5.2.4.7 Install curbs on all tree islands to prevent tree or other plant material damage.

5.2.4.8 Design and construct stormwater drainage facilities to meet the stormwater quality and quantity standards in the Stormwater Design and Construction Specifications Manual.

5.2.4.9 Provide facilities for properly maintaining any stormwater drainage facility. Examples of such improvements are signs indicating no-mow areas, fences demarcating boundaries of natural areas, species, informational markers, and grate markings.

5.2.4.10 Place all landscaping in uncompacted soil at least two (2) feet in depth.

GUIDELINES

5.2.4.11 Plant materials should be selected for seasonal coloration and flowers, and all landscape design should emphasize seasonal variation.

5.2.4.12 Where opportunities exist, elements of the public and private landscapes should be coordinated to create a cohesive character within the public realm.

5.2.4.13 Street trees should be planted at regular intervals, with maximum spacing determined by the mature tree crown width. The layout of street trees should consider building elements (entrances, walls, and windows), property lines, furnishing zones, and utility corridors.

5.2.4.14 Street tree plantings should reinforce the character of the overall development block or group of blocks; however, species should vary slightly to avoid monocultures.

5.2.4.15 Planters of highly durable and complementary materials should be installed within the streetscape.

ADDITIONAL CONSIDERATIONS

- Indianapolis Metropolitan Planning Area Multi-Modal and Public Space Design Guidelines
- Stormwater Design and Construction Specifications Manual
- Zoning Ordinance- Indianapolis-Marion County
- Indiana Tree Species List

5.2.4 Soils, Plantings, and Planters - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMAL STANDARDS							
5.2.4.1	●	●	●	●	●	●	●
5.2.4.2	●	●	●	●	●	●	●
5.2.4.3	●	●	●	●	●	●	●
5.2.4.4	●	●	●	●	●	●	●
5.2.4.5	●	●	●	●	●	●	●
5.2.4.6	●	●	●	●	●	●	●
5.2.4.7	●	●	●	●	●	●	●
5.2.4.8	●	●	●	●	●	●	●
5.2.4.9	●	●	●	●	●	●	●
5.2.4.10	●	●	●	●	●	●	●
GUIDELINES							
5.2.4.11	◐	◐	◐	◐	◐	◐	◐
5.2.4.12	◐	◐	◐	◐	◐	◐	◐
5.2.4.13	◐	◐	◐	◐	◐	◐	◐
5.2.4.14	◐	◐	◐	◐	◐	◐	◐
5.2.4.15	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2.5 Public Lighting

DESIGN INTENT

Designing and installing appropriate street lighting enhances visibility, navigation, and the visual and aesthetic qualities of the public realm. Well-integrated lighting in all dimensions of the public realm can help promote the safety, security, and comfort of pedestrians and motorists in the Regional Center.

MINIMUM STANDARDS

5.2.5.1 Ensure all public lighting has adequate illumination levels to promote safety for pedestrians and those traveling by car or transit.

5.2.5.2 Design public lighting and lighting fixtures to enhance the public spaces and complement the built environment.

5.2.5.3 Minimize light spillage where possible and employ energy-efficient lighting that reduces environmental impact.

5.2.5.4 Ensure public realm lighting designs meet building, zoning, and other relevant code requirements.

5.2.5.5 Provide general lighting to light vehicular parking, vehicular travel surfaces, pedestrian walkways, plazas, and service areas. The footcandle level shall provide the minimum lighting needed for safety.

5.2.5.6 Ensure pedestrian lights adjacent to the public right of way are no more than fifteen (15) feet in height.

GUIDELINES

5.2.5.7 Holiday lighting in the public realm should be encouraged, and site design should accommodate power and receptacles.

GUIDING PRINCIPLES

5.2.5.8 Energy-efficient light sources that produce accurate color rendition (e.g., LED, metal halide, induction, and halogen fixtures) should be encouraged where desired and feasible.

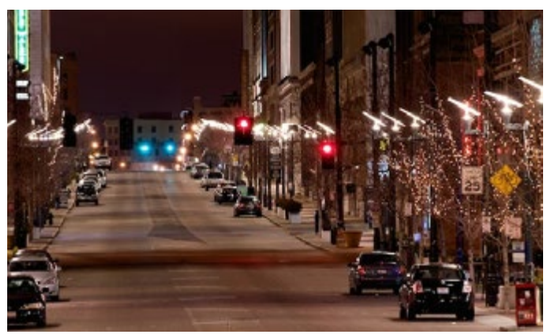
5.2.5.9 Dark Sky principles should be considered to reduce light pollution in areas where appropriate.

5.2.5.10 Building-mounted light fixtures should be used as architectural accents to buildings.

5.2.5.11 Dimmers, timers, or other sensors should be incorporated into exterior lighting to reduce energy consumption and mitigate unnecessary lighting.

ADDITIONAL CONSIDERATIONS

- AASHTO Roadway Lighting Design Guide



Source: Dark Sky

5.2.5 Public Lighting - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.5.1	●	●	●	●	●	●	●
5.2.5.2	●	●	●	●	●	●	●
5.2.5.3	●	●	●	●	●	●	●
5.2.5.4	●	●	●	●	●	●	●
5.2.5.5	●	●	●	●	●	●	●
5.2.5.6	●	●	●	●	●	●	●
GUIDELINES							
5.2.5.7	◐	◐	◐	◐	◐	◐	◐
5.2.5.8	◐	◐	◐	◐	◐	◐	◐
5.2.5.9	◐	◐	◐	◐	◐	◐	◐
5.2.5.10	◐	◐	◐	◐	◐	◐	◐
5.2.5.11	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2.6 Stormwater Infrastructure

DESIGN INTENT

Designing and installing stormwater infrastructure within the public realm, such as rain gardens, bioswales, drought-tolerant native plant species, and permeable pavements, can help reduce stormwater runoff, improve water quality, increase green space, and reduce the heat island effect.

GUIDING PRINCIPLES

MINIMUM STANDARDS

5.2.6.1 Implement and maintain maintenance practices for public realm stormwater management practices.

GUIDELINES

5.2.6.2 Bioswales, rain gardens, and permeable pavements should be incorporated to manage stormwater runoff in public realm enhancements.

5.2.6.3 Landscape areas should be designed to maximize the acceptance of stormwater runoff from adjacent surfaces within the public right-of-way.

5.2.6.4 Native bioswale plantings should be integrated into site design to capture stormwater for storage and infiltration.

5.2.6.5 Parkway stormwater swales should be considered where appropriate to provide a continuous root zone for trees and shrubs and an expanded stormwater storage and infiltration area.

5.2.6.6 Permeable pavement for stormwater infiltration should be used, especially near street trees.

5.2.6.7 Stormwater best management practices should be used in the design of service drives and alleys where appropriate.

5.2.6.8 Stormwater infrastructure should be designed to capture and irrigate landscaping, including trees and plantings.

5.2.6.9 Native or climate-adapted drought-tolerant plants should be specified when appropriate.

5.2.6.10 Stormwater management infrastructure should be monitored and refined to ensure optimal performance.

ADDITIONAL CONSIDERATIONS

- 2023 Changes to Stormwater Manual And City-County Code
- Guidelines for Subsurface Investigation and Infiltration Testing
- Deparment of Public Works Green Infrastructure Supplemental Document

Example of a bioswale along a neighborhood street, source: ASLA

5.0 Public Realm 5.2 DESIGN APPROACH AND STANDARDS

5.2.6 Stormwater Infrastructure - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.6.1	●	●	●	●	●	●	●
GUIDELINES							
5.2.6.2	◐	◐	◐	◐	◐	◐	◐
5.2.6.3	◐	◐	◐	◐	◐	◐	◐
5.2.6.4	◐	◐	◐	◐	◐	◐	◐
5.2.6.5	◐	◐	◐	◐	◐	◐	◐
5.2.6.6	◐	◐	◐	◐	◐	◐	◐
5.2.6.7	◐	◐	◐	◐	◐	◐	◐
5.2.6.8	◐	◐	◐	◐	◐	◐	◐
5.2.6.9	◐	◐	◐	◐	◐	◐	◐
5.2.6.10	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2.7 Bus Stops

DESIGN INTENT

Design and install bus stops to provide shelter, waiting areas, information displays, and lighting that promote a safe and comfortable environment for transit passengers while facilitating efficient bus operation.

GUIDING PRINCIPLES

MINIMUM STANDARDS

5.2.7.1 Ensure that bus stops comply with IndyGo Service Standards.

5.2.7.2 Ensure that bus stops within the public realm are accessible and meet all relevant ADA requirements.

5.2.7.3 Design and place bus stops in clear zones free of trees, poles, and other obstructions.

5.2.7.4 Place bus stops in locations easily visible to drivers and pedestrians, with clear signage and good lighting.

5.2.7.5 Design bus shelters to protect transit riders from the weather, with seating and lighting to provide comfort and safety.

5.2.7.6 Place bus stops with safe access to sidewalks and appropriate street crossing locations.

5.2.7.7 Install adequate lighting around bus stops and shelters to ensure personal safety and security.

5.2.7.8 Provide a minimum five (5') x eight (8') for boarding and alighting areas (landing pads) with the shorter side parallel to the curb.

5.2.7.9 Maintain a six (6) foot wide minimum pedestrian zone behind landing pads.

5.2.7.10 Provide a floating bus stop where the bus stop intersects the Cultural Trail or another separate two-way cycle track.

5.2.7.11 Provide at least six (6) feet between the edge of a bus shelter and other vertical design elements to minimize conflicts with trees and amenities.

5.2.7.12 Ensure visibility through the shelter in both directions. People waiting inside the shelter should be able to see when a bus is approaching.

GUIDELINES

5.2.7.13 Bus stops should include curb extensions where necessary and feasible to accommodate minimum widths for landing pads and shelters on narrow sidewalks.

5.2.7.14 Where possible, integration of public art into bus stop furnishings and shelters is encouraged.

ADDITIONAL CONSIDERATIONS

- IndyGo Service Standards (2018)
- IndyGo Downtown Super Stops Project
- NACTO Transit Street Design Guide

Example of existing specialty bus stop on Massachusetts Ave, source: Google Earth

Example of IndyGo rapid transit station, source: IndyGo

5.2.7 Bus Stops - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.7.1	●	●	●	●	●	●	●
5.2.7.2	●	●	●	●	●	●	●
5.2.7.3	●	●	●	●	●	●	●
5.2.7.4	●	●	●	●	●	●	●
5.2.7.5	●	●	●	●	●	●	●
5.2.7.6	●	●	●	●	●	●	●
5.2.7.7	●	●	●	●	●	●	●
5.2.7.8	●	●	●	●	●	●	●
5.2.7.9	●	●	●	●	●	●	●
5.2.7.10	●	●	●	●	●	●	●
5.2.7.11	●	●	●	●	●	●	●
5.2.7.12	●	●	●	●	●	●	●
GUIDELINES							
5.2.7.13	◐	◐	◐	◐	◐	◐	◐
5.2.7.14	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2.8 Bicycle Facilities and Bike Lanes

DESIGN INTENT

Install bicycle facilities and bike lanes to provide accessible spaces for bicycle storage and amenities, and dedicated, safe, and comfortable physical environments for cyclists to travel in predictable patterns alongside motorized traffic within the Regional Center. Bike lanes and amenities should feature appropriate designs that integrate effectively within the public realm.

