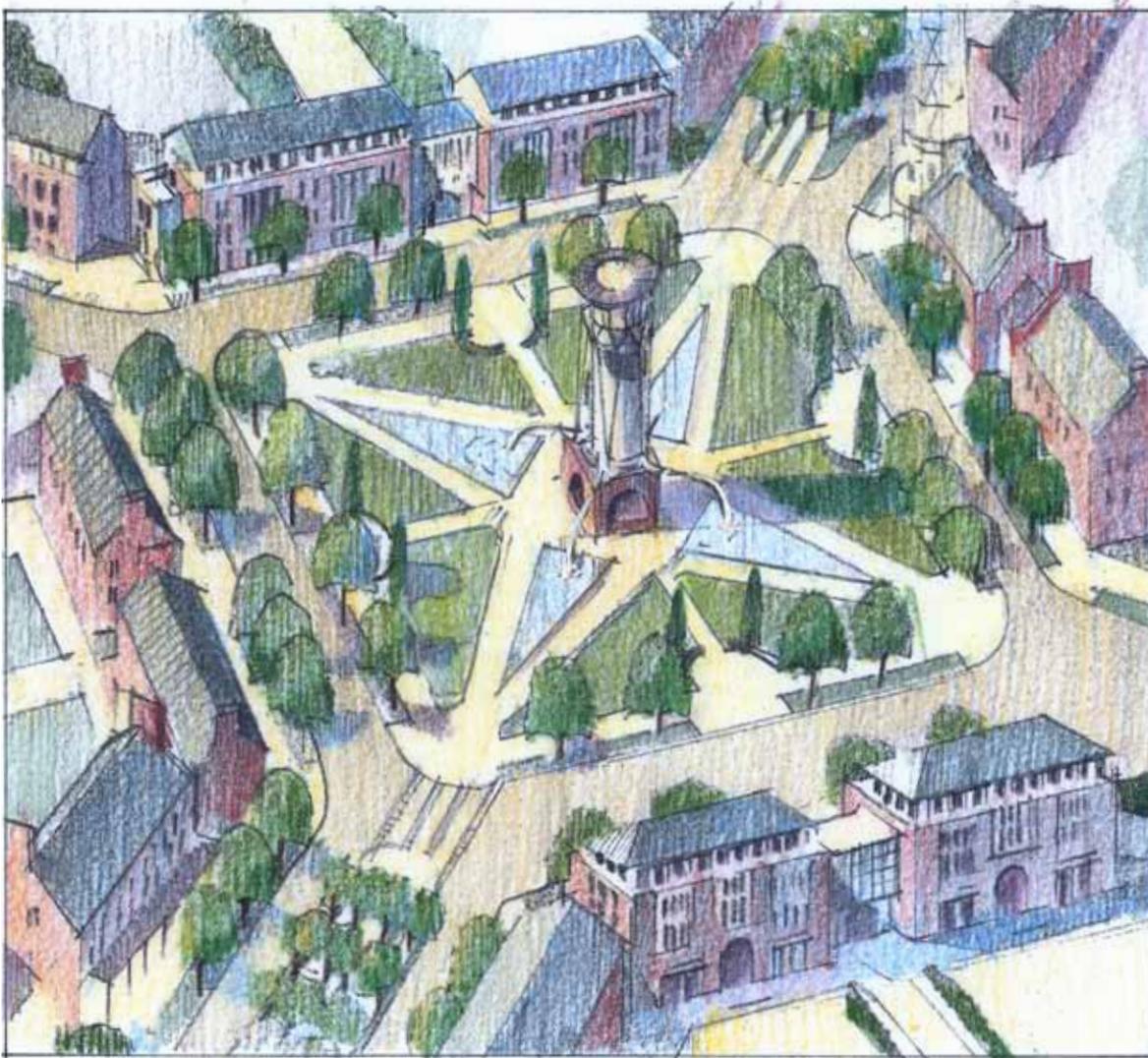


# MIDTOWN, CARMEL, INDIANA

## A REDEVELOPMENT PLAN



SUBMITTED JANUARY 15, 2012

SPECK & ASSOCIATES LLC

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# TABLE OF CONTENTS

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Introduction.....	1
Existing Conditions.....	2
Design Principles.....	4
Design Strategy: Urban Triage.....	8
Design Process.....	10
Monon Avenue.....	16
The Illustrative Plan.....	19
Phasing.....	33
Plan Capacity.....	34
The Regulating Plan.....	40
The Design Regulations.....	Appendix

This planning effort was sponsored by the City of Carmel and the Carmel Redevelopment Commission. It was completed by Jeff Speck AICP, James Wassell, and Ruthzaly Weich under the leadership of City and CRC staff including Mayor James Brainard, Michael Hollibaugh, Adrienne Keeling, Les Olds, and Matthew Worthley

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This plan addresses a parcel of land that, thanks to history and some intelligent prior decisions, has become perhaps the most important location for the future development of the City of Carmel.

Over the past several decades, three significant developments have begun to transform Carmel from an auto-oriented suburb into a walkable urban environment in its own right. The first of these is the redesign and intensification of the City's traditional Main Street as a fully mixed-use, pedestrian-friendly shopping and entertainment hub. With rebuilt sidewalks, public art, lively restaurants, and a collection of new three- to five-story buildings, this redevelopment has introduced to Carmel a quality of urban life not otherwise available in the Indianapolis suburbs. The Main Street and its surrounding blocks have become known as the Arts and Design district, given their concentration of art galleries and interior-design businesses, including the large new Indiana Design Center located a block south of Main Street.



Main Street Carmel

The second important recent development has been the construction of Carmel's civic heart, exactly one-half mile south of Main Street at City Center Drive. This area holds the new Center for the Performing Arts—including the 1600-seat Palladium concert hall—and also the eight-story mixed-use City Center complex. Appropriately, this site is located quite close to Carmel City Hall and other municipal facilities, just to its south. It is also adjacent to the well-designed Pedcor company headquarters, with nearby housing to its west.



The Palladium and City Center

These two anchors are bisected by the third important development, the Monon Trail, the 15-mile recreational axis that connects Carmel to Indianapolis, completed in 2002. One of the most important recreational amenities in the City, the Monon Trail also acts as an important pedestrian link between Main Street and the Civic Center, and also implies the potential integration of these two distinct places into something greater, an entire walkable downtown core.

Currently, Main Street and the Civic Center are each first-rate mixed-use urban environments. In either place, visitors are likely to arrive by car, park once, and access a variety of locations hap-

pily on foot. But each is quite small, and does not contain a large enough residential or workplace component to offer many people the full live/work/play lifestyle that one finds in older urban centers. Residents and visitors in one location, traveling to the other, are most likely to drive.

The redevelopment of MidTown, the largely industrial parcel area between these two anchors, is therefore important for two reasons. First, it will create an urban axis that, expands and enhances the Monon Greenway providing the interest and activity that will encourage walking from one anchor to the other. Second, and more significantly, when combined with Main Street and the Civic Center, MidTown will complete a continuous downtown core of such intensity and critical mass that it can constitute a complete and largely self-reliant urban environment. If MidTown is properly designed and executed, workers will choose to become residents, and residents workers. Rather than "park-once" locations, the pieces of downtown Carmel will coalesce into a greater whole in which walking, biking, and transit are able to provide a convenient alternative to the car-bound lifestyle that has become the norm in suburban Indiana and, indeed, across America.

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# EXISTING CONDITIONS

## Boundaries

As suggested above, the study area is bounded by Main Street to its north and City Center Drive to its south. Range Line Road was chosen as an eastern boundary (including properties on both sides) because, although largely developed, it has potential to be reshaped over time into a more welcoming corridor—as has already begun to happen. To the west, the study area was expanded to include industrial properties beyond 3rd Avenue SW, bounded by the single-family neighborhoods that back up to this industrial zone.

## Buildings

Within the study area, no industrial buildings were considered as meriting preservation. Along Range Line Road, it was presumed that change would happen slowly, and that it would be possible over time to replace those buildings that do not provide a positive edge to the street. East of the Monon trail, the residential and design-business properties south of Main street were protected from intervention, reaching as far south as the quaint multicolor “designer’s alley” just north of 3rd Street SW.

Further south, at the corner of Range Line Road and City Center Drive, the entire Mohawk Plaza shopping center was considered prime for redevelopment, but only in a later phase, since most of its buildings are currently leased. Finally, between Main Street, 2nd Street SW, 4th Avenue SW, and the Monon Trail, three blocks currently contain mostly single family houses. While the southern one of these blocks is kept unchanged, the two northern ones, directly against Main Street, were considered as meriting transformation into more intensive uses.

Three utility sites within the study area warranted special consideration. First, the water tower along the Monon trail was deemed ready for replacement, by a 750,000-gallon structure to be located fairly close to the existing structure. The adjacent Emergency Medical Services antenna, 300-feet tall, was considered prohibitively expensive to move. Similarly, an electrical substation due east of these two structures was also recommended for retention, to spare high relocation costs.



The study area.

## Thoroughfares

The study area is characterized by a relatively porous network of north-south streets and contrastingly few east-west connections, thanks to the early presence of the Monon rail corridor, now the Monon Trail. Only 1st and 2nd Streets cross the Trail, with only the former continuing all the way from 4th Avenue to Range Line Road. The only other internal east-west street, 3rd, exists only on the east side of the Trail. All three of these streets are relatively narrow 2-laners that handle little traffic and welcome walking. East of Range Line Road, only 4th Street continues beyond the immediate neighborhood, albeit circuitously.

Among the north-south streets, 1st Avenue dead-ends just south of 3rd Street, although on paper it continues through to City Center Drive. 3rd Avenue and 4th Avenue, which once met in a staggered intersection at 2nd Street, have recently been unified into a single swooping drive, complete with median, that smoothes trajectories at the cost of enticing speeding. 3rd Avenue also widens dramatically as it nears City Center Drive, similarly encouraging higher-speed maneuvers while potentially discouraging foot traffic.

As mentioned, Main Street has already been transformed into a corridor that welcomes pedestrians. City Center Drive, in contrast, has been designed to handle higher traffic volumes at higher speeds, and its wider lanes and streamform geometrics communicate an automotive environment. Understanding that it is unlikely to attract much pedestrian activity along it, one challenge for this plan will be to ease pedestrians across it.

An analogous transition, from pedestrian to automotive, occurs as one heads south on Range Line Road. As its right of way widens, it takes on additional travel and turning lanes, such that it becomes increasingly unwelcoming to pedestrians from 4th Street south. Most of the businesses along this stretch of road are auto-oriented, and it will be many years before many of them are transformed into something more inviting to pedestrians. For that reason, Range Line Road is also not best understood as a likely pedestrian corridor.

A final north-south thoroughfare, the Monon Trail, is arguably the most important axis in the study area, given its regional nature and its value as an amenity. It currently consists of 12 feet of asphalt pavement within a 66-foot Right of way. On its southern half, the trail contains some young tree growth on its west side, but for the most part it is flanked by simple grass strips. On its east side, between 1st and 2nd Streets, sits a visitors parking lot with space for about two dozen vehicles.

## Landscape

For the most part, the site is effectively flat, except that it rises sharply to its south along City Center Drive. This rise, which culminates at the Monon Trail, allows the Trail to cross that Drive in an underpass. The redevelopment area is largely devoid of trees, with the exception of along the west side of 3rd Avenue, a block north of City Center Drive, where there sits a large wooded open space. Just north of this parcel can be found a good-size detention basin that serves the adjacent subdivision, complete with an attractive aeration spout.

Across Range Line Road from the Mohawk Plaza shopping center sits one other significant site, the Carmel United Methodist Church with its broad treed lawn. A proper redesign of this area would preserve and celebrate this community asset.

# DESIGN PRINCIPLES

The central objective of the plan was to create, to the greatest extent possible, a truly walkable urban environment. Achieving this outcome required that the design be based upon a full understanding of the various environmental factors that contribute to walkability. While there are many harsh environments in which people are physically able to walk, there are few in which they actively choose to walk, especially when the option of driving is available. The following four sections provide a hierarchy of conditions that the redevelopment must satisfy if the average person is going to make that choice. Each is necessary but not alone sufficient. They are:

- A reason to walk;
- A safe walk;
- A comfortable walk; and
- An interesting walk.

## A Reason to Walk

As Jane Jacobs noted, “Almost nobody travels willingly from sameness to sameness. . . even if the physical effort required is trivial.” For people to choose to walk, the walk must serve some purpose. In planning terms, that goal is achieved through mixed use. Or, more accurately, placing the proper balance of the greatest number of uses all within walking distance of each other. This effort must be coupled with an identification of key anchors, including parking lots, so that special attention can be paid to the paths between them.

While the market may suggest a higher demand for one type of land use over another, any large



*Automobile-oriented development (left) isolates different land uses on large properties at significant distance, connected by few, it's broad streets. Walkable development (right) integrates different land uses into compact areas connected by many small streets.*

plan must resist the temptation to provide only those activities that seem most immediately viable. While plans can and should avoid committing developers to a set amount and location of specific uses, they should commit to a healthy balance of housing, office space, and retail activity.

In accordance with New Urban best practices, the allocation of space between housing and office should be flexible, with the caveat that the two uses should be proximate so that they can share parking areas around the clock, since their parking loads are complimentary. Retail should be organized to optimize its success, which principally means continuity, so that shops can support each other. Given the retail anchors that exist on both ends of the study area, it would seem that this site is not likely to support a large amount of new shops or restaurants, and that any new retail

should be located adjacent to existing shops on Main Street and City Center Drive, and also potentially in a very small new center roughly midway between them.

## A Safe Walk

While crime is always a concern, most people who avoid walking do so because the walk feels dangerous due to the very real threat of vehicles moving at high speed near the sidewalk. Statistically, automobiles are much more dangerous to pedestrians than crime, and the key to making a street safe is to keep automobiles at reasonable speeds and to protect pedestrians from them. This is achieved by meeting the following eight criteria:

- *A network of many small streets.* Generally,

the most walkable places are those with the smallest blocks, because many small blocks allow for many small streets. Because traffic is dispersed among so many streets, no one street is required to handle a great amount of traffic, and that traffic does not reach a volume or speed that is noxious to the pedestrian. The challenge for this plan is to create a delicate small-block network to the greatest degree possible, given the mandate to limit crossings to the Monon Trail. This goal inevitably involves reaching a compromise between the sanctity of the trail and the fundamental urban need for a porous network.

- *The appropriate number of lanes.* Oversized streets are more difficult to cross, and cause speeding. For this reason, Range Line Road must receive a “road diet” if it is to eventually attract pedestrians, as must the southern end of 3rd Avenue, where pedestrian crossing of City Center Drive should also be improved. Any new street within the study area should provide no more than a single lane in each direction.



Streets of many lanes make crossings tougher and invite higher speeds.

- *Lanes of the proper width.* Different-width traffic lanes correspond to different travel speeds. A typical urban lane width is 10 feet, which comfortably supports speeds of 30 MPH. A typical highway lane width is 12 feet, which comfortably supports speeds of 60 MPH or

more. Drivers instinctively understand the correlation between lane width and driving speed, and speed up when presented with wider lanes, even in urban locations. The streets proposed for this plan should all be sized for urban speeds, with 10-foot travel lanes—although slightly wider lanes are appropriate to ease parking motions on one-way segments.

- *Limiting use and length of turn lanes.* Left-hand turn lanes, although effective at reducing congestion, should be used only at intersections where major congestion is caused by cars turning left. When unnecessary (or over-long) left-hand turn lanes are provided, the extra pavement width encourages speeding and lengthens crossing distances.



By widening roadways and removing parking, long left-hand turn lanes make sidewalks uncomfortable and ruin businesses.

- *Limiting curb cuts.* Every time a driveway crosses a sidewalk, pedestrians are endangered. Front parking lots, drive-throughs, and porte-cocheres are suburban solutions that are not appropriate to walkable environments.

Any parking lots or drive-throughs should be accessed off of rear alleys, and front drop-offs can be accomplished by reserving a few on-street parking spaces for that purpose.

- *Continuous on-street parking.* On-street parking provides a barrier of steel between the roadway and the sidewalk that is necessary if pedestrians are to feel fully at ease. It also causes drivers to slow down out of concern for possible conflicts with cars parking or pulling out. Every street should be designed for continuous parking against sidewalks.



Parked cars and street trees slow traffic and protect pedestrians.

- *Continuous street trees.* In the context of pedestrian safety, street trees are similar to parked cars in the way that they protect the sidewalks from the cars moving beyond them. They also create a perceptual narrowing of the street that lowers driving speeds. Closely-spaced street trees should be provided along every street in the study area, including the re-designed Range Line Road.

- *Avoiding swooping geometries.* Pedestrian-centric environments can be characterized by their rectilinear and angled geometries and tight curb radii. Wherever suburban swooping geometries are introduced—as where 3rd Avenue becomes 4th—cars speed up, and pedestrians feel unsafe. The road network for the redevelopment should not be shaped around any minimum design speed, but rather should be restricted only by the turning motions of the largest vehicles that will be using it on a daily basis.

The above eight criteria lead directly to the street designs that are included in the redevelopment's Regulating Plan.

### A Comfortable Walk

Evolutionary biologists tell us how all animals seek two things: prospect and refuge. The first allows us to see our prey and predators. The second allows us to know that our flanks are protected from attack. That need for refuge, deep in our DNA from millennia of survival, has led us to feel most comfortable in spaces with well defined edges. This is accomplished in several ways:

- *Streets Shaped by Buildings.* The typical way in which towns shape streets is with the edges of buildings that pull up to the sidewalk. These buildings need to be of adequate height so that a 1:6 height-to-width ratio is not violated, ideally approaching 1:1. All streets within the redevelopment, if they are to attract pedestrians, need to be flanked by buildings located at or near the sidewalk edge.



Compared to traditional tighter corners, large curb radii at intersections broaden crossing distances and encourage speeding.

- *Avoiding Object Buildings.* In the traditional, walkable town, buildings take rectangular or other nondescript shapes in order to give shape to the spaces they surround – the streets and squares. In the modernist city of the automobile, buildings stand apart as sculptural objects. As a result, the space between them – the public realm – becomes residual and poorly formed. The buildings in this redevelopment must be shaped to make spaces, not as objects.