GUIDING PRINCIPLES

MINIMUM STANDARDS

5.2.8.1 Design bike lanes according to all required specifications, including those of the American Association of State Highway Transportation Officials. A minimum of five (5) feet for a bike lane adjacent to on-street parking or a curb, and four (4) feet where there is no curb. The desirable widths are seven (7) feet for bike lanes and fourteen (14) for shared streets.

5.2.8.2 Ensure adequate lighting, pavement surfaces, and drainage, particularly at intersections and areas with high nighttime use.

5.2.8.3 Provide at least one bicycle parking space per 10,000 square feet of building in commercial and institutional developments of more than 50,000 square feet.

5.2.8.4 Provide sheltered and secured bicycle storage with an at-grade entry in residential developments containing 20 or more units. Such developments should provide at least one bicycle storage space per four residential units. The storage may be accommodated by providing space in a dedicated storage room designed for this purpose, space in a parking facility, or exterior storage facilities integrated with the site development. Townhomes or apartments with direct access to private garages are exempt.

GUIDELINES

5.2.8.5 Bike land should be separated from motor vehicle lanes to enhance safety, particularly on higher-speed or high-volume roads. This can be achieved through buffers, protected lanes, or other physical barriers.

5.2.8.6 Bike lanes should be designed according to the roadway's specific context, including traffic speeds, volumes, and the presence of pedestrians and transit users.

5.2.8.7 Office and institutional developments should provide shower and changing facilities for employees commuting by bicycle or on foot.

ADDITIONAL CONSIDERATIONS

- Indy Greenways Design Standards

Source: Indianapolis Cultural Trail

Source: Visit Indy

5.2.8 Bicycle Facilities and Bike Lanes - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.8.1	●	●	●	●	●	●	●
5.2.8.2	●	●	●	●	●	●	●
5.2.8.3	●	●	●	●	●	●	●
5.2.8.4	●	●	●	●	●	●	●
GUIDELINES							
5.2.8.5	◐	◐	◐	◐	◐	◐	◐
5.2.8.6	◐	◐	◐	◐	◐	◐	◐
5.2.8.7	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2.9 Roadway Pavement

DESIGN INTENT

Create and install roadway pavement treatments that maximize travel comfort for cyclists and automobiles. These treatments should be durable, withstand heavy loads, enhance water drainage and stormwater management, and contribute visually and aesthetically to the public realm.

MINIMUM STANDARDS

5.2.9.1 Use appropriate pavement materials based on their durability, resistance to wear, and suitability for the traffic conditions.

5.2.9.2 Select pavement materials that meet specific density, strength, and water permeability requirements.

5.2.9.3 Employ pavement treatments that meet all Department of Public Works pavement specifications.

GUIDING PRINCIPLES

ADDITIONAL CONSIDERATIONS

- ASTM Road Standards and Paving Standards
- Indianapolis Department of Public Works Transportation Section Standards Manual

5.2.9 Roadway Pavement - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
STANDARDS							
5.2.9.1	●	●	●	●	●	●	●
5.2.9.2	●	●	●	●	●	●	●
5.2.9.3	●	●	●	●	●	●	●

LEGEND ● Required ◐ Recommended

5.2.10 Mid-Block Crossings

DESIGN INTENT

Mid-block crosswalks facilitate crossings to places people want to go. These pedestrian crossings are typically placed in high-traffic blocks, where direct access between destinations is desired. Mid-block crossings should have a compatible and complementary public realm design that facilitates safe, comfortable, and predictable pedestrian movement between blocks and crossing traffic.

MINIMUM STANDARDS

5.2.10.1 Install mid-block crosswalks in areas with significant pedestrian traffic near bus stops, building entrances, parks, and mid-block passageways.

5.2.10.2 Install raised mid-block crossings at intersections with local streets to enhance pedestrian visibility and serve as a traffic-calming device.

5.2.10.3 Stripe the crosswalk for day and nighttime visibility, regardless of the paving pattern or material.

5.2.10.4 Project should consider restricting parking or installing curb extensions to make pedestrians more visible in crosswalks.

GUIDELINES

5.2.10.5 Project should consider installing mid-block crosswalks where medians or safety islands exist to create a refuge for pedestrian crossings.

5.2.10.6 Project should employ durable paving materials in crosswalks compatible with other adjacent public realm treatments.

GUIDING PRINCIPLES

ADDITIONAL CONSIDERATIONS

- Urban Street Design Guide, NACTO

5.2.10 Mid-Block Crossings - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.10.1	●	●	●	●	●	●	●
5.2.10.2	●	●	●	●	●	●	●
5.2.10.3	●	●	●	●	●	●	●
5.2.10.4	●	◐	◐	◐	◐	◐	◐
GUIDELINES							
5.2.10.5	◐	◐	◐	◐	◐	◐	◐
5.2.10.6	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.2.11 Semi-Public Open Space

Semi-public open spaces are privately owned areas that are designed to be accessible and welcoming to the public. These spaces play an important role in extending the public realm by offering opportunities for both passive and active outdoor activities through private development. In the context of the Regional Center, well-designed semi-public open spaces help create a more walkable, vibrant, and inclusive downtown environment. They may include features such as outdoor dining areas, pocket parks, plazas, and courtyards.

MINIMUM STANDARDS

5.2.11.1 Semi-public space shall be located to be visible to the public.

5.2.11.2 Semi-public space shall be clearly marked as open to the public.

5.2.11.3 Semi-public space shall be a minimum of 500 square feet.

5.2.11.4 Semi-public space shall be lit with Dark Sky compliant lighting.

GUIDELINES

5.2.11.5 There should be visibility into and throughout the semi-public space for safety.

5.2.11.6 Semi-public spaces should include amenities such as areas for sitting, bike racks, public art, water fountains and/or other similar items.

5.2.11.7 Semi-public space should abut an active ground floor use on at least one side.

5.2.11.8 At least 20 percent of the space should be landscaped, including trees for shading and the remaining area should be pervious surface.

5.2.11.9 Semi-public space should be located to receive direct sunlight.

GUIDING PRINCIPLES

5.2.11.10 Semi-public space should be regular in shape (square, rectangular, oval, etc.).

5.2.11.11 Semi-public space should be located at generally the same elevation as the street.

5.2.11.12 Semi-public space should not have obstructions between the open space and the public realm that would hinder access to the space.

Source: Privately Owned Public Space

Source: Somerville Times

5.0 Public Realm 5.2 DESIGN APPROACH AND STANDARDS

5.2.11 Semi-Public Open Space - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
MINIMUM STANDARDS							
5.2.11.1	●	●	●	●	●	●	●
5.2.11.2	●	●	●	●	●	●	●
5.2.11.3	●	●	●	●	●	●	●
5.2.11.4	●	●	●	●	●	●	●
GUIDELINES							
5.2.11.5	◐	◐	◐	◐	◐	◐	◐
5.2.11.6	◐	◐	◐	◐	◐	◐	◐
5.2.11.7	◐	◐	◐	◐	◐	◐	◐
5.2.11.8	◐	◐	◐	◐	◐	◐	◐
5.2.11.9	◐	◐	◐	◐	◐	◐	◐
5.2.11.10	◐	◐	◐	◐	◐	◐	◐
5.2.11.11	◐	◐	◐	◐	◐	◐	◐
5.2.11.12	◐	◐	◐	◐	◐	◐	◐

LEGEND ● Required ◐ Recommended

5.3 Public Realm Zones

A street includes all areas within the public right-of-way but may also include public spaces, building frontage, and other elements visible to someone using the street. Various functions may occur within this public realm, requiring street designs that accommodate more than just vehicular traffic. The overall street corridor has been divided into multiple zones for these guidelines, each containing unique features, functions, and spatial requirements. Combining all these zones is what defines a street's quality and character. A street's right-of-way is a valuable public space, and when appropriately designed, can be an inviting environment that provides amenities for vehicles, pedestrians, bicycles, and transit. To achieve great streets, it is imperative to design each zone correctly. The diagram below illustrates the five different zones, while the descriptions here outline how each zone functions within the broader street right-of-way.

Building Frontage/Activation Zone

This portion of the street is adjacent to the property line. It is a transitional area from the public sidewalk to quasi-public-private areas beyond the public right-of-way, including building entrances, forecourts, plazas, and outdoor dining areas. This zone provides a transition space from public to private, sidewalk to building, and creates space to help activate the street and building frontage. This area is typically, but not exclusively, privately owned.

Curb/Street Enhancement Zone

This area is typically used for on-street parking and separated bike facilities such as bike lanes (buffered and/or protected) and the Cultural Trail. It is also where pedestrian space, transit islands/stations, or the Cultural Trail may be extended into the parking area via features such as bump-outs and mid-block curb extensions. This space may also expand green infrastructure or increase stormwater capture without impacting the Amenity or Pedestrian Zone. The Curb Zone can also accommodate marked and dedicated loading and standing zones for deliveries and rideshare activity on streets near a concentration of restaurants, businesses, and high-demand destination areas In the Regional Center, on-street parking is an optional feature for Signature, Urban Primary, and Urban Secondary Streets and should be utilized when appropriate.

Amenity Zone

This area, generally within the public right-of-way, is adjacent to the sidewalk and is home to street trees, landscaping, streetlights, traffic control, wayfinding or regulatory signs, and site furnishing. Also referred to as the buffer zone, this area provides necessary physical separation between pedestrians and vehicular travel. This area may be a planted tree lawn, a hardscape extension of the pedestrian zone, or a combination. The Amenity Zone may also include the site, often called an edge zone, which is the back of the curb area used by people getting in and out of vehicles parked at the curbside. Apart from certain areas within the Neighborhood Residential District, several streets in the Regional Center already have dedicated Amenity Zones today. Adding and maintaining the Amenity Zone's dimensions, material, landscaping, and site furnishing standards help to establish consistency and quality in the pedestrian experience.