People are drawn to places that are well shaped by firm edges.

### An Interesting Walk

Finally, even if a walk is useful, safe, and comfortable, people will not choose to go on foot unless it is also at least moderately entertaining. There needs to be something interesting to look at.

Humans are among the social primates, and nothing interests us more than other people. The goal of all of the designers who make our communities must be to create urban environments that invite, and communicate the likely presence of, human activity. This objective is accomplished by placing “eyes on the street,”—windows and doors that open—and avoiding all forms of blank walls. These include the edges of structured parking lots, which must be shielded by a habitable building edge, at least at ground level. Communities that support walkability do not allow any new parking structures to break this rule.



Only a narrow building is needed to hide a large parking garage from the sidewalk.

The human presence is also made palpable by a variety in the architecture lining a trajectory. The buildings that surround a route should communicate the presence of many hands at work. This means that the same buildings should not be repeated block after block, and that buildings should appear to have been created by different designers. Such an approach is quite distinct from suggesting a variety of architectural *styles*—the most beautiful places in the world tend to be just one style—nor does it suggest that buildings should have complicated facades or be broken up into false segments (unless they are unusually large). Rather, the goal should be to create a street of simple buildings that do not appear to have been built as a single “project.”

As this objective applies to the study area, it is also important to understand the difference between urban walking and *taking walks*. The Monon trail is currently designed for the latter but not the former. The presence of nature is essential to our enjoyment of the city, but landscaping is no match for well-placed building facades when it comes to enticing daily, useful pedestrian activity.

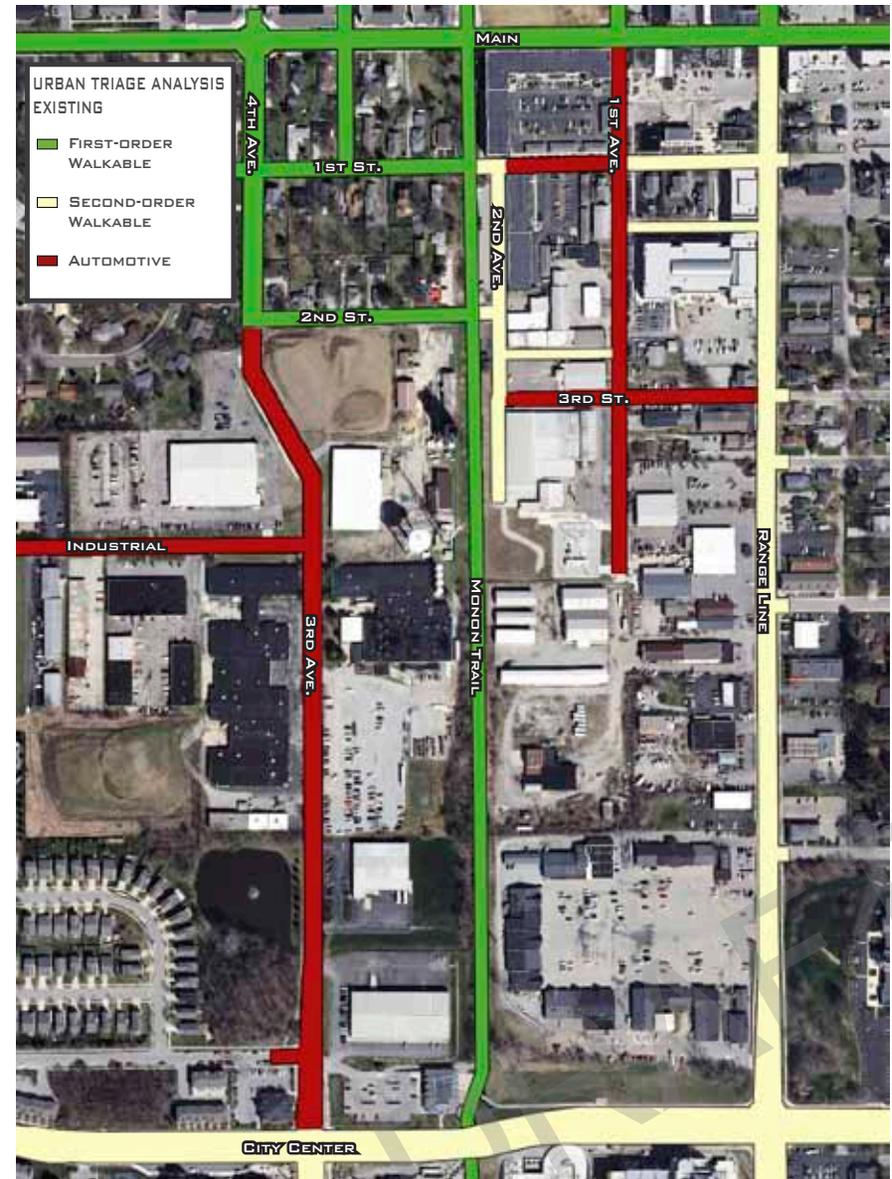
# DESIGN STRATEGY: URBAN TRIAGE

The principal design strategy brought to bear on the site was the concept of urban triage. This term refers to embracing the reality that not every street in a given area can be designed around the needs of the pedestrian. While it is possible to create new neighborhoods from scratch that are walkable throughout, this outcome is much more difficult to achieve in an existing area. Some streets may already be principally automobile-oriented—such as Range Line Road and City Center Drive. Others streets must be conscripted to perform a service function for the streets nearby. The need for utility sites and parking lots, combined with a desire for smaller blocks, can make it difficult, if not impossible, to line every block face with pedestrian-friendly building fronts.

This situation calls for a design strategy that allocates more- and less-walkable streets into distinctive networks so that, while every street is not walkable, those that are walkable all connect into a network of continuous excellence. A community made up of “front streets” and “back streets” is only a problem if one cannot stay on the former while avoiding the latter. Urban triage is the careful assignment of a more- or less-walkable status to each of the trajectories within the plan, and then ensuring that the excellent trajectories are not degraded by any of the anti-pedestrian forces that discourage walking. The useful, safe, comfortable, and interesting walk is thus protected by allowing for its alternative elsewhere.

The Urban Triage Exercise shown here demonstrates how this exercise assigns three strata of walkability to the study area: First-Order Walkable, Second-Order Walkable, and Automotive. First-Order Walkable streets are those that constitute the principal pedestrian network, probably best described as those places where people will actively choose to walk. The Second-Order Walkable designation was created for streets, like Range Line Road, that will not attract pedestrians, but will serve them adequately. Automotive streets, in contrast, are those that pedestrians are likely to avoid. With this hierarchy established, it is possible to see where investments in walkability can be directed in order to establish an effective pedestrian-friendly network.

As it pertains to this site, the urban triage analysis led to three important observations. The first was that there need not be more than a single excellent trajectory between Main Street and City Center Drive and, indeed, that providing multiple primary trajectories might not allow any one street to achieve



The Urban Triage Exercise shows three strata of walkability applied to the study area.

a critical mass of buildings or pedestrians. The second was that neither Range Line Road nor the 3rd/4th Avenue trajectories presented a promising opportunity to serve as such a connector, given their current character and our inability to ensure the quality of the redevelopment of both of their flanks. The third was that the distance between the Monon Trail and its flanking Avenues (1st and 3rd) was fairly narrow, such that any block sandwiched on either side of the Trail would be a bit less than the normative width for mixed-use development. This poses a problem in terms of new blocks presenting a proper face both to the Monon trail and to either of its flanking avenues.

These observations presented a challenge. It can be said with great confidence that the Trail itself, lacking vehicular access, will never serve as a proper address for lively mixed-use urbanism. As attractive as the concept is, pedestrian main streets rarely work; more than 150 created nationwide in the 1960s and 1970s failed almost immediately. While the taming of vehicles is always needed, the useful and interesting walk is not possible in America without cars. But, putting a lively pedestrian axis along 1st or 3rd Avenues would result in blocks of buildings turning their rear ends and parking lots to the Monon Trail, both blighting its trajectory and failing to take advantage of its potential role as a real-estate amenity.

All of three factors led to the inevitable conclusion that the best way to respect, celebrate, and take advantage of the Monon Trail was to frame it within a monumental avenue as the primary north-south trajectory within the study area. While there may be trail advocates who feel that this solution is an-

tithetical to the nature of this regional recreational corridor, we believe that the counterarguments to that position are considerably stronger. As designed, the new avenue presents few impediments to the Trail's function—to be discussed—while allowing it to play a much more prominent role in the surrounding community. Embracing it with fronts prevents it from being blighted with backs. And, perhaps most important, knitting a proper block structure around the trail allows the heart of Carmel to be developed into a proper neighborhood. Keeping the trail as a protected rural corridor precludes that outcome.

Locating an avenue along the Monon Trail, firmly establishes the Trail as the central amenity and front door to this entire half-mile neighborhood. This orientation allows both 1st Avenue and the 3rd Avenue trajectory to maintain their current status as principally automotive corridors. While pedestrians will be welcome along them, most will choose instead to make use of the new avenue. Because 1st and 3rd are not designed for pedestrians first, they can be flanked by parking lots and other less appealing uses, which in turn will allow the new avenue to accept only architecture and urbanism of the highest quality.

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# DESIGN PROCESS

## 1. EXISTING NETWORK



- KEY
- EXISTING NETWORK
  - GREENWAY
  - PROPOSED IMPROVEMENTS

## 2. AVENUE AXIS ESTABLISHED



With the decision made to locate an avenue along the Monon Trail, the next challenge was to integrate this avenue into the surrounding street network. Clearly, the avenue most naturally begins from the north as an extension of 2nd Avenue, which flanks the Trail north of Main Street. To the south, however, where the Trail passes under City Center Drive, the connection to that street had to originate elsewhere. The logical southern terminus of the avenue thus became 3rd Avenue, which can be angled east to meet it at the northwestern corner of the Mohawk Place Shopping Center.

## 3. THIRD AVENUE INTERSECTION RESOLVED



North of this angle, 3rd Street becomes 3rd Avenue, since most of its traffic will be diverted onto the Avenue. To simplify traffic motions, southbound 3rd Avenue was thus also angled eastward, in order to intersect in a T with its new trajectory. The resulting geometry, in which 3rd Avenue angles off its current axis and then back on, conveniently creates a new triangular open space that is well aligned with the attractive pond to its west.



4. 3RD/4TH AVENUE SWOOP ELIMINATED



As it continues north, 3rd Avenue's swooping transition into 4th Avenue should be replaced, in the long term, with something less conducive to speeding. The plan proposes a turbine square, a traditional precursor to the roundabout, that functions similarly but with stop signs, and communicates a more pedestrian environment. Its location takes advantage of the proposed east-west street trajectories, to be discussed ahead.

5. 1ST AVENUE TRAJECTORY COMPLETED



East of the Trail, 1st Avenue is proposed to be completed along its current paper trajectory. This path bisects Mohawk Place, something that will be possible when that property is eventually redeveloped. Its north-south trajectories determined, the next task was to locate the plan's east-west cross-axes. This effort was based on a strategy of continuing existing trajectories into the site and allowing them to connect in a rational way, but that strategy was tempered by the presence of significant existing buildings that stood in the way.

6. CROSS AXES INTRODUCED AT 4TH STREET AND NORTH OF MOHAWK PLACE



Beginning from the north along Range Line Road, 4th Street presented itself as a logical central connection across the site, since it continues further east, and could be made to connect fairly easily to Industrial Drive to the west. A second east-west axis was placed just to the north of Mohawk Place in order to create blocks of reasonable length between 4th Street and City Center Drive. While this axis might have more logically been placed directly in line with 6th Street, that location would have required short-term demolition of the still active Mohawk Place.

7. INDUSTRIAL DRIVE ANGLED TO MEET 4TH STREET



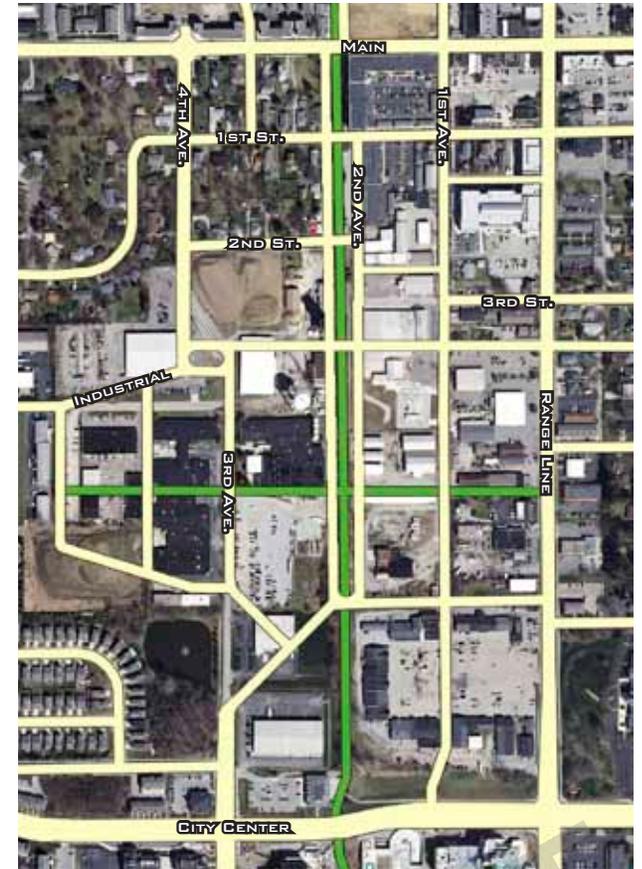
From the west, a slight angle placed in Industrial Drive allows it to meet the Turbine Green and transition easily into 4th Street.

8. PERIMETER STREET AND NORTH-SOUTH STREET ADDED TO WEST



The remainder of the western study area, bounded by Industrial Drive, 3rd Avenue, and residential development to the south and west, was given a street near its perimeter, and then further split into two blocks of the proper depth for housing, the most likely use of this sector. Finally, the question arose as to what to do with the long blocks now stretching roughly from 4th Street to 6th Street. More than 600 feet in length, these would contribute to a more porous network if further broken in half by an additional east-west cross street.

9. GREEN AXIS ADDED ACROSS LONG BLOCKS



In the interest of both economy and creating a special experience in the plan, this cross axis was introduced as a pedestrian mews, an intimate, car-free street that crosses the entire study area. Because the adjacent blocks will contain rear alleys, there is no obligation to get cars to the fronts of these properties. As already discussed, such a green street cannot be the site of retail businesses, although there is no reason why it could not contain offices. Like many New Urban communities, the Village of West Clay contains mews of this type, as shown ahead.

10. OPEN SPACE ADDED AT KEY LOCATIONS



A large block in the Village of West Clay is subdivided by a pedestrian mews.



Houses on the mews, served by rear lanes, do not require front vehicular access.

The introduction of this pedestrian street completes the principal thoroughfare network, which will be further served by a secondary network of rear alleys and parking lots.

Open Spaces

In describing the network, we have already mentioned two new open spaces on the 3rd/4th Avenue axis: the Turbine Green and Triangular Green. The Plaza is not much bigger than a roundabout, but is designed to have its interior used as an amenity. The Green is considerably larger, expanding the open space associated with the existing pond. It maintains the current 3rd Avenue west sidewalk as a north-south path, which can be met by a cross-axis walkway aligned with the existing aeration spout.

In addition to these, the next step in the planning was to determine the ideal location of additional civic spaces, to create a sense of place within the neighborhood. Three opportunities presented themselves.

First, at the entrance to the Monon Trail at Main Street, where no room exists for a full two-sided avenue, it made sense to announce the presence of the Trail with a small Corner Plaza. Directly across the Trail from Bazbeaux's outdoor dining, this amenity creates a gathering place in an already popular area, and provides some spatial variety to Main Street. This Plaza should be mostly paved but planted with trees.

Second, the Pedestrian Mews, rather than simply an unarticulated corridor, was calling out to be shaped into a series of unique spaces. In order to announce its presence on the Avenue, its two sections immediately abutting that axis were widened to 48 feet, to include central gardens with hemicycle ends. Further west, an additional rectangular garden was inserted as well.

Finally, it was determined that the half-mile Ave-



nue, a ten-minute walk, would benefit from a Central Square that could serve as the physical and social heart of this new neighborhood. Its crossing with 4th Street, roughly mid-way along it, was expanded using the 45-degree vocabulary of the 3rd Street diversion, into a diamond-shaped central square.

Since the center of this square receives long views from four directions, it needs a central monument. Fortunately, an opportunity presented itself in the

form of the water tower which, as mentioned, needs to be replaced in roughly this location. By locating this tower exactly in the middle of the square, and dressing it up in appropriately civic garb—as was the norm a century ago—an investment in necessary infrastructure can contribute markedly to the quality of this civic space.

### Shaping the Streets and Spaces

An urban square is only as good as its walls, and the same is true of a street. With the street network and public spaces established, the final step in the planning process was to ensure proper building faces against all pedestrian-friendly trajectories. This was accomplished with the help of the final Urban Triage Plan, which determined where it is necessary to locate either the fronts of buildings or public green space. The subsequent drawing shows where these excellent-quality street edges have been required by that Plan.

### A Strategy for Range Line Road

Range Line Road is slowly transforming into a more walkable corridor. That said, it will never be as attractive a north-south axis as the new Avenue, so the need for this transformation is more aesthetic than practical: as they enter the center of Carmel, drivers should be presented with a more attractive tableau than they currently experience.

Current City policy requires that new construction along this corridor place buildings up against the sidewalk and parking in back. That alone is a sufficient strategy for

its long-term improvement, if combined with changes to the roadway that calm traffic. This plan proposes these changes, and also codes a shorter-term strategy for improving the surrounding buildings, in three ways.

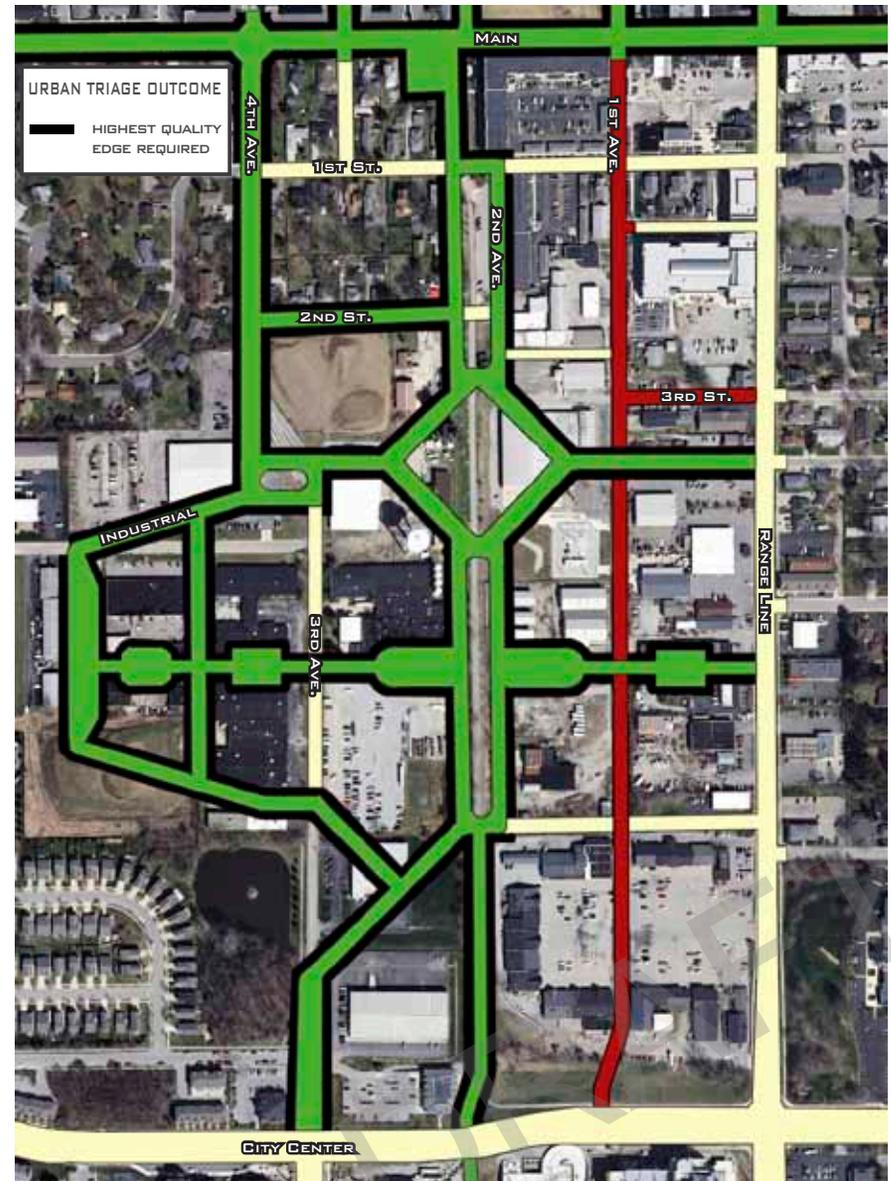
First, it specifically codes the replacement of those buildings which detract the most from the current experience. Second, it proposes the insertion of a new frontispiece on the Tires Plus building, to properly receive the long vista of the Pedestrian Mews. This intervention merits public investment, since it will be seen from throughout the Mews, which is roughly a third of a mile long. Third, it shapes several greens along the road where there is room to add some relief to the hardscape. All of these are shown ahead.

In terms of the roadway itself, current traffic volumes on the segment of Range Line Road between 4th Street and City Center Drive average close to 20,000 cars per day, which is the near the standard through-put of a three-lane boulevard. (Of more than twenty 3-laners studied by AECOM, average daily traffic counts ranged from 15,000 to 32,000, with most around 18,000.) Given these numbers, and the additional north-south capacity being offered by the creation of both the Avenue and the eventual completion of 1st Street, there is no reason not to reduce Range Line back down to 3 lanes south of 4th Street, in order to provide it with curbside parking and a central median. (This median would drop out where turning lanes are necessary.)

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Four strata of walkability are assigned to the Final Urban Triage Plan.



New high-quality street edges suggested by the First-Order Walkable Network of the Urban Triage Plan.

# MONON AVENUE

This plan reconceptualizes the Monon Trail, for half a mile, as the center of a major civic space. In so doing, it celebrates and brings life to the Trail in a way that can only be described as positive, but which some might worry could impede its function as a regional recreational corridor. For that reason, the Trail within the Avenue has been redesigned to enhance both its appearance and its function.

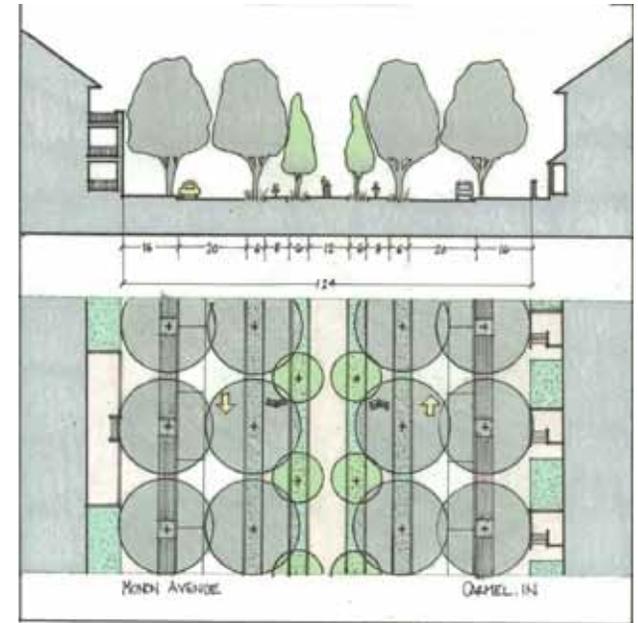
Through Carmel, the Monon Trail is a single path of asphalt, 12 feet wide, that holds bicycle and pedestrian traffic in both directions. It is crossed occasionally by streets, where trail users are met with Stop signs. Within the study area, the trail is currently interrupted by Main Street, 1st Street, and 2nd Street, each holding 2-way traffic. These crossings impact the flow of bikers and joggers on the Trail, and are not ideal, but are one of the inevitable outcomes of running a regional trail through an urban area.

The greatest tension within this plan is the one that exists between the desire to limit the number of additional trail crossings and the need to create a viable urban area. Simply put, without a certain minimal frequency of vehicular connections across the Trail, it is impossible to create the porous street network essential for the success of this neighborhood. Snipped vehicular connections are antithetical to functional urbanism. That said, the goal was to keep these interruptions to a minimum.

Fortunately, the desired street network can be achieved through the net addition of only two small one-way crossings, around the central square. These take place in a traffic-calmed environment in which it is reasonable to ask cars to stop for bikes, and not vice versa. The other change is that the crossing at 2nd Street is eliminated in favor of a new crossing at the base of the Avenue, near Mohawk Place. As a result of these changes, the Trail takes on a frequency of interruption more similar to its condition between East 16th and East 22nd Street in Indianapolis.

Along the Avenue, additional traffic calming makes crossings safer. As designed, each street crossing would place the Trail on a raised “speed table” allowing it to continue at its existing sidewalk grade, as currently occurs where it crosses Main Street. Drivers would be made to understand, by both the table’s elevation and its contrasting materials, that the trail was meant to dominate the intersection.

Still, the new crossings, safe as they may be, represent a slight additional interruption to the Trail in the name of urban viability. In exchange for this impact, the redesign proposes that the 12-foot asphalt path be replaced with something truly generous, three paths flanked by four rows of trees in a landscaped corridor. Specifically, a 12-foot central jogging/walking path is flanked by two 8-foot bike paths, with each path surrounded by 6-foot treed landscape buffers, as seen in the accompanying illustration.

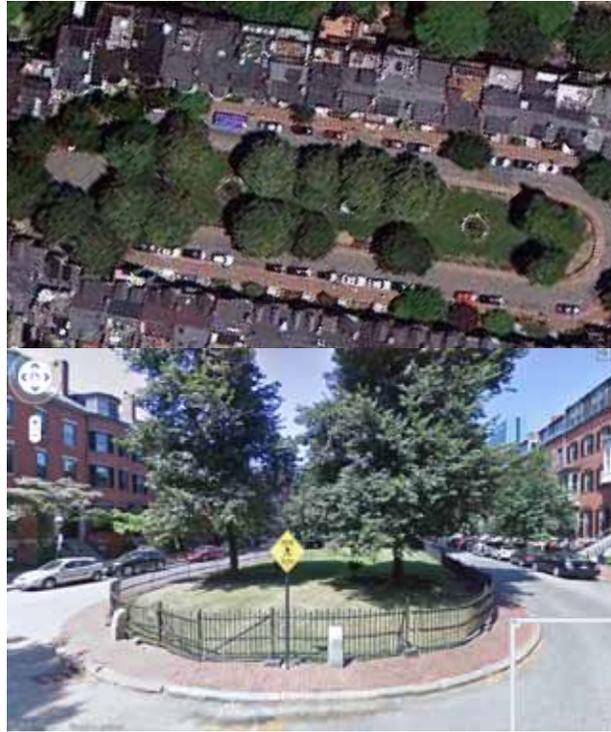


*Monon Avenue, including the Monon Trail at its median.*

This trail separates cyclists from joggers and walkers, and also from the low-speed roadways on either side of the median. These roadways are each 20-feet wide, holding parking on their outer edges and a single driving lane in each direction. Deep 16-foot sidewalks, also with trees, complete the 124-foot cross section. It is anticipated that the four outer rows of trees will be sycamores, while the inner row will be ginkgo biloba.



*St. Charles Avenue in New Orleans presents dimensions similar to the avenue proposed here, but with deeper building setbacks.*



*Boston's Union Park has a similar spatial quality, but a narrower, fenced median.*



*Wooster Pike in Mariemont is similar size, but without any central activity.*

In designing the avenue, it was essential to study precedents. In terms of dimensions, the proposed model is very close to New Orleans' famous St. Charles Avenue, although that street holds a trolley instead of a trail, lacks median trees, and had fairly deep building setbacks on either side. Spatially, due to the shallower setbacks, the closest model is probably the squares of Boston's South

End, such as Union Park. For a closer example, there is the Wooster Pike in Mariemont, Ohio, but neither of these models, illustrated here, offer the central pathways that are proposed for Monon Avenue.

Perhaps the most analogous precedent can be found in Winter Garden Florida, shown on the next

page, where the 19-mile West Orange Trail passes through its downtown in the form of an avenue median. As it approaches and leaves Winter Garden, this former rail bed resembles the Monon Trail in its more rural stretches. But once downtown, it becomes a celebrated part of the urban fabric. For many users, this is their favorite stretch of the trail.



*The West Orange Trail runs through the center of Winter Garden, Florida, where it is surrounded by a shopping avenue.*

Replace the shops with taller mixed-use buildings, and the head-in parking with parallel parking, and the Winter Garden example is not too far off—except for its single trail path. All told, we are simply not aware of an avenue that offers everything that is proposed here: the narrow roadways, the triple path, the four rows of trees (plus two more across the streets), and the traffic-calmed intersections. We are hopeful that this design, illustrated here, could set a new “complete streets” standard for the world to follow. Given Carmel’s global leadership on the construction of roundabouts, this does not seem an unreasonable wish.

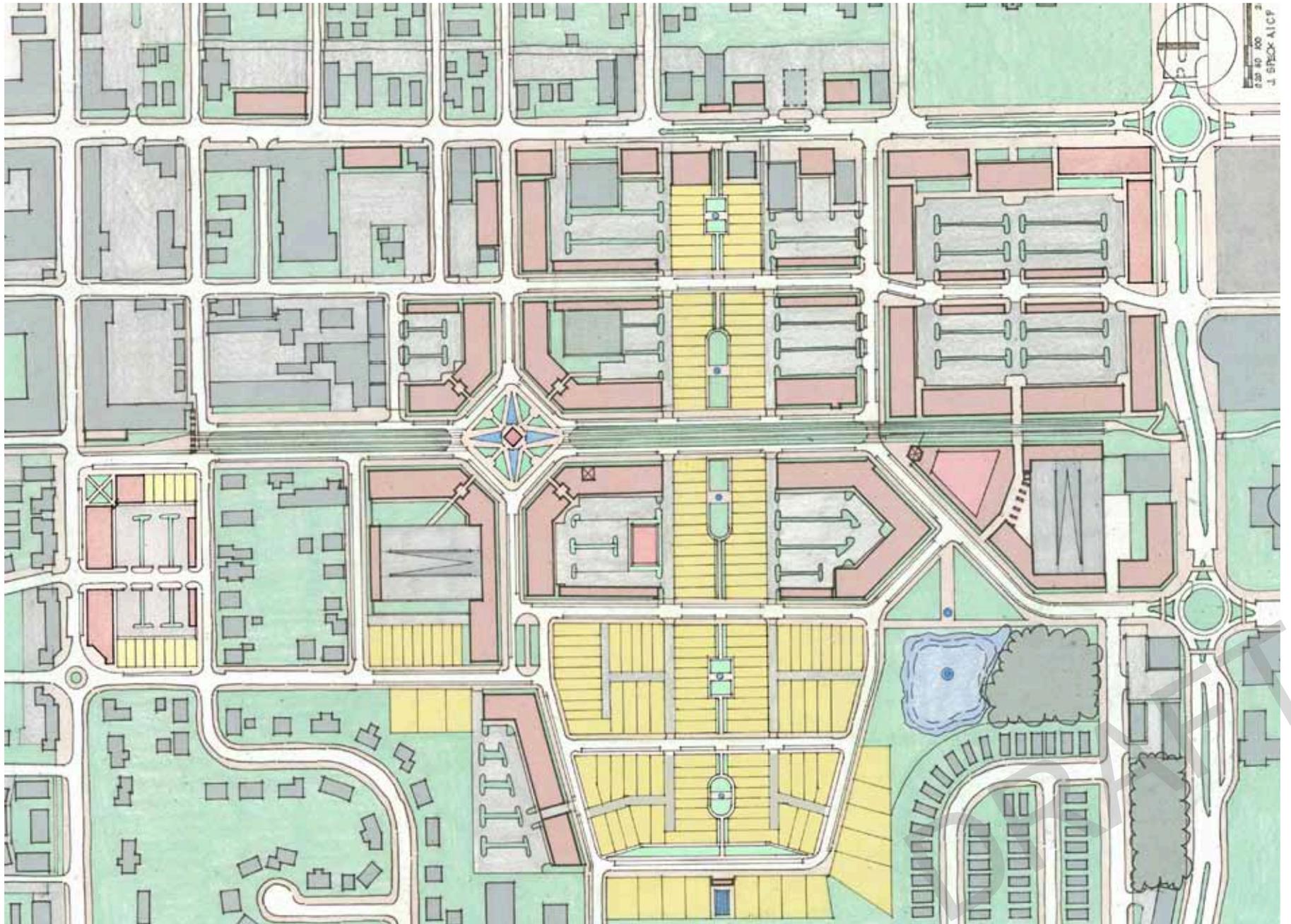


*The new Avenue attempts to combine the best elements of the above precedents in a manner that benefits all users.*

It is also expected that the Avenue will be constructed in a way that handles stormwater in the most sustainable manner. Given the largely clay soil in this location, it may not be possible to replace a curb-and-gutter section with a more “light-imprint” solution—this is being investigated. Were the soil found to be reasonably pervious, it would

be possible to construct a cross-section in which the entire Avenue drains to its center, with the four 6-foot landscape strips allowing stormwater to percolate downward. With tougher soils, the same cross section could still function, but assisted by a linear collection system under its center.

# THE ILLUSTRATIVE PLAN



The Illustrative Plan (north at left).

As with most similar exercises, this effort produced both an Illustrative Plan and Regulating Plan. Only the latter will eventually have the force of law, but the former represents an ideal build-out of the site, and thus contains a greater amount of detail about what is imagined. The Regulating Plan ensures that the ultimate outcome will achieve its urban objectives, but is less specific about those things that matter less, such as the footprints of the buildings, the divisions among lots, the design of parking, and the distribution of land uses that are shown or implied by the Illustrative Plan. In describing the Illustrative Plan, we will endeavor to make clear which aspects of its design are required and which are not. Any questions in this regard can be answered by reviewing the Regulating Plan and Design Regulations included in this report.

The paragraphs that follow walk through the Illustrative Plan, highlighting its key features and explaining its recommendations. In this plan, existing buildings are shown in grey, proposed buildings are shown in red, and proposed new home lots are shown in yellow. We begin to the north, where the Monon Trail intersects Main Street.

DRAFT



The Northern Sector.

DRAFT

**The Northern Sector**

In its first block from Main Street south, the Trail maintains its current trajectory along the nicely landscaped lawn adjacent to Bazbeaux Pizza’s outdoor dining area. Halfway down the block, it begins to broaden, and by the time it reaches 1st Street it has split into the three separate paths that will carry it down the Avenue.

To the west, taking advantage of an existing curb cut on Main Street, the narrow first block of the Avenue is introduced, carrying two way traffic against a single west-side parking lane. In the adjacent block, the large green area, currently undeveloped, is replaced by the Corner Plaza, and the remainder of the block is redeveloped in keeping with the intensity of its location, with buildings facing the two A-streets: Main Street, and the Avenue. It is likely that developing these two block faces properly will require that the block faces against 1st Street and 3rd Avenue remain unbuilt, so that there is room for parking.

As in all similar circumstances, parking lot edges against sidewalks will be shielded by a decorative wall at the minimum. However, where the noses of cars face a sidewalk, it is recommended that these parking spaces be placed in garages, as already occurs in Carmel at 1st Street and 1st Avenue SW. Better, yet, these garages should serve as a ground floor to inexpensive housing above them, as proposed by the “Lot Liner” building advanced by Duany Plater-Zyberk & Co., which provides an opportunity for attainable market-rate housing as a way to hide parking lots from sidewalks. This type of building could ideally be deployed throughout

Carmel, especially along the east side of Veterans Way (1st Avenue) as it connects the City Center development to Carmel City Hall.