Pedestrian Zone

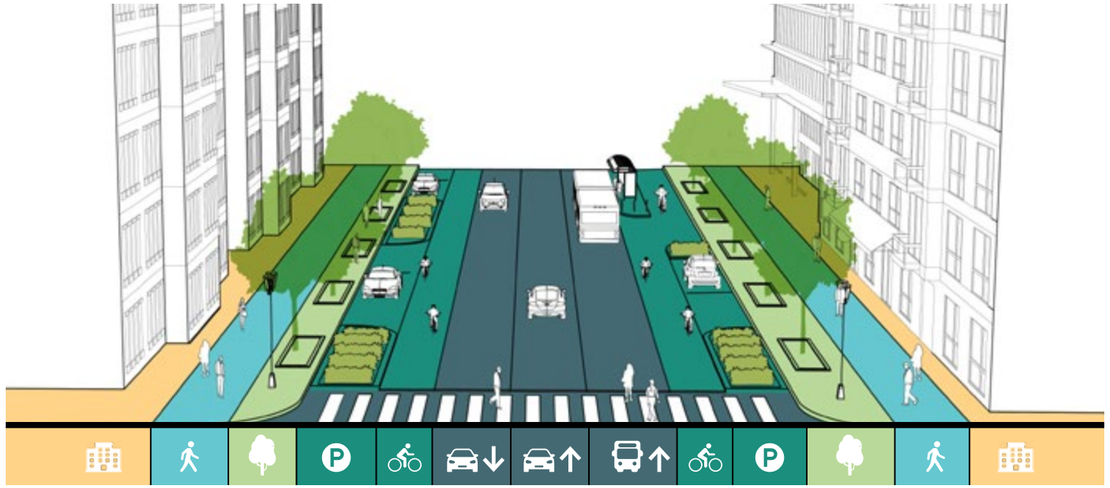
This portion of the street is dedicated to the unobstructed movement of pedestrians, and, in some cases, it can be expanded to include off-street bike travel via a cycle track along the road. The Pedestrian Zone is subject to specific standards to comply with the Americans with Disabilities Act (ADA). Establishing broad sidewalk standards with high-quality materials will help enhance pedestrian travel throughout the Regional Center.

Travel Zone

The Travel Zone is dedicated to the movement of vehicular traffic. Generally, auto-oriented, the travel zone accommodates transit systems and on-street bike facilities such as sharrows and dedicated transit lanes. In the Regional Center, the travel zone will vary from two travel lanes to six lanes, including the possibility of additional turn lanes or medians on some streets.

5.0 Public Realm 5.3 PUBLIC REALM ZONES

Public Realm Zones



Curb/Street Enhancement Zone

Amenity Zone

Pedestrian Zone

Building Frontage/Activation Zone

Travel Zone

5.4 Streetscape Typologies

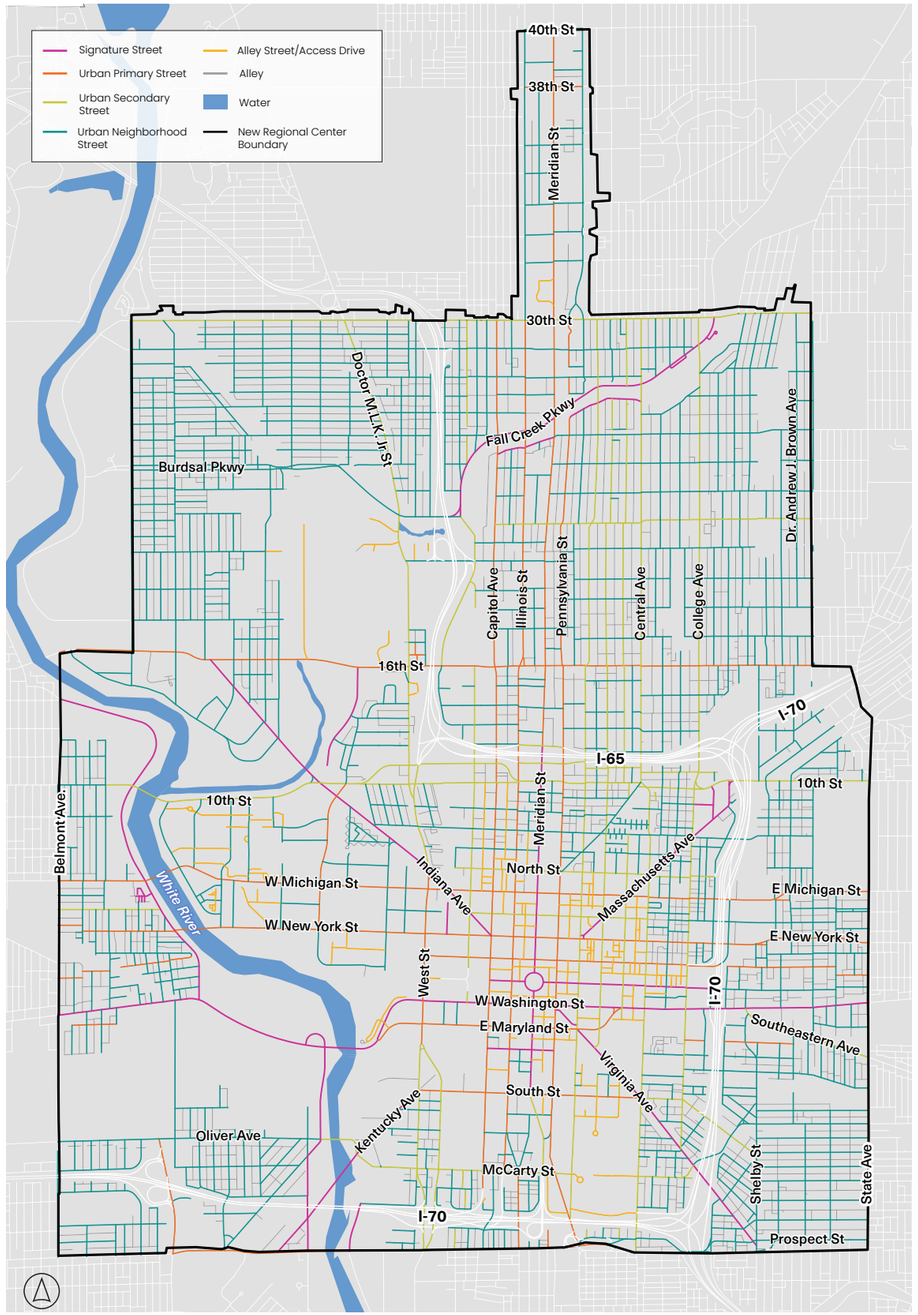
Streets and their public realm characteristics are significant contributors to the visual identity and appearance of the Regional Center, establishing the experience for people moving throughout the district. To establish consistency, and to help unify the Regional Center's public realm character, six streetscape typologies have been identified. These street typologies indicate the characteristics, dimensions, and overall degree to which a street should promote vehicular circulation, bike travel, access, green infrastructure, and pedestrian comfort. Fundamental components include bike infrastructure, on-street parking, street trees, amenities, service areas, and sidewalks. These typologies also address the public-private spaces along the street right-of-way. These include outdoor dining, building entrances, linear parks, and plaza spaces, all contributing to an engaging and dynamic downtown experience. There is a hierarchy to the public realm improvements recommended through these streetscape typologies — with Signature Streets having the highest level of investments in enhancements and functionality and Alleys the least. All streetscape typologies, however, are expected to complement each other and become part of the overall identity, reinforcing the character of the Regional Center.

Of note, in specific locations in the Regional Center, rights-of-way, utilities, and other site constraints may present practical challenges in implementing recommended streetscape elements. In these cases, DMD staff should work with property owners or developers to adjust public realm standards or negotiate additional right-of-way through development agreements or other means. In addition, where streetscape typologies suggest the integration of bicycle lanes and related infrastructure, relevant plans for the Indianapolis Cultural Trail, bikeways, and greenways shall be referenced to determine whether they are priority street improvements.

Streetscape Typologies	
5.4.1	Signature Street
5.4.2	Urban Primary Street
5.4.3	Urban Secondary Street
5.4.4	Urban Neighborhood Street
5.4.5	Alley Street/Access Drive
5.4.6	Alley

5.0 Public Realm 5.4 STREETSCAPE TYPOLOGIES

Street Typologies Map



5.4.1 Signature Street

Signature Streets have unique design features that contribute significantly to the Regional Center's design character. This streetscape typology focus strongly on providing a high level of pedestrian amenities and streetscape treatments intended to promote an enjoyable and engaging pedestrian experience. These streets usually have transit routes and stops, cycle tracks, or on-street bike facilities to support commuting. Signature Streets are surrounded mainly by high-activity land uses, such as office, commercial, civic, and mixed-use residential. Signature Streets may include special requirements for the Cultural Trail and other areas, such as the Canal Walk, Indiana Avenue, and Monument Circle.

TYPICAL FEATURES

Varies, but common elements include wide sidewalks, bicycle infrastructure, outdoor dining areas, brick or other specialty pavers, tree lawns/Amenity Zones, parklets, or amenity zone with planters, bollards, bump outs, transit routes and stops, street furnishings, flush curbs, public art, historic, on-street parking (including angled parking), bicycle parking, and service areas.

EXISTING EXAMPLES

- Monument Circle, Carrollton Avenue (Bottleworks District), Meridian Street, Massachusetts Avenue, Virginia Avenue.

SPECIAL CONSIDERATIONS

- Department of Public Works Transportation Sections Standards Manual
- NACTO Urban Street Design Guide

Example of existing Signature Street in Bottleworks District, source: Visit Indy

Example of Downtown Signature Street in Lexington, KY, source: MKSK

Example of Signature Street in Greenville, SC, source: City of Greenville

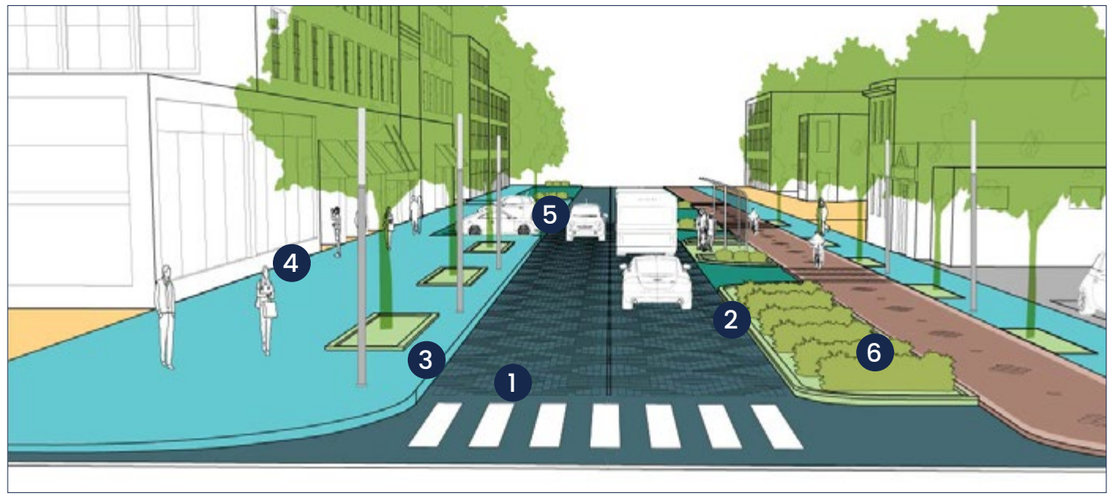
5.4.1 Signature Street - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
Signature Street	◐		◐				