*This Lot Liner building, designed by DPZ, allows a parking lot to give a friendly face to the street.*

While a variety of solutions are possible, the plan shows a practical outcome in which 3- to 5-story mixed-use buildings sit against Main Street and surround the Corner Plaza, and “tuck-under” rowhouses front the Avenue. These rowhouses, which can easily be live-work units holding businesses, have garages at their backs, freeing up the entire parking lot for the mixed-use building. This lot achieves maximum efficiency by allowing each aisle to access 3rd Avenue. One block west, redevelopment takes a higher intensity all the way to the 4th Avenue roundabout, with a block that is a mirror image of its neighbor, but without the corner plaza.

As the Monon Trail meets 1st Street it acquires the space necessary to broaden into the full-fledged Avenue. Centered on the expanded Trail, and bounded to the west by the old train station and to the east by attractive condominiums, the Avenue absorbs the area currently occupied by 2nd Avenue and its adjacent parking lot. In so doing, it gives the new housing a proper, deeper sidewalk with trees. The parking lot’s two-dozen spaces are amply replaced by curbside spaces along the Avenue.

Given its new higher-quality address, Bub’s Café, at the corner of the Avenue and 2nd Street, is asked to replace its unattractive front parking lot with a landscaped lawn, built in conjunction with the Avenue. If necessary, new parallel spaces along the Avenue can be reserved for Bub’s customers as well. As an alternative to this new lawn, Bub’s is also allowed to build a front addition that reaches to the sidewalk edge, if it so wishes.

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Perhaps the greatest challenge in this part of the plan is the proper northern termination of the Avenue. As it narrows at 1st street, a civic axis of great length is aimed with tremendous focus at the southern end of a condominium building that was not designed to be viewed in this way. As seen here, its façade is uncomposed, and centered on a screened collection of air conditioning units.



*The northern termination of the broadened avenue is the side flank of a condominium building. The adjacent building, to the right, lacks sufficient sidewalk depth and street trees.*

This unfortunate circumstance presents an opportunity for the plan's first significant piece of civic art, which is a gateway that both welcomes trail-users to the Avenue and recomposes this façade into a proper vista termination. Happily, the majority of the façade is set back slightly, and its windows are



*The proposed two-part gateway divides the Trail into its three paths and gives an improved southern face to the adjacent building.*

located in a way that it can be enfronted with a tripartite archway of equal width to the three-part trail to its west. The result is a double gateway that both frames the trail and beautifies the building, as illustrated here.

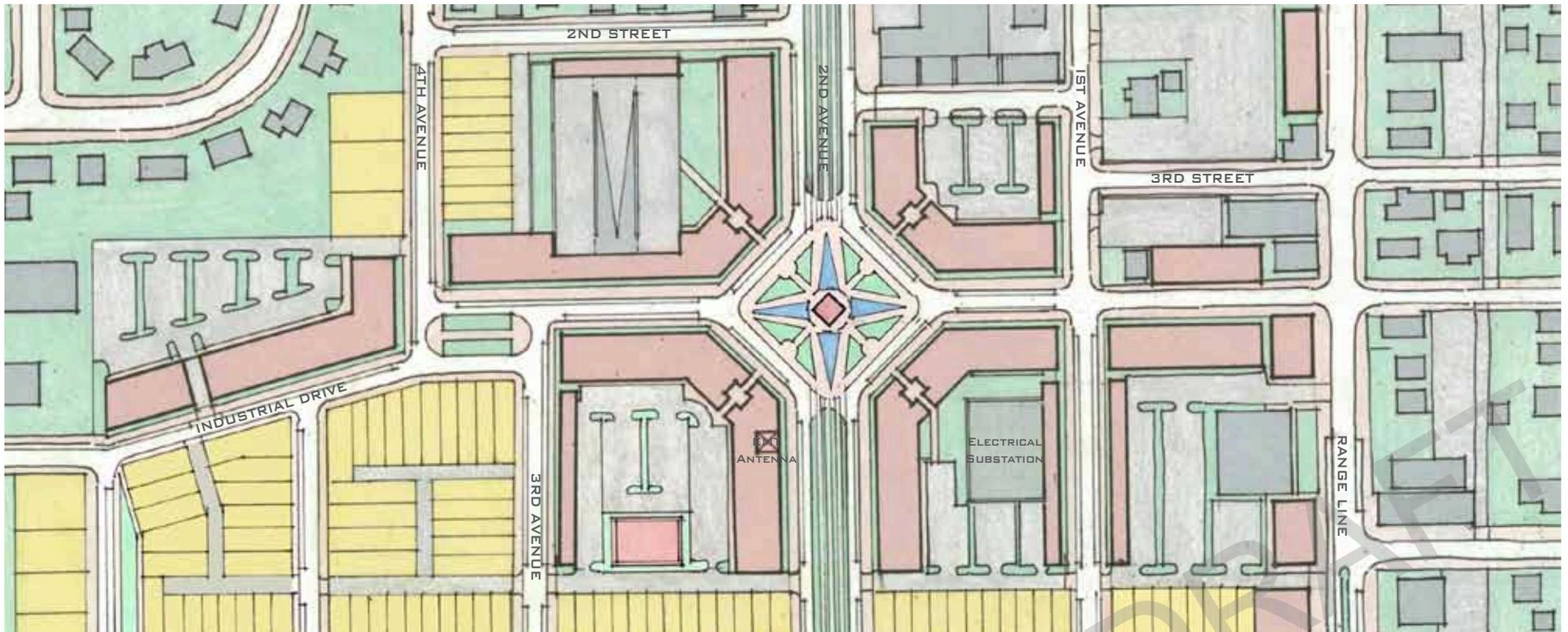
Aside from the construction of the Avenue, no other significant changes are proposed for this sector. To the east, on Range Line Road, the plan indicates where two new buildings are needed to give proper shape to that corridor.

## The Central Sector

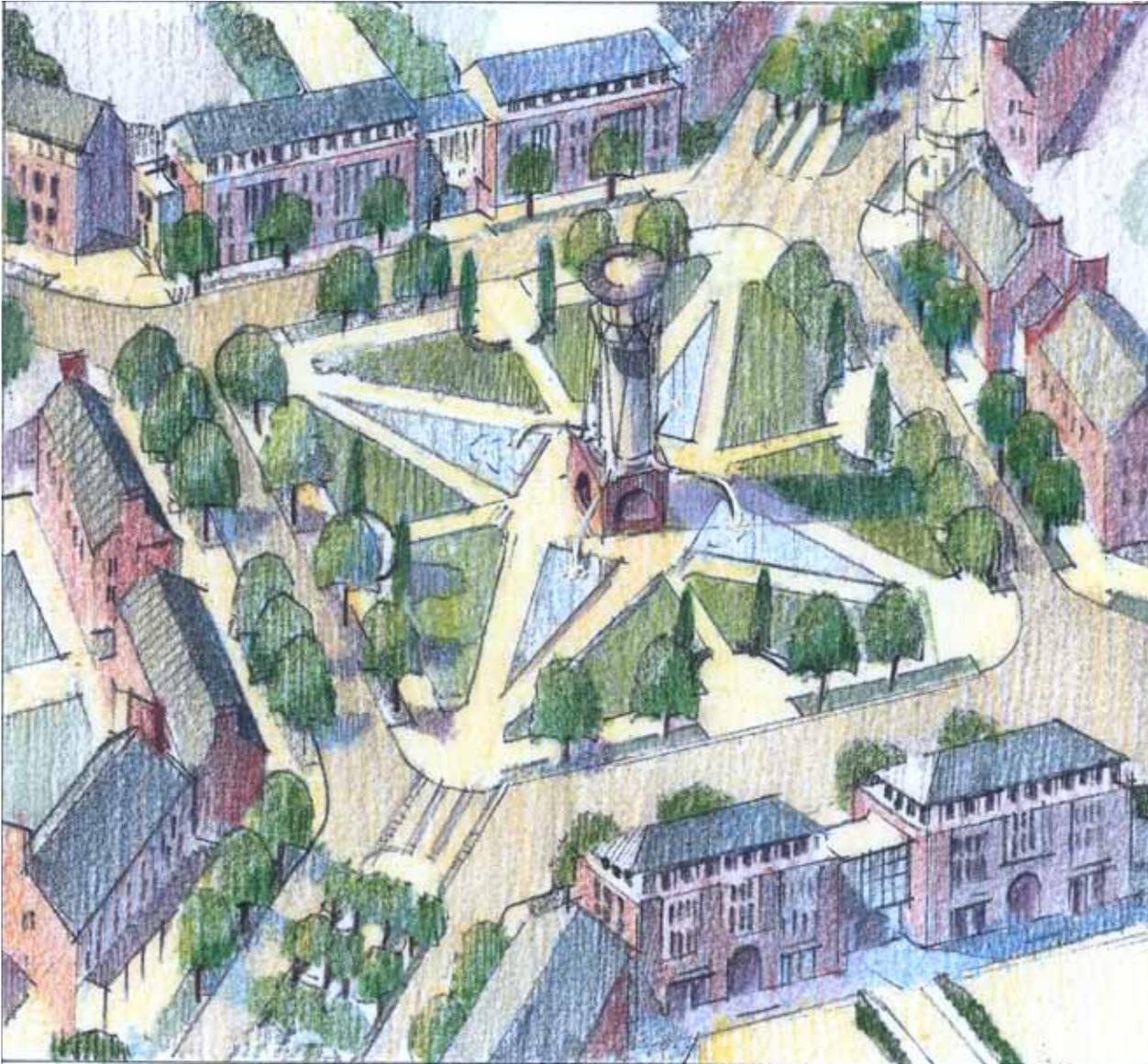
As the Avenue heads south and approaches its intersection with 4th Street, it broadens into the Central Square. Once within the Square, the Monon Trail is reconfigured briefly into two paths so that it may pass around the Water Tower. The square itself contains a dramatic fountain and seating areas surrounding the Tower, and small sitting areas on each flank.

Each block surrounding the Central Square contains 4- to 6-story buildings that give a firm edge to the space. While the number of buildings is not determined, it is required that, at the middle of each block face overlooking the square, a central passageway provides pedestrian access to the center of each block, where parking is located. These passageways may be open-air or covered, but it is suggested that they expand at their centers to create courts, like the famous paseos of Palm Beach, Florida.

Each set of buildings contains parking at its rear, but the parking configuration differs based on site conditions. To the southeast, much of the parking area is taken up by the electrical substation, which suggests that these buildings will have to locate some of their parking off-site. The lot to the northeast is also potentially undersized. In contrast, the larger block to the northwest contains the opportunity for a centralized shared parking facility, ideally in the form of a 5-story structure. Structured



The Central Sector.



*In the Central Square, the Monon Trail splits around the water tower. Each flank contains a sitting area that aligns with a mid-block passage through the enfronting buildings.*

parking is most efficient on its own footprint, rather than in basements, and taller structures are less costly per space than shorter ones. This proposed structure, if built, could handle the majority of the parking needs of the entire surrounding area, allowing surface parking on the other blocks to serve mostly residents, who more often demand that parking be located on site. The structure would be hidden to the north by a thin edge of apartments, and to the west by rowhouses, whose rear alley flanks the parking lot.

In the southwest block, a site is reserved against the southern alley for an Energy Center similar to the one located just south of the Palladium. This facility would allow for district heating and cooling throughout this neighborhood.

Two other vertical features merit discussion. First, the existing EMT antenna should be turned into a positive feature by wrapping its base in an attractive envelope, ideally as a part of its surrounding building. There is no reason for it to stand alone as a piece of equipment, when it can be integrated into the facades that line the curb. Second, the existing grain elevator to its north, while a compelling presence, is a necessary casualty of this plan. It is not possible to properly build a straight avenue, let alone the central square, if it is retained, and no individual or organization has been located who is willing to invest in its adaptive reuse. If such an entity can be identified, it might make sense to modify the plan to save it. That said, while the grain elevator creates quite an impression on out-of-towners, this building is less meaningful to most locals, who are familiar with many that are taller than the one here.

However, in the interest of creating new monuments that are of use, we should turn to the Water Tower, which marks the center of the Square. At 750,000 gallons, this structure is anticipated to reach 140 feet in height, with a tank diameter of 60 feet and a base diameter of 30 feet. Turning such a top-heavy structure into a piece of civic art is no small task, but it can be done. The proposed design shown here—with a dramatic fountain at its

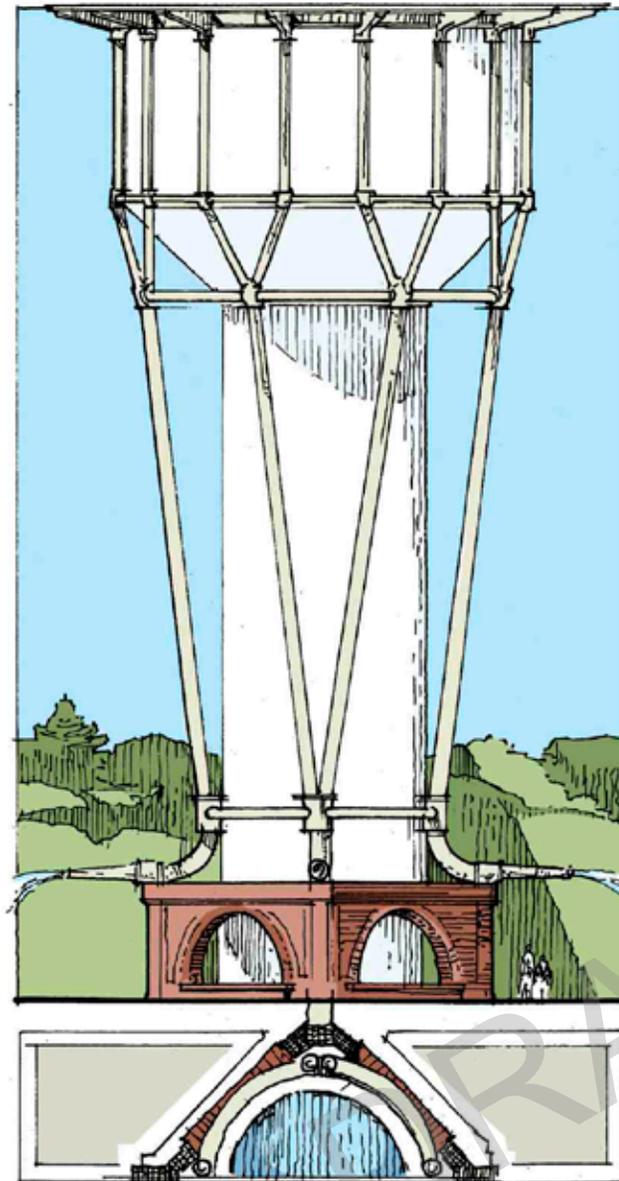
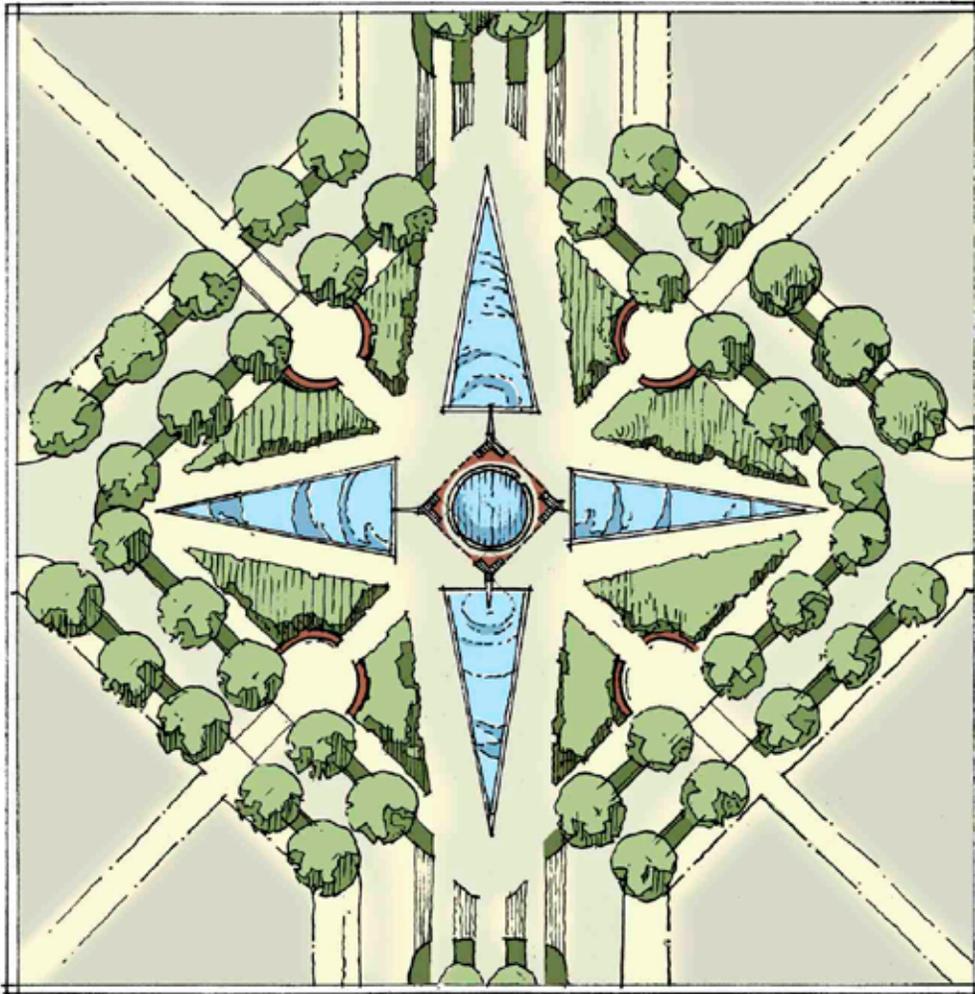
base—adds about forty percent to the cost of the tower, but can be justified on the basis of the economic spinoff that such an attraction can generate. (As it lends value to surrounding properties, this feature should result in increased tax revenues that justify its cost.) That said, if the tower cannot be wrapped in an attractive way such as that proposed here, it should be moved away from the center of the Avenue, into a mid-block location.