LEGEND ● Required ◐ Recommended

Signature Street

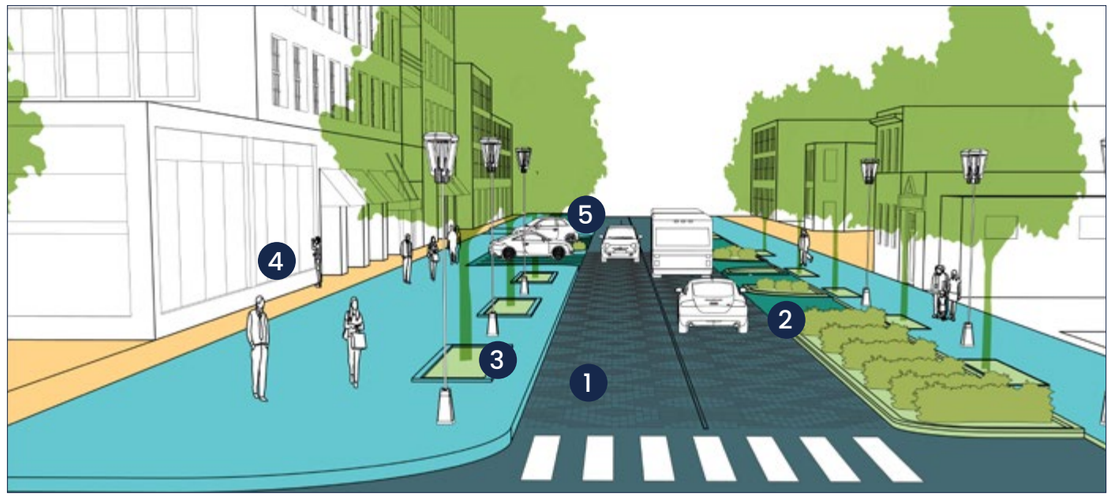
With Indianapolis Cultural Trail



1. Brick or specialty paver travel lanes encouraged
2. Limited number of curb cuts
3. 4' minimum Amenity Zone with tree lawn or tree grates, landscaped planters, or rain gardens
4. High priority for building transparency, activation, and signage
5. On-street parking permitted
6. Indianapolis Cultural Trail encouraged

Signature Street

Without Indianapolis Cultural Trail



1. Brick or specialty paver travel lanes encouraged
2. Limited number of curb cuts
3. 4' minimum Amenity Zone with tree lawn or tree grates, landscaped planters, or rain gardens
4. High priority for building transparency, activation, and signage
5. On-street parking permitted

5.0 Public Realm 5.4 STREETSCAPE TYPOLOGIES

5.4.1 Signature Street Guidelines

TRAVEL ZONE	
Travel Lane Width	10' (11' outside lanes)
Travel Lane Width with IndyGo Route	11' - 12'
Turn Lane Width	11'
Travel Lane Surface Type	Brick or specialty paver or asphalt
Total Number of Drive Lanes	2 - 4
Travel Speed	25 mph
Travel Lane Striping	Required
On-Street Bike Facility	Buffered bike lane recommended
STREET ENHANCEMENT ZONE	
Transit Accommodations	Yes
On-Street Parking Allowed	Yes
On-Street Parking Width	8', striped
Pavement Edge	Curb
Cultural Trail	Yes
Access Management Priority	High, limit number of curb cuts
AMENITY ZONE	
Amenity Zone Type	Tree lawn or tree grates, landscaped planters, rain gardens
Amenity Zone Width	4' - 8'
Streetlights	Yes
Street Furnishing Priority	High
Street Trees	Spaced a maximum of 30' on center, no less than 2' from curb and/or sidewalk, and no less than 6' from
Underground Utility Priority	High
PEDESTRIAN ZONE	
Sidewalk Width	10' - 15' recommended, 8' min.
Sidewalk Material	Brick pavers or specialty pavers encouraged or concrete*
BUILDING FRONTAGE/ACTIVATION ZONE	
Building Frontage Features	Building entry, signage, outdoor dining/patios, seating, planters
Primary Building Entry Access	Yes
Outdoor Dining/Patios	Yes
Building Transparency Priority	High
Building Signage Types	Marquee, blade signs, window signs, sandwich signs, menu boards, etc.

** Standard may differ within a City of Indianapolis-designated Local Historic District*

5.4.2 Urban Primary Street

Urban Primary Streets provide multimodal connectivity between districts or neighborhoods within the Regional Center and beyond. Often, these are wider, medium—to high-volume streets with transit routes and stops, cycle tracks, or on-street bike facilities to support commuting. Urban Primary Streets are typically adjacent to commercial, office, mixed-use, and other higher-intensity land uses.

TYPICAL FEATURES

Wide sidewalks, dedicated bus lanes and transit stops or stations, cycle tracks, bike lanes, on-street parking, tree lawns/Amenity Zones where possible, planters, and bump-outs.

EXISTING EXAMPLES

- Capitol Avenue, Illinois Street, New York Street, Pennsylvania Street

SPECIAL CONSIDERATIONS

- Department of Public Works Transportation Sections Standards Manual
- NACTO Urban Street Design Guide

Source: Arch Daily

Source: City Regional Nation World

Source: Ped Bike Info

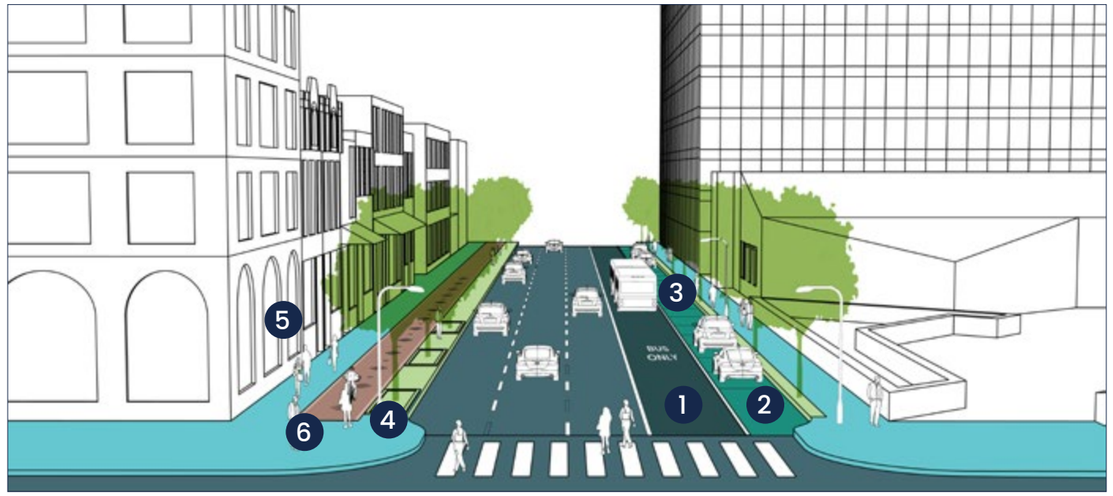
5.4.2 Urban Primary Street - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
Urban Primary Street		◐				◐	

LEGEND ● Required ◐ Recommended

Urban Primary Street

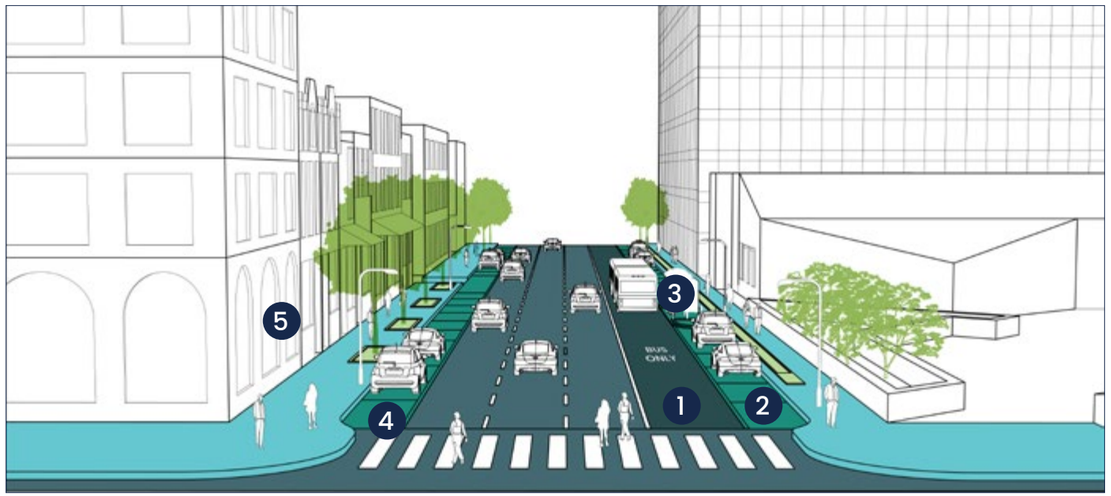
With Indianapolis Cultural Trail



1. Dedicated bus lane and/or bike lane encouraged
2. On-street parking permitted
3. Limited number of curb cuts
4. 4’ minimum Amenity Zone with tree lawn or tree grates, landscaped planters, or rain gardens
5. High priority for building transparency, activation, and signage
6. Indianapolis Cultural Trail encouraged

Urban Primary Street

Without Indianapolis Cultural Trail



1. Dedicated bus lane and/or bike lane encouraged
2. On-street parking permitted
3. Limited number of curb cuts
4. 4’ minimum Amenity Zone with tree lawn or tree grates, landscaped planters, or rain gardens
5. High priority for building transparency, activation, and signage

5.0 Public Realm 5.4 STREETSCAPE TYPOLOGIES

5.4.2 Urban Primary Street Guidelines

TRAVEL ZONE	
Travel Lane Width	10’ (11’ outside lanes)
Travel Lane Width with IndyGo Route	11’ - 12’
Turn Lane Width	11’
Travel Lane Surface Type	Asphalt
Total Number of Drive Lanes	2 - 4
Travel Speed	25-30 mph
Travel Lane Striping	Required
On-Street Bike Facility	Buffered bike lane recommended
STREET ENHANCEMENT ZONE	
Transit Accommodations	Yes
On-Street Parking Allowed	Yes
On-Street Parking Width	8’, striped
Pavement Edge	Curb
Cultural Trail	Yes
Access Management Priority	High, limit number of curb cuts
AMENITY ZONE	
Amenity Zone Type	Tree lawn or tree grates, landscaped planters, rain gardens
Amenity Zone Width	4’ - 8’
Streetlights	Yes
Street Furnishing Priority	High
Street Trees	Spaced 30’ on center, no less than 2’ from curb and/or sidewalk
Underground Utility Priority	High
PEDESTRIAN ZONE	
Sidewalk Width	10’ - 15’ recommended, 8’ min.
Sidewalk Material	Concrete*
BUILDING FRONTAGE/ACTIVATION ZONE	
Building Frontage Features	Building entry, signage, outdoor dining/patios, seating, planters
Primary Building Entry Access	Yes
Outdoor Dining/Patios	Yes
Building Transparency Priority	High
Building Signage Types	Marquis, blade signs, sandwich signs, menu boards, etc.

** Standard may differ within a City of Indianapolis-designated Local Historic District*

5.4.3 Urban Secondary Street

Urban Secondary Streets are medium-volume streets with a higher concentration of adjacent mix of adjacent neighborhood residential land uses than Signature and Urban Primary Streets. These streets have varying levels of walking and bicycling demand, sometimes have transit routes, and provide district and neighborhood access within the Regional Center. Urban Secondary Streets provide a comfortable pedestrian environment with tree lawns and other amenities where space permits.