*At the base of the new Water Tower, a special waterspout fountain creates a prominent piece of civic art.*

To the east and west of the Central Square, 4th Street integrates the Avenue into its surround neighborhood. Heading east, underutilized sites on the street are proposed to hold buildings facing the sidewalk with parking behind. As a principally automotive street, 1st Avenue is the site of mostly parking lot edges, which can be shielded with garages or Lot Liner buildings as desired. Along Range Line Road, two new buildings are proposed to reinforce the street edge on either side of the unusual midcentury modern Kwik Kleen laundry building, which receives a small front green. These additions anticipate the removal from their properties of less valuable structures such as the Frame Designs and Suzuki buildings, which of course could only be expected to happen only over time.

To the west, 4th Street reaches out to the new Turbine Square, which resolves the trajectories of 4th Street, 4th Avenue, 3rd Avenue, and a realigned Industrial Drive. This plan anticipates the removal of the existing AT&T structure to the north of Industrial Drive, which may be a long time coming. But once that property is vacated, it allows for another public space of unique character that will raise the value of surrounding properties. Given the neighboring uses, it is imagined that these will become single-family residential lots, with the exception of the deeper property to the northwest, which could efficiently hold multifamily housing, workplace, or both.



The recommended design of the water tower celebrates its function with an armature of pipes that spout water into four surrounding fountains.

WATER TOWER SQUARE  
CARMEL INDIANA 2011

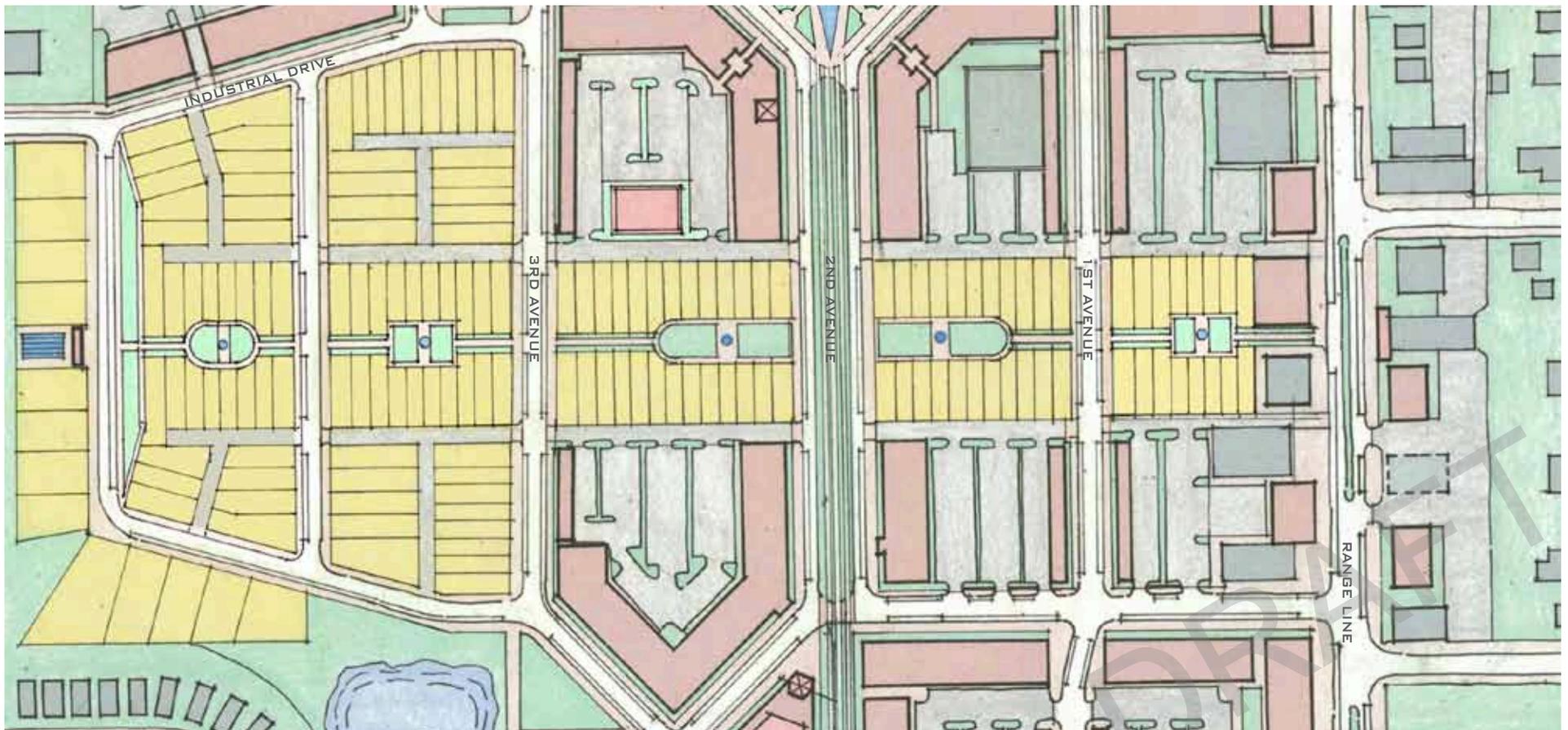
### The Green Axis

Continuing south, the Avenue is crossed by the Pedestrian Mews, which serves as an organizing element for this entire section of the property. As mentioned, this pedestrian street enfronts properties that are also served by rear alleys, and expands into a larger residential neighborhood to the west.

While these Mews could hold a variety of uses, they are most naturally the site of housing, which benefits tremendously from the presence of the front green. Whenever they have been built in New Urban developments, green streets have always held the most popular homes. Residents, especially those with children, are often willing to pay extra for the sense of calm and security that

a pedestrian street provides. In order to create a strong sense of enclosure and character, and in keeping with the denser nature of the Avenue, it is suggested that the homes along this axis be party-wall rowhouses, in the tradition of a British mews.

As they near Monon Avenue, the Mews broaden to create a major green cross-axis holding central

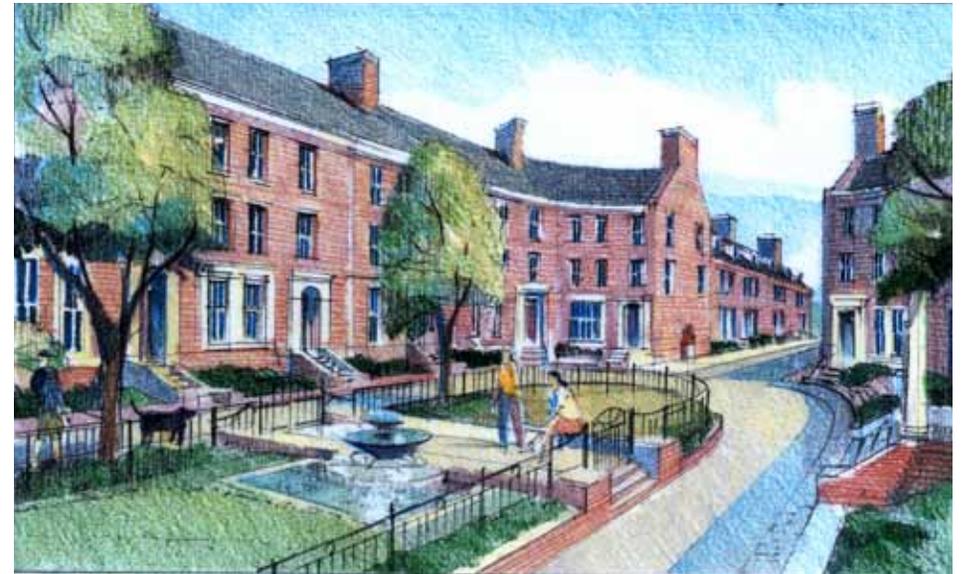


The Green Axis.



*The Pedestrian Mews faces the Avenue with rowhouses flanking a central green.*

gardens. Pictured here, each end-unit rowhouse turns its front door around the corner to the Avenue. A decorative wall connects the house across its garden to a rear garage, and also across the Mews green to its facing neighbor, where it is punctuated by gates leading into its walks. The hemicycle end of the Mews green creates a strong sense of place as the walk necks down to its narrower section beyond. It is recommended that the Mews be lined

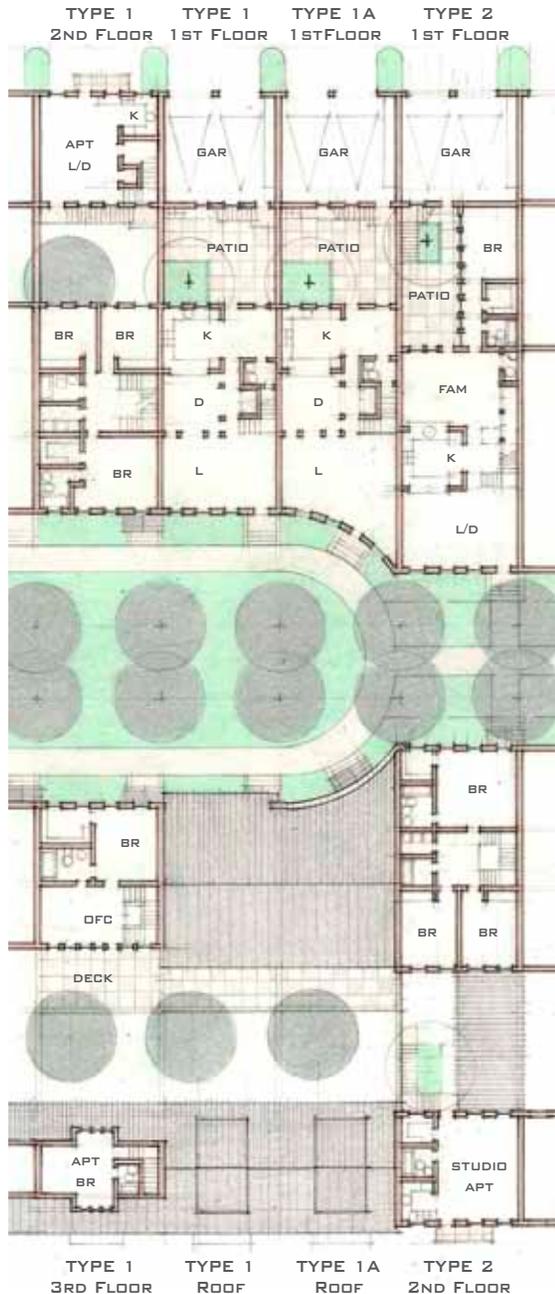


*Inside the Mews green, a sitting area adds value to surrounding real estate.*

by 3-story rowhouses along its wider sections, and 2- to 3-story rowhouses along its narrower sections.

The rowhouses recommended here are of a type that has contributed successfully to most similar developments in the U.S. On these deeper lots, they are not the tuck-under rowhouses described previously, but rather locate their garages in separate buildings across a rear garden or patio. These outbuildings can contain a granny flat above if desired, and are sometimes also attached by a narrow breezeway or bedroom wing alongside the garden. Typical plans for such houses are shown here.

# THE ILLUSTRATIVE PLAN



As visible in the Illustrative Plan, the Green Axis narrows and heads east and west, punctuated by additional central greens along its way. To the east, it terminates on a new frontispiece that beautifies the façade of the Tires Plus building. As proposed further north, new buildings are suggested along Range Line Road where gaps exist, and front parking lots are relocated to the rear. To the west, the Green Axis terminates on a small civic site, imagined as a recreational center or pool. The building here can be quite small, as long as it has a grand-scale façade appropriate to a vista termination. For example, a small pool-house at Rosemary Beach, shown here, is less than ten feet thick, holding only small changing rooms and restrooms, but it communicates a powerfully civic presence.



Rosemary Beach, Florida: A small civic structure—hardly more than a thick wall—can play a dominant role if designed with the proper scale of detail. Such a building is proposed for the western termination of the green axis.

Rowhouses surrounding the Pedestrian Mews are here shown occupying lots that are 25 feet wide and roughly either 95' deep or 105' deep. Granny flats top garages located to the rear.

Centered on the Green Axis, a new residential neighborhood is imagined stretching west of 3rd Avenue. While rowhouses surround the axis and enfront 3rd Avenue, the remainder of the properties are single family homes of varying lot sizes. Those lots with rear lanes can be relatively narrow, with 36' and 48' feet being typical widths in similar developments. Along the perimeter road, lots without rear alleys maintain a 60-foot minimum width, to reduce the impact of garage doors on the streetscape.

The Regulating plan does not require this neighborhood to be residential, and other uses are certainly possible, but housing is recommended here for several reasons. This area is surrounded to the north, south, and west by single-family subdivisions, so more housing here helps to complete that neighborhood and draw it towards the Avenue. Also, given that the best location for workplace is on the avenue itself, it would be better not to cannibalize that market by drawing it to this site instead.

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### The Southern Sector

South of the Green Axis, as seen in the rendering on page 18, the Avenue ends its two-lane section just north of Mohawk Plaza, and angles southwest at 45 degrees to meet 3rd Avenue. The trail continues its three-path trajectory towards City Center Drive, where it finally must return to its narrower section in order to cross under that street. Between the trail and the angled 3rd Avenue, a triangular block remains (see next page). Because this block is oddly shaped, the desire to place friendly faces along all of its sides suggests that it should hold a structured parking deck at its center. Such a deck could also serve visitors to the Performing Arts Center, just across City Center Drive.

While this block could easily wrap its perimeter with mixed-use buildings, the Illustrative Plan shows instead a more intensive use imagined by the City, a conference center, with its main hall terminating views down the Avenue. The mid-block parking structure is then wrapped by narrower buildings that hide it from view. South of this location, the attractive Salon 01 building acquires a western neighbor that reaches to the corner of 3rd Avenue.

The proposed parking structure notwithstanding, it should be noted that, when redeveloped, the Mohawk Place parking lot will potentially offer a solution for parking this block as well. Even in the shorter term, it seems to be rarely at capacity, and the owners may be willing to lease parking spaces to facilities on this block, just a short walk across the Monon trail. If the timing works, these two southern blocks could be redeveloped simultaneously with a unified parking solution.

As to Mohawk Place, it is currently well leased, but will eventually need replacement. A 600-foot square, it is ideally shaped to create an “urban donut,” the inversion of its current scheme. With buildings facing all surrounding streets, including the Monon Trail, it maintains space for a large interior parking lot straddling 1st Avenue. While buildings surrounding this lot will be allowed to have rear doors, they will be coded to place their principal entrances against the surrounding streets. As always, to make best use of their (shared) parking, these buildings would ideally include a healthy balance of apartments and workplaces.

The new civic spaces in this sector have already been discussed. Across Range Line Road, a new square enfronts the United Methodist Church, and the rebuilt Mohawk Place block responds with an aligned shallow green along its front. To the west, the reconfiguration of 3rd Avenue creates the Triangular Green.

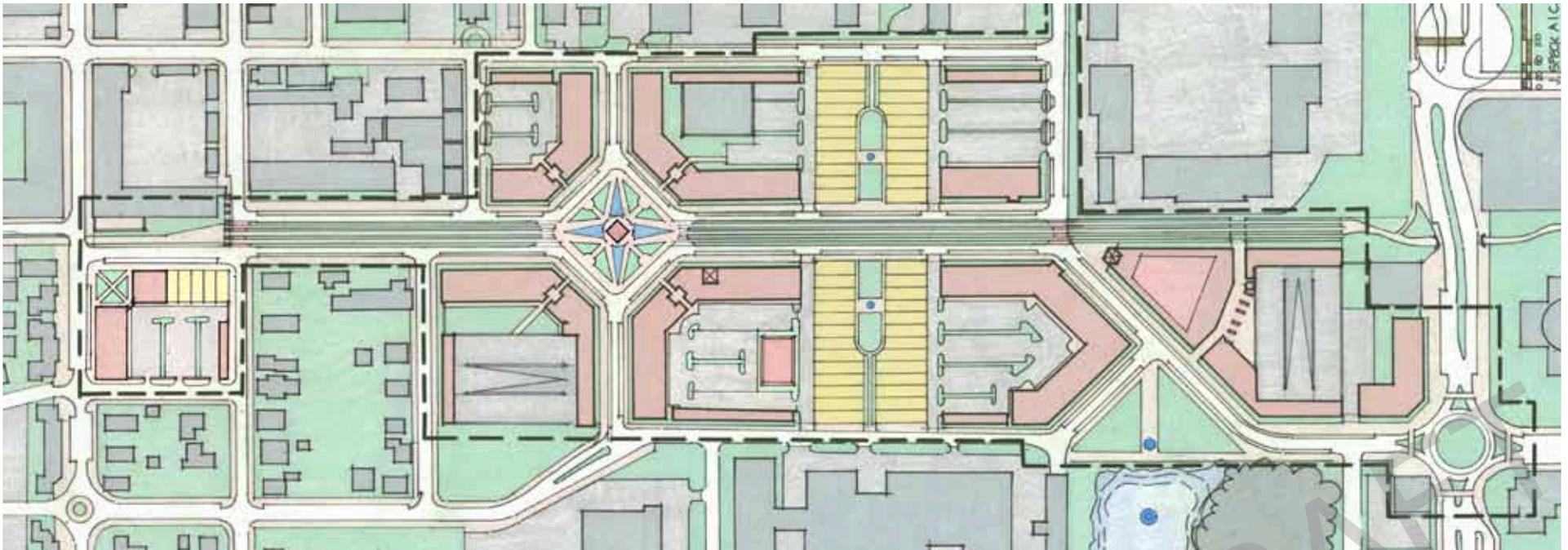
Two final open spaces are the roundabouts that have been proposed for the now important intersection of City Center Drive and 3rd Avenue, and the already busy intersection of City Center Drive and Range Line Road. The former is an obvious location to continue Carmel’s tradition of roundabouts, given the desire to draw visitors onto the Avenue. The latter has long been considered a prime roundabout candidate. Unlike other Carmel roundabouts, these two will be planned to hold a prominent ring of large trees at their centers.



The Southern Sector.

This plan is not expected to happen all at once; indeed it cannot. Some land acquisitions will be easier than others, and some may take years to accomplish. The plan was organized to achieve its primary goals even when executed only in part. This part, which is considered to be Phase I, consists of those properties that surround the new Avenue as it reaches from Main Street to City Center Drive. By design, these are the properties that are considered easiest to reshape in the short term.

Phase I, shown more specifically here, does not reach west of 3rd Avenue or east of 1st, nor does it impact Mohawk Place. While not as ambitious as the long-term plan, this proposal is no less effective in unifying Carmel's Main Street and City Center into a single, larger downtown core. It is also likely to create the higher land valuations that make subsequent phases more imminent.



*Phase I completes the Avenue axis without requiring the alteration of properties west of 3rd Avenue or East of 1st (north at left).*

# PLAN CAPACITY

The capacity of the plan is primarily dependent on the impacts of parking. The following four factors will determine how many square feet of building is constructed on site:

- *Surface or structure:* If parking is placed in structures, the plan's capacity grows multifold. Given the cost of these facilities, the Illustrative Plan imagines only two such structures, as already described. The removal of these structures or the addition of others would result in significantly different numbers.
- *Complimentary loads:* Many parking spaces that are used by residents overnight can often be used by workers during the day. As a result, the capacity of the plan grows significantly as a result of placing residential and office uses in close proximity. Parking regulations must take opportunities for shared capacity into account.
- *Reduced auto-dependency:* Over time, the successful development of a pedestrian-friendly environment will allow a portion of car trips to be replaced by walking, biking, and transit. Residents in particular will find reason to own fewer cars and to often leave their cars at home. This factor as well must be allowed to impact parking requirements.
- *On-street parking:* All of the new streets in the plan have considerable curbside parking capacity, which will also reduce the demand placed upon off-street lots. Parking requirements must consider on-street spaces to be interchangeable with off-street spaces.

The estimates that follow attempt to make reasonable assumptions about the impact of the above factors on building sizes.

## Phase 1

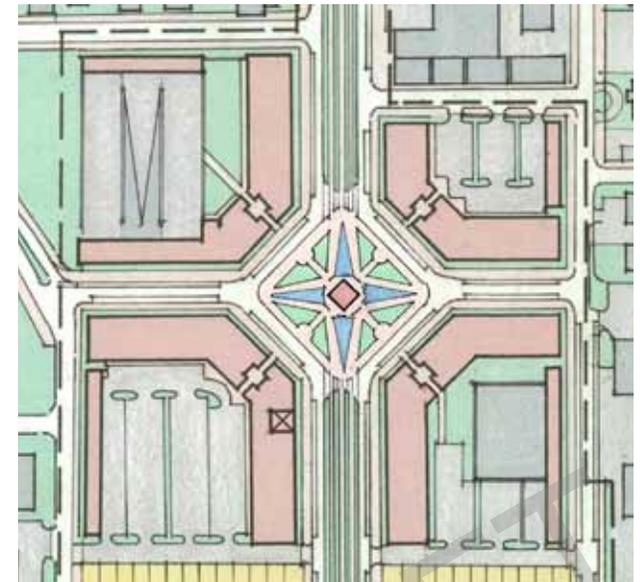
This phase can be divided into five sections: the northern block against Main Street; Monon Avenue north of the Green Axis; Monon Avenue south of the Green Axis; the Green Axis itself; and the southern block against City Center Drive:

*The Main Street Block* holds 5 rowhouses that park themselves, and two mixed-use buildings totaling about 13,000 Square Feet (SF) per floor. It's surface parking lot holds about 70 spaces, with an additional 10 to be found on-street. Half of these spaces would park a retail ground floor, leaving 40 spaces for upstairs use. Since that use is likely to be residential, we can expect that two floors of apartments could find parking here, so a likely outcome would be two three-story buildings totaling 39,000 SF.



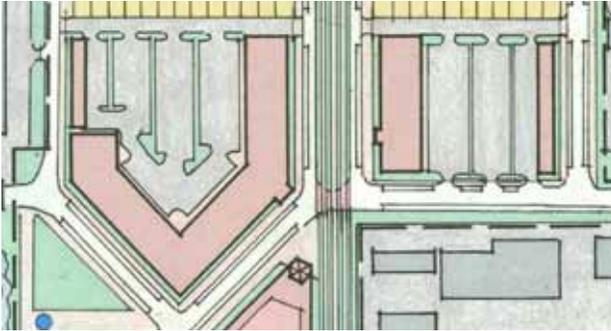
*The northern block holds 5 rowhouses and about 39,000 SF of mixed use.*

*Monon Avenue North* surrounds the Central Square. It contains about 105,000 SF per floor, parked by about 270 surface-lot spaces, 140 on-street spaces, and 660 spaces in the proposed (5-story) parking structure, for a total of about 1100 spaces. With the strategic collocation of residential and commercial uses, this number of parking spaces could serve between 3 and 4 stories of construction, so we can estimate a total square footage approximating 400,000 SF.



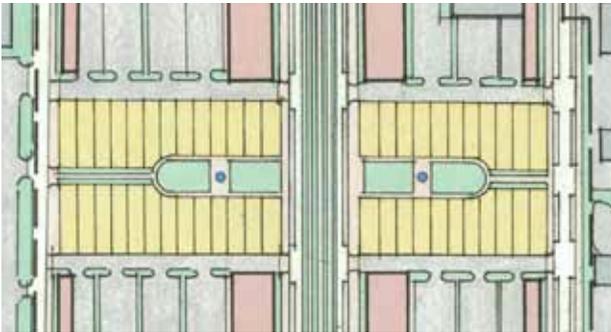
*Monon Avenue North holds about 400,000 SF of mixed use.*

*Monon Avenue South* contains 50,000 SF for each floor of construction, served by about 250 surface-lot spaces and 60 on-street spaces. Here, a proper balance of uses would suggest between two and three stories of construction, totaling perhaps 120,000 SF.



Monon Avenue South holds about 120,000 SF of mixed use.

The Green Axis, in this phase, is lined by 48 rowhouses, some of which would be expected to have additional granny flats on their rear alleys. For the sake of simplicity, we will not count granny flats towards the capacity totals, although their contribution may eventually be significant.



The Green Axis holds 48 rowhouses.

Finally, the Southern Block against City Center Drive has two possible configurations, one with a conference center and one without. In the former case, about 700 structured parking spaces (in a 5-story deck) and 50 on-street spaces would provide parking for a one-story conference center of

35,000 square feet and additional new construction totaling about 35,000 per floor. It would also have to replace the approx. 50 parking spaces currently serving the Salon 01 building. Presuming a conservative 10 space per 1000 SF of conference center, this layout suggests that the additional new construction could average 3 stories, totaling 105,000 SF.



The Southern Block holds a 35,000 SF conference center plus about 105,000 of mixed use. With no conference center, it could hold about 230,000 of mixed use.

If no conference center were built, the new perimeter building would total about 67,000 SF per floor, in which case the same parking configuration would allow it to average between 3 and 4 stories in height if its uses were sufficiently mixed, resulting in about 230,000 SF of new construction.

Totaling all of the above, Phase I can be summarized cumulatively as follows:

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**MIDTOWN CAPACITY  
PHASE 1**

	Square Footages		Units	Parking		
	Mixed-Use	Conference	Rowhouses	Structured	Surface	Street
<b>Main Street Block</b>	39000	0	8	16	70	10
<b>Monon Avenue N</b>	400000	0	0	660	270	140
<b>Monon Avenue S</b>	120000	0	0	0	250	60
<b>Green Axis</b>	0	0	48	96	0	18
<b>Southern Block</b>	105000	35000	0	700	0	50
	664000	35000	56	1472	590	278
			at 3000 SF ea. 168000 SF houses			
<b>Total Square Footage</b>	867000					
<b>Total Parking</b>	2340					

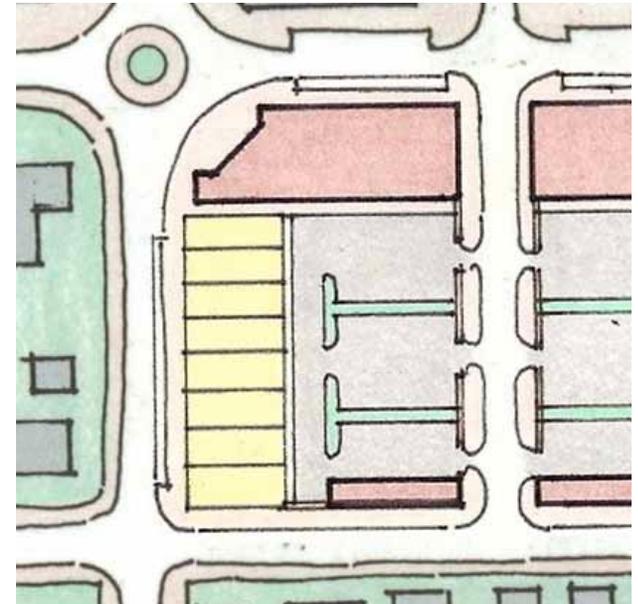
**Notes:** Total SF of Rowhouses is based upon average unit size of 3000 SF.

If no conference center is built, mixed-use SF rises by 125,000 and total SF rises by 90,000, to 945,000.

**Subsequent Phases**

As mentioned, the expansion of this plan east and west are considered a longer-term goal than the completion of the central core. The redevelopment of these areas is most easily understood if split into five sections: Main Street Block 2; the West Side; the Eastern Axes; Mohawk Place; and Range Line Road. The first four of these constitute large scale transformations that can best be achieved through the purchase of significant properties. In contrast, Range Line Road is expected to gradually redevelop over time, with most of its land ownership remaining intact.

*The Main Street Block 2* loosely mirrors the first-phase block to its east. It holds 8 rowhouses that park themselves, and a mixed-use building containing about 9,000 SF per floor. It's surface parking lot holds about 55 spaces, with an additional 10 to be found on-street. Half of these spaces would park a retail ground floor, leaving about 30 spaces for upstairs use. As in the adjacent block, two floors of apartments could find parking here, so the likely outcome would be a three-story building totaling 27,000 SF.



*The Phase 2 northern block holds 8 rowhouses and about 18,000 SF of mixed use.*

*The West Side* describes the area west of 3rd and 4th Avenues, whose reconfiguration at the Turbine Green is considered central to the expansion of the redevelopment. Once the requisite properties are consolidated and the street plan in place, this area of approximately 15 acres is expected to be reconstituted as a primarily residential development.

As detailed in the Illustrative plan, this area includes the following housing mix, which could easily be modified:

- 69 rowhouses, typically 25' wide, rear-lane served.
- 24 cottages, typically 22' wide on 32'-wide lots, rear-lane served.

- 16 larger houses, typically 50' wide on 60'-wide lots, including front-loaded garages.



The West Side holds 113 single-family houses and about 83,000 SF of mixed use.

These are supplemented by mixed-use buildings to the north and west of the Turbine Green. The northern building has a footprint of 9000 SF, and could be parked in the structure to its north, ideally totaling 27,000 SF on 3 floors. The western buildings hide a 100-space parking lot behind a combined footprint of 28,000 SF, surrounded by as many as 50 additional on-street parking spaces. Presuming some combination of office and residential would result in 2-story buildings totaling 56,000 SF. Thus, the entirety of non-single-family uses in this area would total about 83,000 square feet.

The Eastern Axes are two locations where the Avenue connects to Range Line Road: at 4th Street and along the Green Axis. Along 4th Street, two new buildings are proposed to stretch from 1st Avenue towards the businesses on Range Line, framing the street. These total 22,000 SF in footprint, and are parked principally in the surface lots to their north and south. Given their limited parking, these buildings are likely to be one story tall if commercial, two-to three stories if residential. Although not depicted as such, they could also take the form of tuck-under rowhouses. Their eventual square footage can be estimated at 35,000, which presumes a balance of uses. Along the Green Axis, 16 additional rowhouses frame the pedestrian mews between 1st Avenue and Range Line businesses.

Mohawk Place, as redesigned, contains 120,000 SF footprint of buildings surrounding more than 500 parking spaces, supplemented by another 60 spaces on street. Although none of the buildings on this block would be required to include retail, it

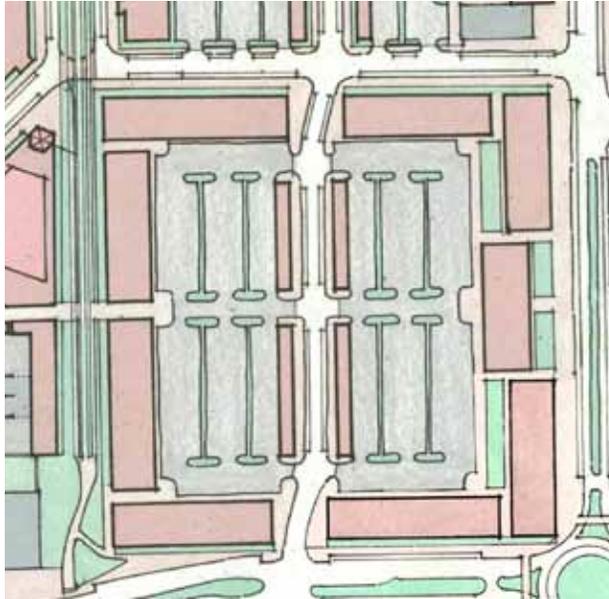


The Eastern Axes hold 16 rowhouses and about 35,000 SF of mixed use.

## PLAN CAPACITY

is expected that most or all of those on Range Line Road and City Center Drive would choose to do so, totaling as much as 65,000 SF of commercial. These buildings would most likely be tall one-story structures, and would use up about half of the available parking. The remaining buildings, if principally residential, could average 2.5 stories tall, resulting in another 140,000 SF of development, for a block total of 205,000 SF. A limited amount of office space in this location could further increase square footages by taking advantage of daytime residential parking vacancies.

*Range Line Road* is anticipated to redevelop in piecemeal fashion over many years. While other buildings may be replaced as well, this plan designates new properties north of Mohawk Place totaling 46,000 SF in footprint, most of which are expected to be 1-story retail.



*Mohawk Place holds about 205,000 SF of mixed use.*



*In addition to Mohawk Place, new construction along Range Line road is proposed to total 46,000 SF, plus 88,000 SF of office space framing the Methodist Church. (North at left)*

Compiling all of the above information, the subsequent phases depicted in the Illustrative Plan can be summarized as follows:

**LATER PHASES**

	Square Footages		Single-Family Housing		
	Mixed-Use	Retail Only	Rowhouses	Cottages	Lg. Houses
<b>Main Street Block 2</b>	27000	0	8	0	16
<b>West Side</b>	83000	0	69	24	16
<b>Eastern Axes</b>	35000	0	16	0	0
<b>Mohawk Place</b>	140000	65000	0	0	0
<b>Range Line Road</b>	0	46000	0	0	0
	285000	111000	93	24	32
			at 3000 SF ea.		
			447000 SF houses		
<b>Total Square Footage</b>	843000				

Note that given the greater uncertainty of this calculation, parking counts were not included in the table. Interestingly, total square footage of these phases are almost identical to those of Phase 1, producing a total project size of approximately 1.7 million square feet (or 1.8 million SF if no conference center is built). As before, it is important to stress that this outcome is the specific result of limiting the amount of structured parking to the two lots proposed, and also making the most of opportunities to limit parking loads through the strategic mixing of complimentary land uses.

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# THE REGULATING PLAN

As discussed, the Regulating Plan distills the General Plan into those aspects of the design that are necessary to ensure the urban performance of the redevelopment. It is supplemented by the Design Regulations that follow this narrative.

## PLAN KEY

---	PROPERTY LINE	—	PRIMARY FRONTAGE	—	SECONDARY FRONTAGE	—	RETAIL REQUIRED	—	RETAIL ALLOWED	○	TREE LOCATIONS	+	VISTA TERMINATIONS	▬	EXTENSION	↔	PASEO	▽	CURB CUT ALLOWED	↔	DRIVEWAY ALLOWED	⊖	FRONTAGE SETBACK	⊗	MIN/MAX BUILDING HEIGHT	⊗	1.	CORNER PLAZA	⊗	II.	WATER TOWER	⊗	III.	EMT ANTENNA	⊗	IV.	POOL PAVILLION	⊗	V.	FRONTS PIECE	⊗	VI.	CORNER TOWER
⊗	CIVIC SPACES	⊗	CIVIC STRUCTURES																																								
⊗	1.	CORNER PLAZA																																									
⊗	2.	MONON TRAIL TRANSITION																																									
⊗	3.	BUD'S LAWN																																									
⊗	4.	TURBINE GREEN																																									
⊗	5.	CENTRAL SQUARE																																									
⊗	6.	POND GREEN																																									
⊗	7.	ROUNDABOUT 1																																									
⊗	8.	ROUNDABOUT 2																																									
⊗	9.	TREED LAWN 1																																									
⊗	10.	TREED LAWN 2																																									
⊗	11.	TREED LAWN 3																																									
⊗	12.	CHURCH GREEN WEST																																									
⊗	13.	LINEAR GREEN																																									

## SUMMARY OF PRINCIPAL FEATURES

**THE POINTS BELOW ARE EXCERPTED FROM THE COMPLETE MIDTOWN DESIGN REGULATIONS (THE REGULATIONS) AND SUMMARIZED HERE DUE TO THEIR SPECIFIC REFERENCE TO THE REGULATING PLAN (THE PLAN). PLEASE NOTE THAT THE ENTIRE REGULATIONS ARE EQUALLY APPLICABLE TO THE STUDY AREA.**

**THOROUGHFARES:** TEN DIFFERENT THOROUGHFARE TYPES OCCUR IN THE REGULATING PLAN. THESE ARE INDICATED BY THE LETTERS A - J IN THE PLAN AND SHOWN IN DETAIL AT RIGHT. GREATER DESCRIPTION OF THESE THOROUGHFARES OCCURS IN THE REGULATIONS.

**PRIMARY/SECONDARY FRONTAGES:** THE REGULATING PLAN DISTINGUISHES BETWEEN PRIMARY FRONTAGES AND SECONDARY FRONTAGES. WHILE ALL FRONTAGES ARE ASSIGNED SPECIFIC SETBACK DISTANCES, PRIMARY FRONTAGES REQUIRE A HIGHER LEVEL OF URBAN PERFORMANCE THAN SECONDARY FRONTAGES, AS FURTHER DEFINED IN THE REGULATIONS.