TYPICAL FEATURES

Sidewalks, transit stops, bike infrastructure, medium-low speed limits, on-street parking, tree lawns/amenity zones where possible, bump outs.

EXISTING EXAMPLES

- Senate Avenue, Vermont Street, College Avenue, North Street, New Jersey Street

SPECIAL CONSIDERATIONS

- Department of Public Works Transportation Sections Standards Manual
- NACTO Urban Street Design Guide

Example of Urban Secondary Street, source: City Health

Example of an Urban Secondary Street in a campus setting, source: MKSK

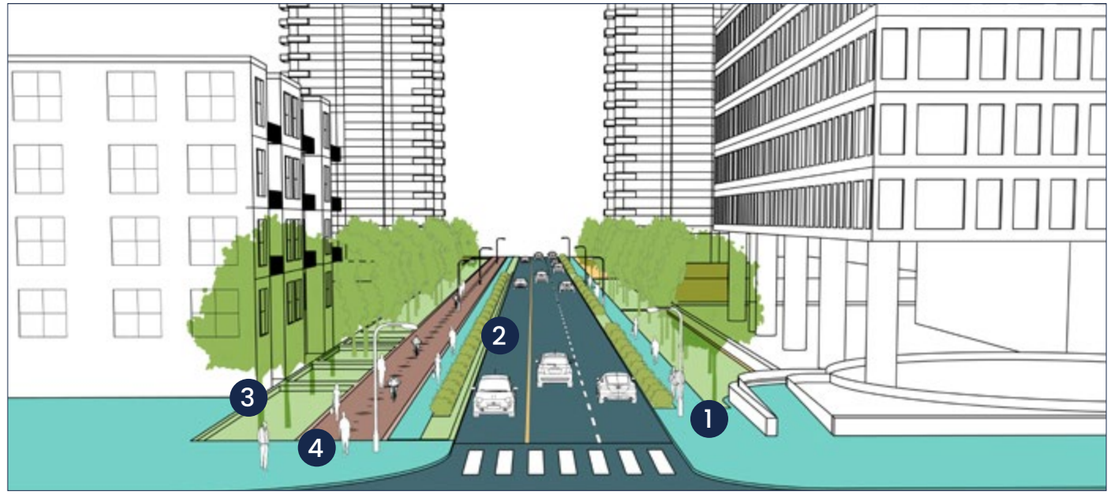
5.4.3 Urban Secondary Street - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
Urban Secondary Street		◐		◐		◐	◐

LEGEND ● Required ◐ Recommended

Urban Secondary Street

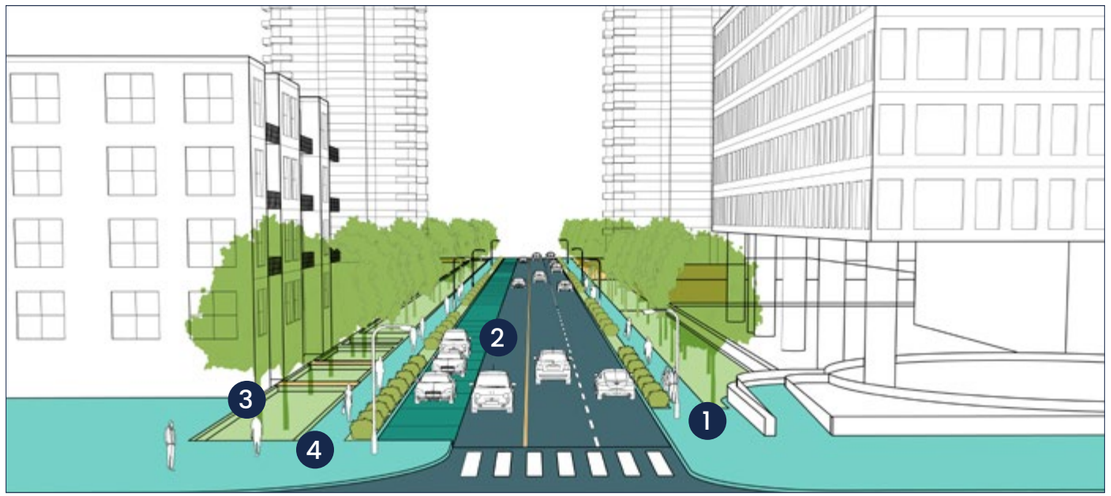
With Indianapolis Cultural Trail



1. 6’ minimum sidewalk width, 8 - 12’ recommended
2. 4’ minimum Amenity Zone with tree lawn or tree grates, landscaped planters, or rain gardens
3. Building frontage features building entry, signage, lawns, or landscaped areas
4. Indianapolis Cultural Trail encouraged

Urban Secondary Street

Without Indianapolis Cultural Trail



1. 6' minimum sidewalk width, 8 - 12' recommended
2. 4' minimum Amenity Zone with tree lawn or tree grates, landscaped planters, or rain gardens
3. Building frontage features building entry, signage, lawns, or landscaped areas
4. On-street parking permitted

5.0 Public Realm 5.4 STREETSCAPE TYPOLOGIES

5.4.3 Urban Secondary Street Guidelines

TRAVEL ZONE	
Travel Lane Width	10' (11' outside lanes)
Travel Lane Width with IndyGo Route	11' - 12'
Turn Lane Width	11'
Travel Lane Surface Type	Asphalt
Total Number of Drive Lanes	2 - 4
Travel Speed	25-30 mph
Travel Lane Striping	Required
On-Street Bike Facility	Buffered bike lane recommended
STREET ENHANCEMENT ZONE	
Transit Accommodations	Yes
On-Street Parking Allowed	Yes
On-Street Parking Width	8', striped
Pavement Edge	Curb
Cultural Trail	Yes
Access Management Priority	Medium, limiting curb cuts recommended
AMENITY ZONE	
Amenity Zone Type	Tree lawn or tree grates, landscaped planters, rain gardens
Amenity Zone Width	4' - 8'
Streetlights	Yes
Street Furnishing Priority	Medium
Street Trees	Spaced 40' on center, no less than 2' from curb and/or sidewalk
Underground Utility Priority	Medium
PEDESTRIAN ZONE	
Sidewalk Width	8' - 12' recommended, 6' min.
Sidewalk Material	Concrete*
BUILDING FRONTAGE/ACTIVATION ZONE	
Building Frontage Features	Building entry, signage, lawn, or landscaped areas
Primary Building Entry Access	Yes
Outdoor Dining/Patios	Yes
Building Transparency Priority	Medium
Building Signage Types	Blade signs, building signs, vehicular sign

**Standards may differ within a City of Indianapolis-designated Local Historic District*

5.4.4 Urban Neighborhood Street

Urban Neighborhood Streets are local residential streets with low traffic volumes that provide access to residences, parks, schools, and other local destinations. They are not intended for through traffic, and design elements should discourage such behavior. Streetscape improvements focus on enhancing pedestrian safety and comfort with sidewalks, tree lawns, and landscape treatments between the sidewalk and the street.

Source: Research Gate

TYPICAL FEATURES

Narrower streets, lower speed limits, often unmarked on-street parking, sidewalks, yield streets, tree lawns, sharrows/neighborways, cycle tracks, or bike lanes.

EXISTING EXAMPLES

- Lockerbie Street, Camp Street, Arch Street

SPECIAL CONSIDERATIONS

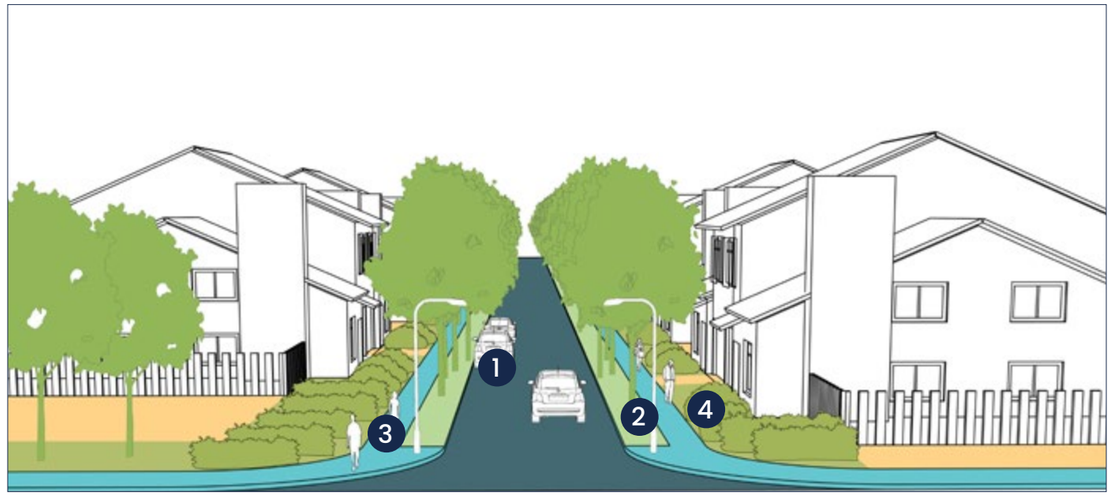
- Department of Public Works Transportation Sections Standards Manual
- NACTO Urban Street Design Guide

5.4.4 Urban Neighborhood Street - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
Urban Neighborhood Street				◐			

LEGEND ● Required ◐ Recommended

Urban Neighborhood Street



1. Two-lane roadway where on-street parking is permitted, but un-striped
2. 2’ minimum Amenity Zone, as applicable. Tree plantings within the Amenity Zone only possible where the width is 4’ or more
3. 6’ minimum sidewalk width
4. Building frontage features front lawns, stoops, or porches

5.4.4 Urban Neighborhood Street Guidelines

TRAVEL ZONE	
Travel Lane Width	11′
Travel Lane Width with IndyGo Route	n/a
Turn Lane Width	11′
Travel Lane Surface Type	Asphalt
Total Number of Drive Lanes	2
Travel Speed	25 mph
Travel Lane Striping	Recommended
On-Street Bike Facility	Shared road or designated neighborhoodway
STREET ENHANCEMENT ZONE	
Transit Accommodations	No
On-Street Parking Allowed	Yes
On-Street Parking Width	unmarked, yield or shared street
Pavement Edge	Curb
Cultural Trail	Yes
Access Management Priority	Low
AMENITY ZONE	
Amenity Zone Type	Tree lawn
Amenity Zone Width	2′ - 4′
Streetlights	Yes
Street Furnishing Priority	Low
Street Trees	Spaced 50′ on center, placed no less than 2′ from curb or sidewalk
Underground Utility Priority	High
PEDESTRIAN ZONE	
Sidewalk Width	6′ min.
Sidewalk Material	Concrete*
BUILDING FRONTAGE/ACTIVATION ZONE	
Building Frontage Features	Front lawn, stoop, front porch
Primary Building Entry Access	Yes
Outdoor Dining/Patios	No
Building Transparency Priority	Low
Building Signage Types	n/a

** Standards may differ within a City of Indianapolis-designated Local Historic District*

5.4.5 Alley Street/Access Drive

Alley Streets or Access Drives are limited-use streets that provide property or building access, parking, or garage access, and serve as loading and waste collection zones. Alley Streets and Access Drives are in many land use districts throughout the Regional Center. In some cases, alleys and access drives serve as shared streets accommodating pedestrians, cyclists, and motorists driving, with speeds of 15 mph or less. Alley Streets and Access Drives are not intended for through-traffic. Design elements may include sidewalks, curbs, and designated zones for loading and waste receptacles.