**RETAIL REQUIRED/ALLOWED:** GROUND-FLOOR RETAIL (OR DINING/ENTERTAINMENT) USE IS REQUIRED AT CERTAIN FRONTAGES AND ALLOWED AT OTHERS, AS INDICATED IN THE PLAN. SUCH USE IS PROHIBITED AT ALL OTHER FRONTAGES.

**CIVIC TREE LOCATIONS:** FREQUENT AND REGULARLY-SPACED TREES ARE REQUIRED ALONG ALL STREETS AND IN ALL NEW SURFACE PARKING LOTS AS FURTHER DESCRIBED IN THE REGULATIONS. IN ADDITION, SHADE TREES ARE REQUIRED IN CIVIC SPACES, ROUGHLY IN THE NUMBER AND LOCATIONS INDICATED IN THE PLAN.

**VISTA TERMINATIONS:** THE PLAN CONTAINS NUMEROUS LOCATIONS WHERE A STREET AIMS PROMINENTLY AT A BUILDING FACADE - CALLED A VISTA TERMINATION. BUILDINGS LOCATED AT VISTA TERMINATIONS SHALL RESPOND WITH A BUILDING ELEMENT OF APPROPRIATE SIZE AND IMPACT TO TERMINATE THE VISTA MEANINGFULLY.

**EXTENSIONS:** CERTAIN SIGNIFICANT VISTA TERMINATIONS PRESENT THE FURTHER REQUIREMENT OF A FULL-HEIGHT BUILDING EXTENSION THAT OCCUPIES THE BUILDING SETBACK AND REACHES TO PROPERTY LINE, AS INDICATED IN THE PLAN.

**PASEOS:** IN CERTAIN LOCATIONS, A PAVED PASSEWAY IS REQUIRED BETWEEN FRONT SIDEWALK AND MIDDLEBLOCK PARKING, AS INDICATED IN THE PLAN.

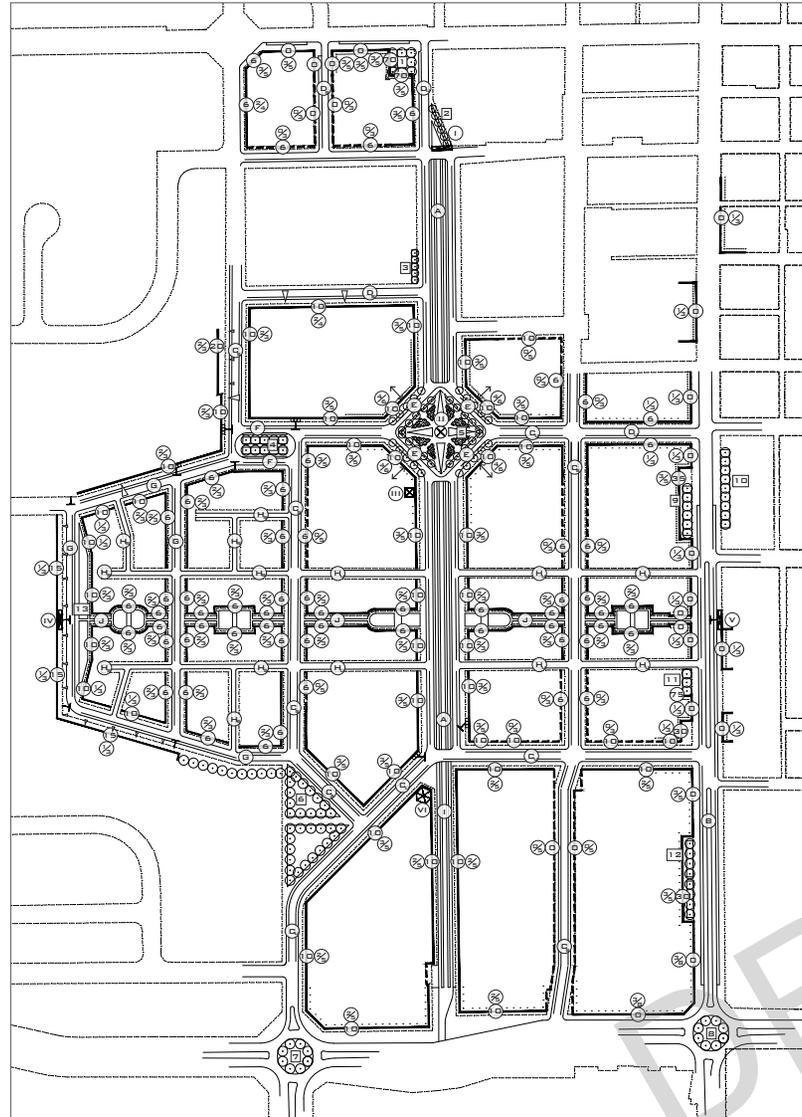
**CURB CUT ALLOWED:** CURB CUTS ARE PERMITTED AT PRIMARY FRONTAGES ONLY IN THOSE LOCATIONS SPECIFICALLY INDICATED IN THE PLAN. CURB CUTS ARE NOT REGULATED AT SECONDARY FRONTAGES OR IN NON-FRONTAGE LOCATIONS.

**FRONTAGE SETBACKS:** ALL FRONTAGES ARE ASSIGNED SETBACKS IN THE PLAN. ALONG PRIMARY FRONTAGES, SETBACKS SPECIFY THE PROPER LOCATION OF THE BUILDING FAÇADE, AS FURTHER DEFINED IN THE CODE. ALONG SECONDARY FRONTAGES, SETBACK DISTANCES ARE UNDERSTOOD INSTEAD AS MINIMUMS, AT OR BEHIND WHICH THE BUILDING EDGE SHALL BE LOCATED.

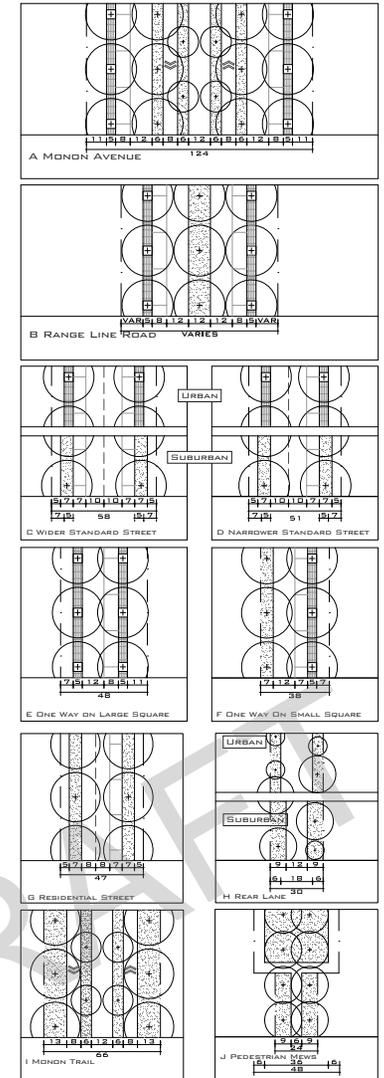
**MIN./MAX. BUILDING HEIGHTS:** EACH FRONTAGE IS ASSIGNED A MINIMUM AND A MAXIMUM ALLOWED BUILDING HEIGHT, AS FURTHER DEFINED IN THE REGULATIONS.

**CIVIC SPACES:** THIRTEEN SPECIFIC CIVIC SPACES ARE ENUMERATED IN THE PLAN. EACH IS FURTHER DESCRIBED IN THE REGULATIONS.

**CIVIC STRUCTURES:** SIX SPECIFIC CIVIC STRUCTURES ARE ENUMERATED IN THE PLAN (IN ROMAN NUMERALS). EACH IS FURTHER DESCRIBED IN THE REGULATIONS.

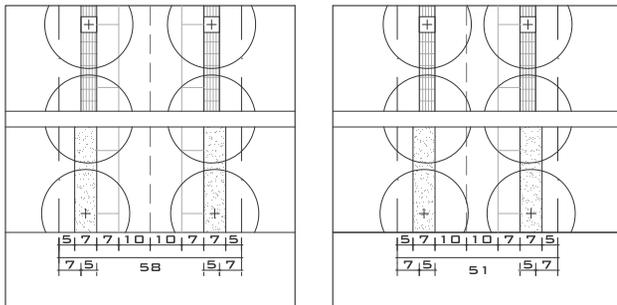


## THOROUGHFARE DIMENSIONS



Comparing the Regulating Plan with the Illustrative Plan, it becomes clear how certain features of the Illustrative Plan are not considered essential to the redevelopment's success. For example, the blocks are shown to their full buildable extent, without noting building footprints or parking configurations. But, as further delineated within the Plan and Regulations themselves, the Regulating Plan is quite precise in describing the following twelve types of requirements:

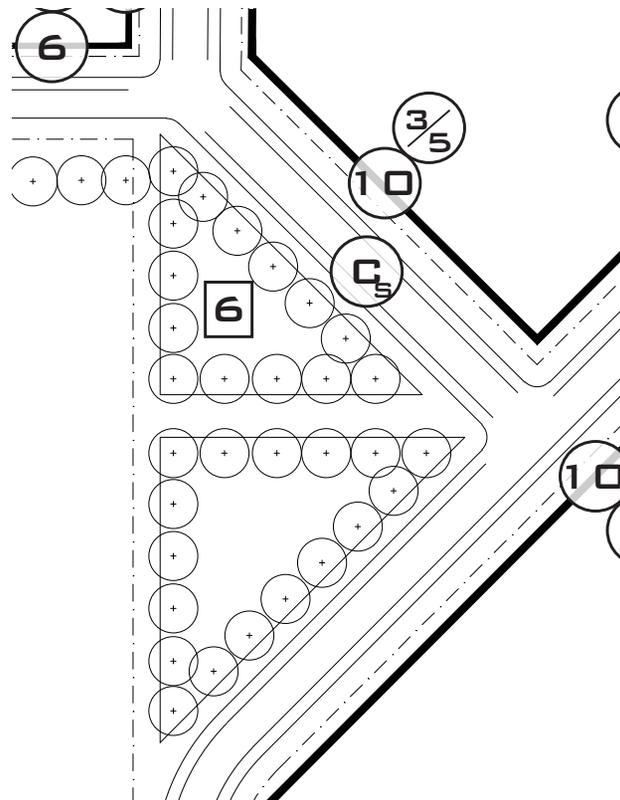
**Streets:** As described in the above discussion of pedestrian safety, the street configurations and dimensions are key to encouraging the driving behaviors that befit a walkable community. For this reason, each of the redevelopment's ten different street types are clearly located in the plan and then fully dimensioned at right as well. As an example, two typical street designs are shown here: the wider and narrower Standard Street. These streets occur in both Urban and Suburban versions, with the latter replacing hardscape with a green edge. In these drawings, the location and dimension of all travel lanes, parking lanes, sidewalks, and planting facilities are clearly indicated.



Street configurations and dimensions are delineated in the Regulating Plan.

**Civic Spaces:** Thirteen public spaces are shown in the plan, and their basic design is important to their function. Future developers are welcome to suggest improved layouts for these spaces, but the ones shown in the Regulating Plan are considered as minimum requirements. These are:

- *The Corner Plaza*, where the Monon Trail meets Main Street;
- *The Monon Trail Transition*, where the Trail widens to become the Avenue;



The depiction of the Pond Green shows the location of sidewalks, grassy areas, and trees.

- *Bub's Lawn*, replacing the parking lot in front of Bub's Café;
- *The Turbine Green* at 4th Avenue and 4th Street;
- *The Central Square* at Monon Avenue and 4th Street;
- *The Pond Green*, east of the existing pond on 3rd Avenue;
- *The two Roundabouts* along City Center Drive;
- *Treed Lawns 1, 2, and 3*, replacing shallow parking lots and expendable structures along Range Line Road;
- *The Church Green West*, across Range Line Road from the Church Green.
- *The Linear Green*, at the western end of the Green Axis.

**Civic Structures:** Six specific Civic Structures are required by the Regulating Plan. These are:

- *The Northern Gate* where Monon Avenue broadens at 1st Street;
- *The Water Tower* at the center of the Central Square;
- *The EMT Antenna*, whose base is to be properly wrapped in its current location;
- *The Pool House*, a civic structure terminating the Green Axis to its west;
- *The Eastern Frontispiece* to Tires Plus, terminating the Green Axis to its east; and
- *The Southern Tower*, incorporated into the façade that terminates Monon Avenue to its south.

**Frontages:** The Frontage Lines indicated in the Regulating Plan ensure that buildings walls will be properly located to provide successful edges to public spaces. The Regulating Plan distinguishes between Primary Frontages and Secondary Frontages, based on whether a building edge faces a street that is more or less pedestrian-oriented. Primary Frontages require a higher level of urban performance than Secondary Frontages.

**Frontage Setbacks:** Each frontage is marked in the Regulating Plan with an assigned setback distance. Along Primary Frontages, Setbacks specify the proper location of the building façade, and are thus further understood as “build-to” lines. Along Secondary Frontages, Setback distances are understood instead as minimums, similar to conventional setback lines.

**Building Heights:** Behind its Frontage Line, each building edge is also marked with a minimum and a maximum allowed building height. These height ranges are a function of the desired spatial quality of the enfronting streets, and are tallest in the Plan’s most urban areas.

**Retail:** Ground-floor Retail (or dining/entertainment) Use is required at certain Frontages, allowed at others, and prohibited in the remainder of the plan. These restrictions allow retail to succeed by being properly limited and consolidated at the best locations.

**Trees:** The Regulating Plan and Design Regulations are specific in requiring frequently-spaced shade trees along streets and in surface parking lots, and also within Civic Spaces. In the latter case only, tree locations are most effectively communicated by showing them in the Plan itself.

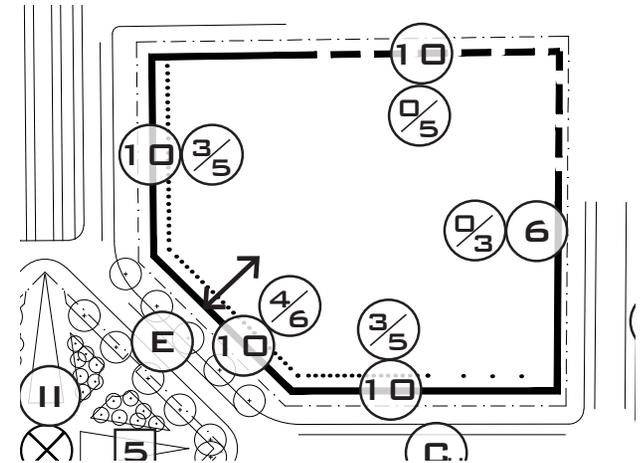
**Vista Terminations:** The Plan contains numerous locations where a street aims prominently at a building facade -- called a vista termination. Buildings located at vista terminations are required to respond with a building element of appropriate size and impact to terminate the vista meaningfully.

**Extension Required:** Certain significant Vista Terminations must respond to their location with an emphatic full-height building Extension. This extension occupies the building Setback and reaches to Property Line.

**Curb Cuts:** Because they undermine sidewalk safety, curb cuts are allowed along frontage lines only in those places specifically indicated in the Plan. They are not regulated in Secondary- or non-Frontage locations, which are less pedestrian-oriented.

**Residential Driveways:** Due to the above requirement, the specific location of all residential driveways must be called out, so that curb cuts are allowed for non-alley-served houses. The location of these driveways would need to change if the front-loaded single-family lots to the west were platted differently than as indicated in the illustrative plan.

A typical block from the Regulating Plan is shown here, including many of the graphic indicators described above. Note the solid line that becomes dashed to indicate Primary vs. Secondary Frontages, the circled numbers indicating setbacks and min/max building heights, and the more and less dense dotted lines indicating required and optional retail frontage. (This



A typical block from the Regulating Plan, with setbacks and height ranges indicated as well as retail requirements and the location of primary vs. secondary frontages.

block does not include Vista Terminations or Curb Cuts.) The letters in the surrounding streets name each street type, and the plan of the adjoining Civic Space indicates its general layout and Tree locations.

The Design Regulations follow. This document and its plans are submitted with a confidence that, if properly executed, the reconstruction of Mid-Town can unify Carmel’s most promising mixed-use neighborhoods into a single, lively downtown core. This downtown, already a regional draw, will then be poised to become the destination of choice for sustainable urban-style living in suburban Indianapolis.

# APPENDIX: THE DESIGN REGULATIONS

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## MIDTOWN CARMEL DESIGN REGULATIONS TABLE OF CONTENTS

I. Definitions.....	A.1
II. Civic Spaces.....	A.2
III. Civic Structures .....	A.3
IV. Thoroughfare types .....	A.4
V. Thoroughfare design .....	A.5
VI. Parking.....	A.6
VII. Parking Design.....	A.7
VIII. Building Uses .....	A.8
IX. General Building Design .....	A.8
X. Heights.....	A.9
XI. Building Fronts .....	A.9
XII. Building Attachments.....	A.11
XIII. Openings.....	A.11
XIV. Roofs.....	A.12
XV. Retail Design.....	A.12
XVI. Retail Signage .....	A.12
XVII. Details.....	A.13
XVIII. Existing Buildings and Uses .....	A.13

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## I. DEFINITIONS

**Block:** An area surrounded by Streets. Note that Streets are distinct from Rear Lanes, which occur within Blocks.

**Bulbout:** An area where the sidewalk expands to include the width of the parking lane in order to narrow a Street's crossing distance.

**Civic Space:** An open space in the Plan that is neither a right of way nor a platted private property. Civic Spaces may ultimately belong to the City of Carmel, a homeowners' association, or another association identified by the City.

**Civic Structures:** A structure specifically built to enhance the public realm. Such a structure may stand alone or may constitute part of a public or private building.

**Curb Cut:** A location where a private drive or driveway crosses a sidewalk along a Frontage.

**Extension:** A full-height protrusion from the front of a building, between 20 and 50 feet in width, that occupies the building Setback and reaches to the Property Line.

**Frontage:** An edge of a property that faces a public space such as a Street or square. Edges along Rear Lanes, for example, are not Frontages. Frontages are marked in the Regulating Plan with Frontage Lines. The Regulating Plan distinguishes between Primary Frontages and Secondary Frontages. While all Frontages are assigned specific Setback distances, Primary Frontages require a higher level of urban performance than Secondary Frontages.