TYPICAL FEATURES

Narrow pavement widths, sidewalks, limited or no parking, designated loading zones, waste receptacle areas, visible utilities, potentially pedestrian-friendly design elements, and typically curbed streets.

EXISTING EXAMPLES

- Myron Street, Fowler Street, Mary Street, Wabash Street, Scioto Street, Court Street, Pierson Street

SPECIAL CONSIDERATIONS

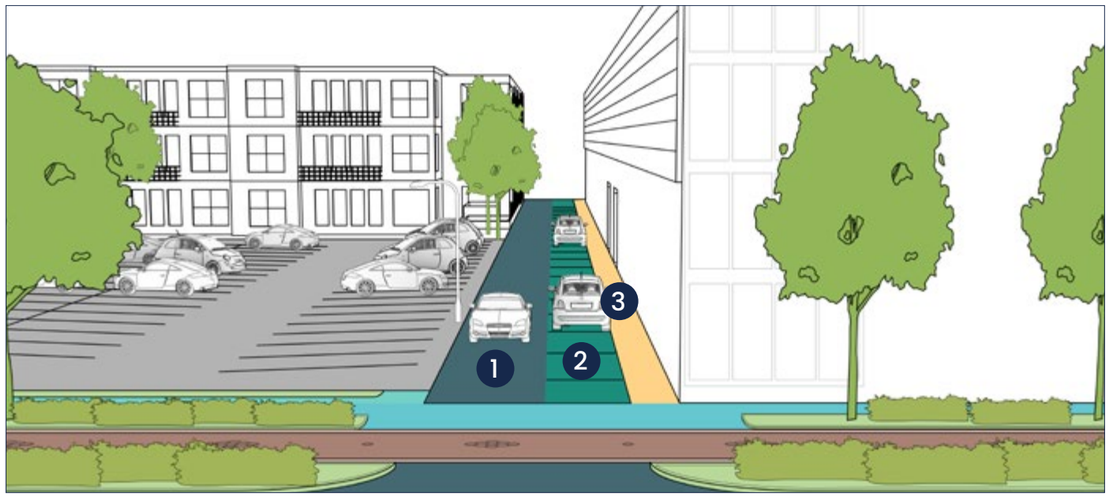
- Department of Public Works Transportation Sections Standards Manual
- NACTO Urban Street Design Guide

5.4.5 Alley Street/Access Drive - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
Alley Street/Access Drive	◐	◐	◐			◐	◐

LEGEND ● Required ◐ Recommended

Alley Street/ Access Drive



1. Narrow, low speed Travel Zone
2. On-street parking permitted
3. Building frontage features rear building entry, utility areas, and waste receptacle areas

5.0 Public Realm 5.4 STREET TYPOLOGIES

5.4.5 Alley Street/Access Drive Guidelines

TRAVEL ZONE	
Travel Lane Width	9’ min.
Travel Lane Width with IndyGo Route	n/a
Turn Lane Width	n/a
Travel Lane Surface Type	Asphalt
Total Number of Drive Lanes	1 - 2
Travel Speed	15 mph or less
Travel Lane Striping	Not Required
On-Street Bike Facility	Shared road
STREET ENHANCEMENT ZONE	
Transit Accommodations	No
On-Street Parking Allowed	Yes
On-Street Parking Width	unmarked, yield or shared street
Pavement Edge	Curb
Cultural Trail	No
Access Management Priority	Low
AMENITY ZONE	
Amenity Zone Type	n/a
Amenity Zone Width	n/a
Streetlights	No
Street Furnishing Priority	Low
Street Trees	n/a
Underground Utility Priority	Low
PEDESTRIAN ZONE	
Sidewalk Width	5’ min.
Sidewalk Material	Concrete*
BUILDING FRONTAGE/ACTIVATION ZONE	
Building Frontage Features	n/a
Primary Building Entry Access	No
Outdoor Dining/Patios	No
Building Transparency Priority	Low
Building Signage Types	n/a

**Standards may differ within a City of Indianapolis-designated Local Historic District*

5.4.6 Alley

Alleys are limited-use streets that provide property access, parking, or garage access, and serve as loading and waste collection zones. Alleys are located throughout the Regional Center, most commonly in Neighborhood Residential Districts. These are oftentimes shared streets between people walking, biking, and driving, with speeds of 15 mph or less. Alleys are not intended for through-traffic. Alley design elements may include designated zones for loading and waste receptacles, and pervious pavers to improve stormwater drainage.

TYPICAL FEATURES

Narrow pavement widths limited or no parking, designated loading zones, waste receptacle areas, visible utilities, potentially pedestrian-friendly design elements, typically uncurbed, and may even be gravel or pervious paver.

EXISTING EXAMPLES

- North Ogden Street, North Cincinnati Street, Pomeroy Street, North Alley 750 W.

SPECIAL CONSIDERATIONS

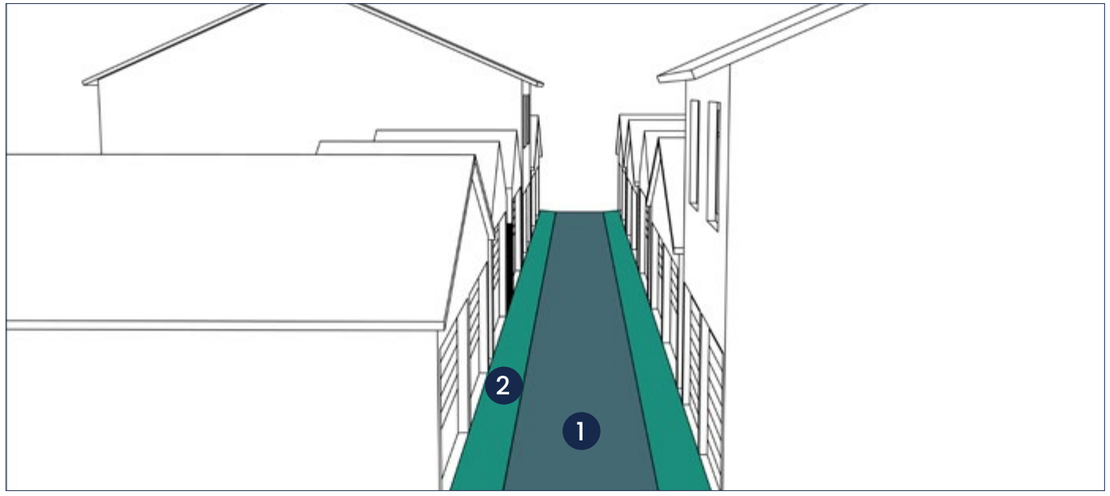
- Department of Public Works Transportation Sections Standards Manual
- NACTO Urban Street Design Guide

5.4.6 Alley - District Typology Applicability Table

	UC	UMU	VMU	NR	SEMU	C	UI
Alley				◐			

LEGEND ● Required ◐ Recommended

Alley



1. Narrow, low speed Travel Zone
2. Low priority for access management

5.4.6 Alley Guidelines

TRAVEL ZONE	
Travel Lane Width	9’ min.
Travel Lane Width with IndyGo Route	n/a
Turn Lane Width	n/a
Travel Lane Surface Type	Asphalt
Total Number of Drive Lanes	1 - 2
Travel Speed	15 mph or less
Travel Lane Striping	Not Required
On-Street Bike Facility	Shared road
STREET ENHANCEMENT ZONE	
Transit Accommodations	No
On-Street Parking Allowed	No
On-Street Parking Width	n/a
Pavement Edge	n/a
Cultural Trail	No
Access Management Priority	Low
AMENITY ZONE	
Amenity Zone Type	n/a
Amenity Zone Width	n/a
Streetlights	No
Street Furnishing Priority	Low
Street Trees	n/a
Underground Utility Priority	Low
PEDESTRIAN ZONE	
Sidewalk Width	Not required, 5’ min. if provided
Sidewalk Material	Concrete*
BUILDING FRONTAGE/ACTIVATION ZONE	
Building Frontage Features	n/a
Primary Building Entry Access	No
Outdoor Dining/Patios	No
Building Transparency Priority	Low
Building Signage Types	n/a

** Standard may differ within a historic district*

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6.1 Glossary

This Glossary provides definitions for certain terms used in these Design Guidelines. Except as otherwise defined herein, terms used in these Design Guidelines shall have the meanings given to them in the Zoning Ordinance or customarily assigned to them.

Abut/Abutting: to share or sharing a common property line. For the purposes of this definition, properties across an intervening right-of-way shall not be considered abutting.

Access: The way by which vehicles or pedestrians shall have ingress to and egress from a lot and the street fronting along such property or parcel.

Accessory Use: A subordinate use that is customarily associated with, and is appropriately and clearly incidental to the primary use, and is located in the primary building or structure.

Active Frontage: A pedestrian level building frontage that allows visual or physical access to grade level active Use or multi-use within the building via windows, doors, or both.

Adjacent: having any distance of real property boundary in common with another property, or being separated from the other property boundary by a right-of-way, thoroughfare, alley, easement, or civic space. Not synonymous with abutting.

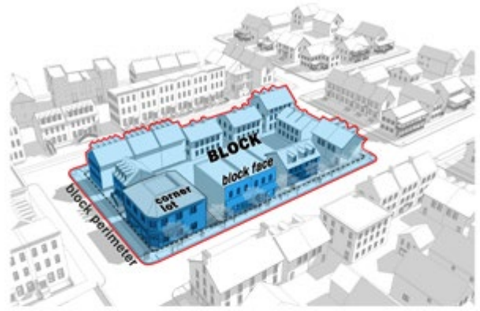
Advertising: Any message that directs attention to any off-premises business, profession, product, activity, commodity or service that is offered, sold or manufactured on property or premises other than that upon which the message is located.

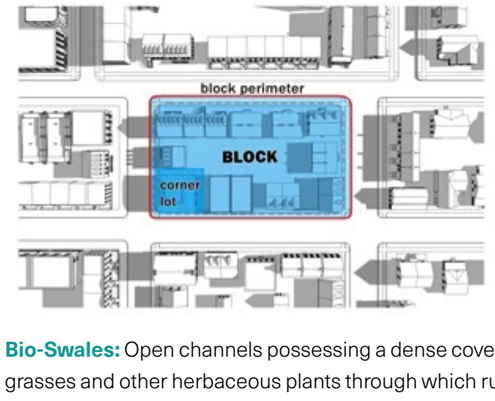
Arts Council of Indianapolis: This group has been established as was recommended in the Indianapolis Public Art Master Plan. The group is convened by the Arts Council of Indianapolis and consists of representatives from the following: Indianapolis Mayor's Office, Cultural Development Commission, Indianapolis Art Center, Community Foundation of Central Indiana, Indianapolis Department of Public Works, Indianapolis Department of Metropolitan Development, IUPUI Public History Program, Indianapolis Museum of Art, Eiteljorg Museum, and Herron School of Art at IUPUI, among others. The Public Art Advisory Group has been active in producing public art projects and will be consulted in the review of all public art proposed to be permanently located on public property.

Awning: A roof-like cover, often of fabric, metal, plastic, fiberglass or glass, designed and intended for protection from the weather or as a decorative embellishment, and which is supported by and projects from a wall or roof of a structure over a window, walk, door or the like.

Block: the aggregate of private lots, passages, rear alleys and rear lanes, circumscribed by streets, or where applicable, circumscribed by streets, civic space, and/or waterbodies.

Illustration Block





Bio-Swales: Open channels possessing a dense cover of grasses and other herbaceous plants through which runoff is directed during storm events.

Building Element: any component or part of a building.

Building Height: the number of building stories above finished grade.

Civic: the term describing activities, uses, purposes and governmental or not-for-profit organizations that are dedicated to arts, culture, education, religion, recreation, government, transit, municipal parking, gardening, horticulture, public gathering, assembly or meeting.

Civic Building: A building operated by a not-for-profit organization or governmental entity dedicated to civic activities, uses, and purposes.

Civic Space: An area designed for civic purposes or uses.

Clear Sightlines: An open line of sight between a person and a vista or an object (single point of focus). Clear sightlines required or recommended for general surveillance purposes may have incidental opaque elements such as fencing consisting of posts, metal pickets and rails.

Consistent Architectural Treatment: Refers to the quality of materials and the level of detail that are expressed in contiguous exterior walls and in elements that are viewed as belonging to the same massing element.

Context: The interrelated conditions in which something occurs or exists including the built environment, the natural environment, social environment and temporal environment.

Contextual Sensitivity: Refers to how the design and planning of new development should consider the existing context in the design process. Potentials such as the reinforcement of exterior space (corridors, plazas, and historic sites), the incorporation and allusion to details in the existing environment, the use of contextual colors and materials, the reinforcing of landscape precedents, the contribution to the social environment and the design response to seasonal and daily cycles should be considered in the design of new structures.

Corridor: A linear geographic system incorporating a thoroughfare, greenway, or open space.

Cultural Trail: An urban greenway concept with dedicated lanes for bicycles and pedestrians, separated from vehicular traffic within existing public rights-of-way. This trail will link cultural districts, features and attractions of the Indianapolis Regional Center and provide a downtown hub of existing and proposed greenway trails.

Cultural Districts: Areas designated by the Indianapolis Cultural Development Initiative. The purpose of the Cultural District Program is to strengthen Indianapolis and central Indiana as a unique destination by facilitating the growth of cultural districts or hubs which offer a critical mass of cultural activity. Districts for initial focus are Broad Ripple, Fountain Square, Massachusetts Avenue, White River State Park and the Historic Central Canal and the Wholesale District including Monument Circle.

Curb: The edge of the vehicular pavement that may be

either raised or flush with a swale to the extent allowed applicable in the design regulations. It usually incorporates or is associated with the drainage system.

Deck: An approximately horizontal, exterior floor-like platform structure extending along or over one or more parts of a building, which structure may be covered or uncovered and enclosed or open excluding, however, a porch.

Department of Metropolitan Development (DMD): The City of Indianapolis Department of Metropolitan Development.

Development/Develop: Commencing, making or planning for man-made changes to land or other real property, and the resulting changes to such land or other real property, whether through development, re-development, clearing, excavation, grading, construction, re-construction, modification, subdivision, or re-subdivision, and whether such changes are horizontal, vertical, or subterranean.

Developable Property: All property except public rights-of- way, public parks, rivers, streams, greenways, easements and floodways.

District Themes: Themes that relate to wayfinding and the contemporary character of an area. Master plans, corridor studies and Cultural District plans are examples of reports that could contain thematic recommendations.

Driveway: A vehicular lane within a lot, often leading to a garage.

Established Setback: The average setback of all buildings located on the same frontage between intervening street intersections. Vacant parcels, parking lots, major structures related to parks, plazas, monuments, churchyards and other formal site related elements shall not be used in determining the average setback.

Façade: An exterior wall of a building that is set along a frontage line.

Façade Articulation: A façade greater than one hundred feet in width must be differentiated so that it appears to be comprised of two or more adjacent buildings, by dividing such façade into two segments each of which includes a separate entrance and

(1) differs from each of the other segments with respect to all of the following:

(a) a change in shape, sill, and header height, detail, size, spacing, rhythm, and muntin pattern of windows;

(b) a change of Building or cornice height;

(c) a change in cornice details;

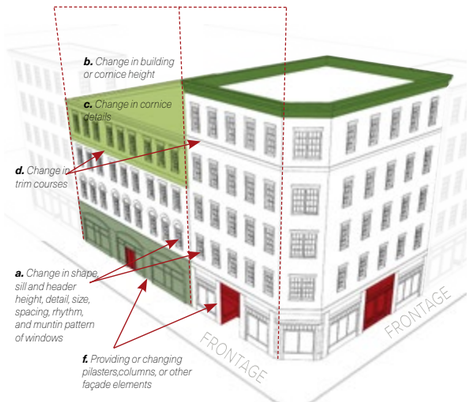
(d) a change of wall material or wall color; a change in trim courses and other horizontal elements;

(e) a change in dormer or balcony design, if any, and

(f) providing or changing pilasters, columns, or other façade elements; and

(2) is composed with a defined center and edges.

Illustration Frontage Articulation



Fence: A structure, or a device erected to serve as an architectural element, landscape element, sceen, or physical barrier.

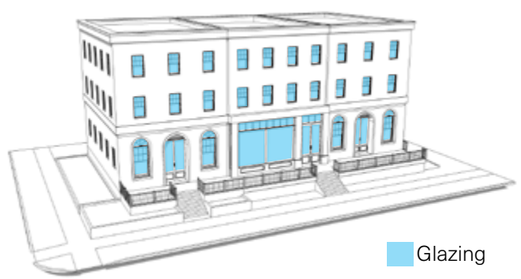
Franchise or Corporate Design: Any business that has multiple locations and pre-designed prototype plans that are applied to proposed development. With the resurgence of downtowns many businesses now have urban prototypes that are more consistent with mixed-use higher-density areas.

Frontage: The area between a façade and a pedestrian pathway, waterbody, open space or the curb (or if there is no curb, the edge) of a street, inclusive of the built and planted components of such area. frontage is divided into private frontage and public frontage.

Gateway: An arrival or departure point of a district. Gateways are defined as (1) a sense (or recognition) of arrival, such as seeing the downtown skyline from 121st Street and Meridian Street, (2) transitional corridors approaching a destination, such as traveling east through the West Washington Street corridor adjacent to the Indianapolis Zoo or (3) as a physical element marking a point of arrival, such as the Interstate underpasses approaching the downtown.

Glazing: The portion of an exterior building surface occupied by glass.

Illustration Glazing



Grade Level Active Use or Multi-Use: Refers to the character of the occupancy of the space within a structure. Categories of active use or multi-use include: general occupancy types such as apartments, condominiums, general office, general retail, school, etc. They are further divided into uses that generate grade level activity. These include retail stores, restaurants, outdoor dining, theaters, entertainment venues, arts uses, media studios, personal services, lobbies, security offices, conference centers, fitness centers and similar activities.

Greenway: A corridor of undeveloped land, as along a river or between urban centers that is reserved for recreational use or environmental preservation. The Full Circle Master Plan designates such greenway corridors throughout Indianapolis.

Historic District: A historic district established under IC-36-7-11.1. by the Indianapolis Historic Preservation Commission.

Historic Themes: Themes that relate to the historic development of an area. The National Road, the Central Canal, the Union Station, Indiana Avenue, the War Memorial Plaza, etc. offer opportunities for the historic referencing of design decisions and the incorporation of story telling.

Improvement: Any man-made alteration of land, a lot, a building or a structure.

Indianapolis Historic Preservation Commission (IHPC): The City of Indianapolis Historic Preservation Commission.

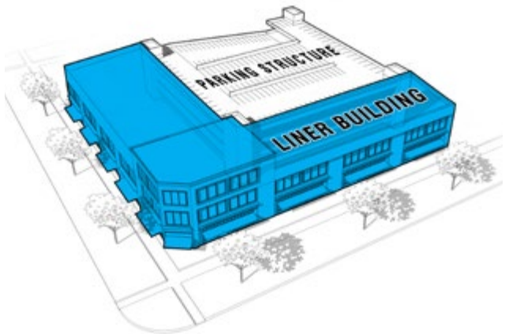
Kinetic Art: Any work of art which includes movement or change of lighting to depict action or create motion, a special effect or a scene.

Landmark Buildings: Buildings that because of their scale, design, cultural identity, history, use and/or location play important roles in wayfinding, establishing urban space and/or engendering social interaction and public

ownership. The following are some examples of landmark buildings: sports venues, Monument Circle, the War Memorials Plaza, the Chase Tower, the Central Library, the State Capitol, churches and the Central Canal.

Liner Building: A building that is at least thirty (30) feet deep, measured from the façade, which masks a parking lot or a parking structure from the frontage.

Illustration Liner building



Lot: The basic development unit, an area with fixed boundaries, used by a principal building and its accessory building and not divided by any street or alley.

Lot Line: The boundary that legally and geometrically demarcates a lot.

Metropolitan Development Commission (MDC): The Metropolitan Development Commission. The MDC functions as the board of the Department of Metropolitan Development, approving contracts and property sales for redevelopment. The Commission also serves as the planning and zoning commission and as a redevelopment commission with litigative authority.

Mile Square: The Indiana General Assembly of 1820 approved a one square mile donation for the City of Indianapolis consisting of 100 "squares," with four diagonal Avenues and Monument Circle at the center. The boundary streets are North, East, and South and West streets.

Mixed-Use: Mixed-use development is designed to encourage a variety of community activities, uses and services to co-exist in close proximity, thereby reducing the need for extensive automobile travel, more efficiently using infrastructure, and encouraging social interaction. In buildings that are designed primarily for a single use, such as garages or office buildings, grade level retail and highly active uses will be considered as mixed-use. Corporate, educational and institutional buildings with active grade level uses that are highly visible, such as food services, show rooms, meeting rooms, security offices, lobbies, exercise rooms and other support functions will be considered as mixed-use.

Multi-Modal Transportation: The consideration of more than one mode to serve transportation need in a given area and is included within the meaning of intermodal. This can include pedestrian, bicycle, equestrian, automobile, two-wheeled motorized vehicles, commercial vehicles, buses, rail transport and rapid transit transport facilities.

Parking Area/Lot: An off-street, ground level open area within a lot for parking vehicles.

Parking Structure: A vertical Improvement containing one or more levels of vehicular parking above grade.

Pedestrian Way: All facilities designed for pedestrian use, including private and public sidewalks, trails, upper level walkways, bridges and plazas.

Plaza: A civic space type designed for civic and commercial purposes, Uses and activities, generally paved and spatially defined by building frontages.

Porch: As part of a building, an attached exterior covered area large enough to accommodate outdoor furniture and/or gathering.

Principal Entrance: The main point of access for pedestrians into a Building.

Principal Frontage: A principal frontage is (a) with respect to Lots that have more than one street frontage, the frontage designated to bear the address and the principal entrance to the building; or (b) lots that are neither corner

lots nor through lots have only one frontage, therefore principal frontage is synonymous with frontage.

Public Pedestrian Way: A public right-of-way or easement across a block or within a block to provide access for pedestrians.

Public Art: Public art is art which is located on public property and/or integrated with public construction projects. Public art can include all forms of original works of art work, exterior or interior, which are accessible to the public during normal hours of operation.

Public Realm: All spaces—publicly or privately owned—that are accessible and experienced by the general public. This includes streets, sidewalks, plazas, parks, and other civic spaces, as well as the building frontages and ground-floor uses that define and activate them. The quality of the public realm is shaped by coordinated design standards for paving, lighting, landscaping, furnishings, and accessibility, ensuring a cohesive and inclusive pedestrian experience.

Retail: A use characterized by selling, renting, or leasing new or used goods in person, on-line, or by mail in transactions dealing directly with the consumer of such goods.

Right-of-Way: A specific and particularly described strip of land, property or interest therein devoted to and subject to the lawful use, typically as a thoroughfare of passage for pedestrians, vehicles or utilities, as officially recorded by the Office of the Marion County Recorder.

Screening: A method of visually shielding or obscuring a use on a lot from another use or from the right-of-way by fencing walls, berms or densely planted vegetation. "Permeable screening" refers to screening that is constructed to allow visual surveillance between three and seven feet above grade (such as would a screen composed of a low wall, metal picket fence and deciduous trees).

Secondary Frontage: Secondary frontage on lots having more than one (1) frontage, the frontage that is not the principal frontage.

Secure Bicycle Storage: A weather protected storage in a secured space located in a dedicated storage room designed for this purpose, space in a parking facility, or exterior storage facilities that are integrated with the site development.

Semi-Public Realm: Privately owned space designed for public access and use—such as plazas, forecourts, courtyards, or outdoor dining areas—that extends the public realm by providing opportunities for rest, gathering, and activity within private development. These spaces must be visible, accessible from the street, clearly marked as open to the public, and include amenities such as seating, landscaping, and lighting.

Setback: The area of a Lot measured from the lot line to a building façade that is maintained clear of permanent structures, with the exception of permitted encroachments.

Sidewalk: The paved section of the pedestrian zone dedicated exclusively to pedestrian activity.

Significant Structures: See "Landmark Buildings."

Signs: Any structure, fixture, placard, announcement, declaration, device, demonstration or insignia used for direction, information, identification or to advertise or promote any business, product, goods, activity, services or any interests.

Skywalk: An upper-level pedestrian walkway.

Streetscape: All elements located in the public right-of-way including benches, lighting landscaping and paving.

Stoop: A frontage type wherein the façade is aligned close to the sidewalk with the first story elevated from the sidewalk for privacy, with an exterior stair and landing at the entrance.

Story: A habitable level within a building, excluding an attic or raised basement.

Street: A way for use by vehicular and pedestrian traffic and to provide access to lots, civic spaces, and open spaces, consisting of frontage, activation zone, curb zone, amenity zone, pedestrian zone, and travel zone.

Style: Style may be defines as: 1) architectural styles

classify architecture in terms of form, techniques, materials, time period, region, etc. It overlaps with, and emerges from, the study of the evolution and history of architecture. In architectural history, the study of Gothic architecture, for instance, would include all aspects of the cultural context that went into the design and construction of these structures. Architectural style is a way of classifying architecture that gives emphasis to characteristic features of design. Or (2) the distinctive form of expression exhibited in a structure. For example: "Signs shall be compatible with the architectural pattern, style and fenestration of the building."

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Through Lot: a Lot that abuts two (2) essentially parallel streets, which is not a corner lot.

Viewshed: Term is used to designate a specific vista such as views of the Soldiers and Sailors Monument, the downtown skyline or the State Capitol Building. It is also used to define all of the places that can be seen from a certain point.

Wayfinding: The process of using spatial and environmental information to find our way in the built environment.

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- Michael Kaufmann, Consultant for 16 Tech

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- Michael Taft, Development Director

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American Structurepoint
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Anderson + Bohlander
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- Anne Surak, Curator and Project Manager

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City of Indianapolis Office of Public Health and Safety
- Andrew Merkley, Director, Homelessness Policy/ Eviction Prevention

Cole Noble Commercial Arts District
- Jill White, President

Cunningham Restaurant Group
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Cultural Trail
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Deylen
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Dinsmore
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- Tarsis Lopez, VP, Reputation Management and Communications

Elanco Animal Health
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Fletcher Place Neighborhood Association
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- Scott Krapf, Attorney

Gershman
- Eric Gershman, Principal

Guidon
- Brian Robinson, Architect

HAUS
- Paul Reynolds, Architect

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Health By Design
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- Tim Miller, Senior Vice President

Hoosier Environmental Council
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- Mark Wasky, Senior Vice President

Indiana Sports Corp
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- Indiana War Memorials Commission
- Gen. Stewart Goodwin, Executive Director

Indianapolis Colts
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- Taylor Ruble, Manager, INDOT Traffic Safety Office

Indianapolis Metropolitan Planning Organization
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Indy Arts Council
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- Julie Goodman, Former CEO
- Julia Muney Moore, Director of Public Art

Indy Chamber
- Taylor Hughes, Vice President, Policy and Strategy

Indy Parks
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- Benjamin Jackson, Senior Planner

IndyGo
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IU Health
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JS Held
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- Keep Indianapolis Beautiful (KIB)
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KSM
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- Sarah Iglehart, Government Consulting

Lake City Bank
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Landmarks
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MIBOR
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Maywright
- Natalie Clayton

Near North Development Corporation
- Brian Carman, Former President

New City Development
- Isaac Bamgbose, President and Chief Executive Officer

Old National Bank
- Rafael Sanchez, Executive Vice President, Indianapolis Market President

pH Design Studio
- Megan Phillippe, Architect

Progress Studio
- Joseph Lese, Architect

Purdue University
- Amber Chellis-Omedo, University Architect

RDoor Housing Corp
- Lauren Rodriguez, President

RATIO Design
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- Allison Richardson, Planner
- Schmidt Associates
- Steve Alspaugh, Design Architect, Associate

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St. John the Evangelist Catholic Church
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StudioAxis
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Taft
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- Andi Metzel, Partner

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- Karen Valiquett, Indiana Market Lead

Tuohy Bailey & Moore LLP
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TWG
- Chase Smith, Vice President of Market-Rate Development

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V3 Companies
- Sarah Hurt Evans, Landscape Architect

Veridus Group
- Rick Rush, Project Executive, Owner's Representation

Visit Indy
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- Matt Carter, Vice President and Chief Destination Development Officer

White River Alliance
- Jill Hoffman, Executive Director
- Scott Minor, Project Manager

White River State Park Commission
- Bill Browne, Commissioner

6.0 Appendix 6.2 STAKEHOLDERS

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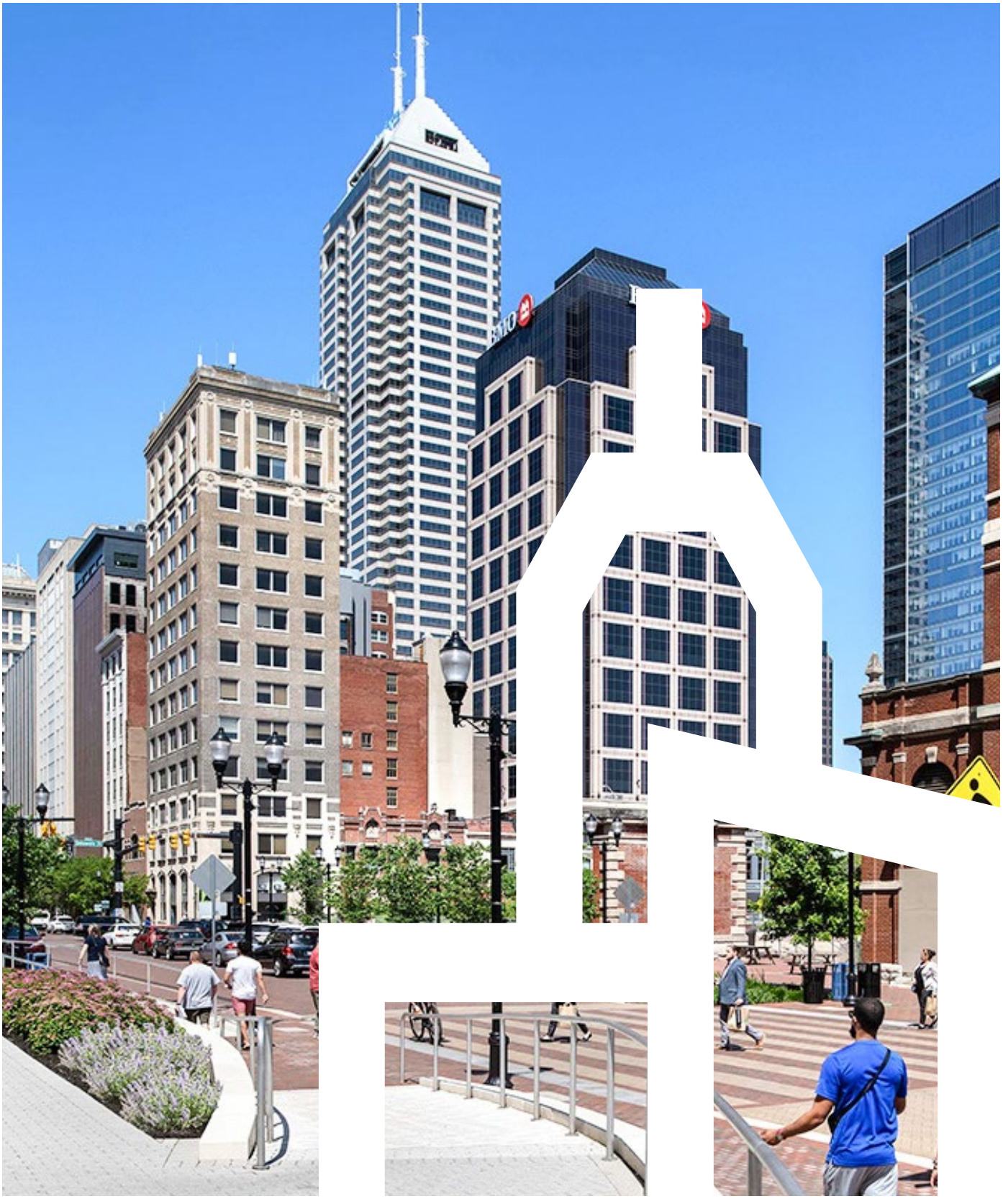

regional center