**Frontage Line:** As indicated in the Regulating Plan, a Frontage Line designates the location of a building edge.

**Granny Flat:** An apartment located atop a single-family house's garage.

**Monon Avenue:** The new thoroughfare proposed to embrace the Monon Trail and connect West Main Street to City Center Drive. Also referred to in these Regulations as the Avenue.

**Paseo:** A principally paved passageway between buildings that connects a rear parking lot to a front sidewalk.

**Pedestrian Mews:** A public thoroughfare that qualifies as a Street but does not welcome vehicular traffic.

**Rear Lane:** A public service thoroughfare that provides vehicular access to the rears of properties and the centers of Blocks.

**Rear Lane Opening:** The corner where a Rear Lane opens onto a Street.

**Redevelopment Area:** The site proposed for redevelopment, whose boundaries are indicated by the extent of the MidTown Regulating Plan. This Plan explicitly describes only those features that are recommended for redevelopment. For example, Street curbs are drawn only where Streets are proposed for reconstruction, and Frontages are drawn only where new buildings are recommended.

**Regulating Plan:** The MidTown Carmel Regulating Plan, which applies the details of these Regulations to the Redevelopment Area.

**Regulations:** When capitalized, the MidTown Carmel Design Regulations—this document.

**Retail:** As used in this document, Retail refers to retail, dining, entertainment, or similar uses.

**Rowhouse:** A single-family house that is attached on one or both sides to another similar house and served by a Rear Lane.

**Setback:** The distance of a building's primary façade from its front property line.

**Street:** A public thoroughfare typically handling vehicular, bicycle, and pedestrian traffic, characterized by its location at the fronts of properties. For the purposes of these Regulations, the Pedestrian Mews is characterized as a Street, while the Rear Lane is not.

**Street Wall:** A freestanding masonry wall located along a Frontage Line where no building wall is present.

**Vista Termination:** As indicated on the Regulating Plan, a location on a building that is perspectively framed by a long view down a Street, and required to receive an appropriately-scaled architectural feature.

## II. CIVIC SPACES

Fourteen Civic Spaces are indicated in the Regulating Plan, shown in the most basic schematic design, including the locations of trees and paths. These designs are to be respected, elaborated upon—and/or potentially replaced by something better with City approval. They include the following:

- 1. The Corner Plaza:** Along Main Street, an open space approximately 70 feet square is created to announce the entrance to the Avenue. It is primarily paved, but should be shaded by consistently-spaced trees that align with the surrounding street trees. Its design shall facilitate retail use on its south and west flanks and a gateway into midblock parking at its southwest corner. This gateway shall be attractively detailed and contain an opening between 4 and 6 feet in width.
- 2. The Monon Trail Transition:** Beyond the restaurant dining patio south of Main Street, the Trail widens gradually from its current 12-foot dimension to a width of 40 feet to align with its trajectory within the Monon Avenue median. Within this transitional zone, pavement markings direct pedestrians into a central pedestrian lane of 12-foot width, flanked by two bicycle lanes of 8-foot width, separated by two landscape wedges of max. 6-foot width. Once they reach 3 feet in width, these landscape wedges are planted with aligned Ginkgo Biloba trees with an on-center spacing of approximately 20 feet
- 3. Bub's Lawn:** With the cooperation of its owners, it is recommended that the surface parking lot enfronting Bub's Café be replaced with a shade-treed lawn, since front parking lots discourage pedestrian activity. If necessary, parking spaces along the new Avenue can be dedicated for Bub's Café's exclusive use during business hours. The lawn trees shall be located to align with the flanking Street trees. As an alternative, Bub's Café shall be allowed to build a front addition that occupies this location and reaches as far east as the sidewalk edge.
- 4. The Turbine Green:** The sweeping curve that connects 4th Avenue SW to 3rd Avenue SW has been replaced by a small rectangular green with a turbine traffic configuration, a traditional antecedent to the roundabout. This Green is paved at its east and west ends, and contains a central 16-foot-wide sidewalk that holds two benches facing a fountain or similar amenity at its center. Flanking this sidewalk are two landscape strips holding shade trees located to align with the flanking Street trees.
- 5. The Central Square:** The main civic feature of the plan, this Square contains a new water tower at its center, around which the Monon Trail splits. As it enters the Square from the north and south, the Monon Trail combines pedestrian and bicycle trajectories into one north and one south trajectory, each of min. 12-foot width. These diverge around the water tower, and the space between them becomes the pools for two fountains. Paths from the east and west split in a similar way, creating two similar fountains. Each of the Square's four flanking sidewalks includes a small semicircle of benches at its center, facing the street and framing another path across the square. The triangular areas between these paths shall be surfaced in lawn grass. The Square contains two types of trees. Those at the edges align with and match the trees across the street (see Thoroughfare E). The grassy areas between the Square's inner paths each contain a group of understory trees which is planted with the intention of forming a continuous leaf mass over its lawn.
- 6. The Pond Green:** Where 3rd Avenue SW turns northeast to become Monon Avenue, a green is created enfronting the existing retention basin with its aeration plume. This Green contains a 12-foot-wide western sidewalk that continues the trajectory of the 3rd Avenue sidewalk, and a central east-west sidewalk that aligns with the pond's aeration plume. This 16-foot-wide sidewalk holds two benches facing a fountain or similar ame-

nity just east of its intersection with the western sidewalk. Large shade trees flank all sidewalks in the configuration suggested in the Regulating Plan, and are located to align with flanking Street trees.

7. **Roundabout 1:** This two-lane Roundabout replaces the current intersection of four-lane City Center Drive with two-lane 3rd Avenue SW. While its center is entirely decorative and not meant for visiting, it shall distinguish itself from other local roundabouts by holding a ring of ginkgo biloba trees.
8. **Roundabout 2:** This two-lane Roundabout replaces the current intersection of four-lane City Center Drive with four-lane Range Line Road. It shall be landscaped identically to Roundabout 1. Note that Range Line Road enters the Roundabout from the south as 4 lanes, but exits north as 2 lanes (plus median).
9. **Treed Lawns:** With the cooperation of property owners, civic spaces 9 – 11 are all suggested as shade-treed lawns replacing shallow front parking lots along Range Line Road, made possible by additional parallel parking along the curb and a possible reconfiguration of parking at midblock. These Lawns are recommended in anticipation of replacement buildings on their sites. The lawn trees shall be planted to align with the flanking Street trees.
10. **See 9.**
11. **See 9.**
12. **Church Green West:** When the Mohawk Place Shopping Center is replaced, a shallow shade-treed lawn shall be placed to align with the Church Green across the street (see 12). The lawn trees shall be planted to align with the flanking Street trees.
13. **Linear Green:** This long narrow green provides additional character to the westernmost street in the study area

### III. CIVIC STRUCTURES

The Regulating Plan designates 6 distinct Civic Structures designed to play important placemaking roles within the community. They are as follows:

1. **The Northern Gateway:** Northward views up the new Monon Avenue aim directly at a building façade that was not designed to serve as such an important Vista Termination. For this reason, and to frame entry of the Monon Trail into the Avenue, a prominent gateway is required to both shield the existing façade and to span the width of the trail. This gateway shall place prominent piers to the west of the trail, to the east of the trail, and to the immediate west of the existing building's rear southern protrusion. These three piers divide the Gate into two halves, each of which shall be subdivided into three parts with additional columns. These columns will separate the three sections of the Trail and also correspond with the existing building's façade composition. This Gate, approximately 3 feet thick and 30 feet tall, will be located immediately south of the existing building's air conditioning unit, and screen that unit with a low wall. It shall include a decorative frieze that states "Monon Trail" or "Monon Avenue."
2. **The Water Tower:** The existing water tower is scheduled to be replaced, with its replacement relocated to the center of the Central Square. This Tower shall be adorned with an armature that functions as a dramatic fountain to bring life to the Square. The Tower shall be surrounded at its base with a decorative bench-and-wall structure of min. 20-foot height which supports water spouts serving the surrounding fountains.
3. **The EMT Antenna:** The existing EMT Antenna does not need to be moved, and shall be incorporated into the building proposed for its site. In order to best support the Antenna visually, the area of the building surrounding its base shall be clad in masonry and shall rise one story above the building's façade height, appearing to support the Antenna rising above it.
4. **The Pool House:** A small but grand-scale building shall be designed to properly terminate the western end of the Pedestrian Mews. It is anticipated that this western section of the Plan will be developed as a residential neighborhood, in which case this building would ideally be a pool house or other recreational facility. If it is a pool house, a shallow building containing men's and women's changing rooms flanking a central gateway could

provide a prominent façade in this location. Whatever the ultimate uses of this sector of the plan, it shall include a Civic Structure in this location.

5. **The Frontispiece:** When extended east, the Pedestrian Mews will aim directly at Tires Plus, a building façade that was not designed to serve as such an important Vista Termination. This building shall receive a new western façade, with a minimum 20-foot-tall parapet, that properly receives this vista.
6. **The Southern Tower:** Southward views on Monon Avenue terminate on a corner of a proposed building. This corner shall receive a tower feature that is at least one story taller than the adjacent building facades.

#### IV. THOROUGHFARE TYPES

Ten different thoroughfare types occur in the Regulating Plan. These are indicated by the letters A - J in the Plan and further described below:

- A. **Monon Avenue,** in which two one-way roadbeds with one-sided parking surround a central median including the Monon Trail. Due to the absence of an opposing travel lane, each travel lane is 12 feet wide, and each parking lane 8 feet wide, to ease parking motions. The roadbeds are flanked by 16-foot-wide sidewalks, each composed of 11 feet of scored concrete flanked by 5 feet of brick pavers creating a pervious surface above continuous curbside tree trenches containing structural soil and sycamore trees planted in grates spaced approximately 30 feet on-center. The Monon Trail median consists of two 8-foot bicycle lanes and one 12-foot pedestrian lane, separated and flanked by a total of four 6-foot landscape strips. The outer two landscape strips contain sycamore trees aligned with the trees across the roadbed, while the inner two landscape strips contain ginkgo biloba trees, with each pair of ginkgoes located midway between each pair of flanking sycamores. Where the Monon Trail crosses a street, the three trailways shall maintain their elevation as part of a speed table, in which the outer two of the four 6-foot landscape strips serve as the elevation transition zones.
- B. **South Range Line Road,** which is designed to eventually be reconfigured from City Center Drive to 4th Street SE to encourage a more pedestrian-friendly environment. This reconfiguration restripes the existing 52-foot roadbed to include two 12-foot driving lanes, two 8-foot parking lanes, and a 12-foot median. This median has a consistent width and replaces and supplements the existing streamform median in this location. As indicated in the Regulating Plan, the median transforms into a left-hand turn lane of moderate length where necessary. Sidewalks along the reconfigured segment of Range Line Road vary in width but all shall be composed of scored concrete flanked by 5 feet of brick pavers creating a pervious surface above continuous curbside tree trenches containing structural soil and shade trees planted in grates spaced approximately 30 feet on-center.
- C. **The Standard Street,** in which a 34-foot roadbed includes two 10-foot travel lanes, two 7-foot parking lanes. Like the *Narrower Standard Street* (D), this Street appears in either an Urban or a Suburban configuration, as designated in the regulating plan with a U or S, respectively.  $C_u$  is flanked by two 12-foot sidewalks each composed of 7 feet of scored concrete flanked by 5 feet of brick pavers creating a pervious surface above continuous curbside tree trenches containing structural soil and shade trees planted in grates spaced approximately 30 feet on-center.  $C_s$  is flanked by two 7-foot landscape strips containing shade trees spaced approximately 30 feet on-center, and then two 5-foot scored concrete sidewalks at the edges of the right of way.
- D. **The Narrower Standard Street,** in which a 27-foot roadbed includes two 10-foot travel lanes flanked by one 7-foot parking lane. Like the *Standard Street* (C), this Street appears in either an Urban or a Suburban configuration, as designated in the regulating plan with a U or S, respectively. Like  $C_u$ ,  $D_u$  is flanked by two 12-foot sidewalks each composed of 7 feet of scored concrete flanked by 5 feet of brick pavers creating a pervious surface above continuous curbside tree trenches containing structural soil and shade trees planted in grates spaced approximately 30 feet on-center. Like  $C_s$ ,  $D_s$  is flanked by two 7-foot landscape strips containing shade trees spaced approximately 30 feet on-center, and then two 5-foot scored concrete sidewalks at the edges of the right of way.
- E. **The Central Square One-Way,** where Monon Avenue splits around the Square. It maintains a consistent 20-foot carpath and 16-foot outboard sidewalk (see A), but the inner sidewalk on the square is like that along an urban *Standard Street* and therefore only 12 feet wide (see C). For both the outer and inner edges, a consistent shade tree species shall be used, distinct from Sycamore but similar in size.

- F. The Turbine Green One-Way**, where *Standard Streets* split around the Green. It maintains a consistent 12-foot outboard sidewalk (see C), but the inner curb on the Green receives a sidewalk on the east and west ends and a landscape strip to the north and south. The landscape strips receive shade trees that align with those across the street, as described in II.3 above. Unlike the *Standard Street*, this One-Way has 12-foot travel lanes and 8-foot parking lanes, to ease parking motions.
- G. The Residential Street**, designed for low volume flow, with a central 16-foot driving lane handling travel in both directions, and a 7-foot parking space on one side only. Given its more suburban nature, this Street is flanked by two 7-foot landscape strips containing shade trees spaced approximately 30 feet on-center, and then two 5-foot scored concrete sidewalks.
- H. The Rear Lane**, which also appears in both Urban and Suburban configurations. The Urban version (H<sub>U</sub>) contains an 18-foot roadbed handling traffic in both directions, flanked by two 6-foot landscape strips holding a variety of smaller tree species planted in clusters. The Suburban version (H<sub>S</sub>) is similar, but with a 12-foot roadbed flanked by two 9-foot landscape strips (and the same tree solution).
- I. Monon Trail South**, the reconfiguration of the Monon Trail from just north of City Center Drive to where it meets Monon Avenue. In this area, without cars, the Monon Avenue median maintains its configuration and tree pattern to fill its right of way with two 8-foot bicycle lanes and one 12-foot pedestrian lane, separated by 6-foot landscape strips. These lanes merge into the current 12-foot configuration in order to pass under City Center Drive. The outer two landscape strips contain sycamore trees spaced approximately 30 feet on-center, while the inner two landscape strips contain ginkgo biloba trees, with each pair of ginkgoes located midway between each pair of flanking sycamores.
- J. The Pedestrian Mews**, a unique thoroughfare for bicycles and pedestrians only. This Street takes a narrower and a wider configuration, with transitions between the two occurring as indicated in the Plan. The narrower configuration contains a central 6-foot sidewalk flanked by two 9-foot landscape strips within a 24-foot right of way. The wider configuration contains two 6-foot sidewalks flanking a 36-foot central green within a 48-foot right of way. Both configurations contain pairs of flowering trees spaced

approximately 25 feet on-center east to west, with each pair 18 feet apart north to south. (In the narrower configuration, the trees flank the path, while in the wider configuration, the paths flank the trees.) Each Block of the Mews contains a single distinct species of tree. Each wide-configured segment of the Mews holds two benches facing a fountain or similar amenity at its center.

## V. THOROUGHFARE DESIGN

**Curbs:** Curbs shall be vertical without horizontal lips (no gutter pans). Roll-over or rounded curbs are only permitted where required to facilitate truck motions.

**Crosswalk Materials:** Crosswalks shall be located to continue all sidewalk trajectories across all intersections and shall be surfaced in a material that contrasts with the Street surface.

**Left Hand Turn Lanes:** Left hand turn lanes shall be limited to the shortest length deemed reasonable to handle peak turning demands.

**Bulbouts:** Bulbouts only occur in three locations in the plan: surrounding the two Roundabouts; and at the southwest corner of East Main Street and the new Street adjacent to the Monon Trail.

**Curb Radii:** The curb return radius at Street corners shall be 10 feet at corners without Bulbouts and 15 feet at corners with Bulbouts (with exceptions surrounding the Roundabouts). The curb return radius at Rear Lane ends shall be 5 feet. If such radii are not adequate to provide for the turning motions of trucks—with the truck allowed to swerve temporarily into the opposing lane—then they may be increased by only as much as is necessary to make such turning motions possible.

**Curb Cuts:** Curb Cuts are permitted at Primary Frontages only in those locations specifically indicated in the Plan. Standard Curb Cuts may not exceed 18 feet in width, plus 3 feet corner curb radii where necessary. Residential Curb Cuts, also indicated, may not exceed 12 feet in width, plus 1 foot corner curb radii where necessary. Curb Cuts are not regulated at Secondary Frontages or in non-Frontage locations.

**Street Planting:** The street-tree pattern shall be spaced consistently at the approximate distances described in the Thoroughfare Types above. Street trees shall be located at corners as described ahead, and then spaced regularly from corner to corner. At corners, the corner tree's distance from the intersection shall be ten feet further from the intersection than a line that extends (across the sidewalk) the front property line of the property around the corner.

**Tree Type/Quality:** Each Street shall have a single consistent tree type for its entire length, with the exception of Monon Avenue (two types) and the Pedestrian Mews (one type per block). Street trees shall have a minimum height of 10 feet and a minimum caliper of 3 inches at time of planting.

**Lighting:** Street lights shall be located at the outer edge of all sidewalks, shall be 10 feet to 15 feet tall, and shall be spaced regularly. The light spacing distance on a given Street shall range from 20 feet on-center in the most urban locations to 100 feet on-center in the most suburban locations, to be further documented in a street lighting plan. Monon Avenue shall receive a unique decorative lighting design that continues consistently for its entire length. The pedestrian Mews shall be lit not by streetlights, but by footlights flanking its sidewalks and/or uplights on its trees.

**Lighting Standards:** Streetlighting standards shall be sized appropriately to their low height, and shall use an energy-efficient L.E.D. lamps. Lights shall not be sized and located around the goal of providing uniform coverage, as varying lighting levels are more attractive to pedestrians.

**Sidewalk Objects:** Any fire hydrants, mailboxes, parking meters, bicycle racks, or other impediments to foot traffic shall be located in the planting zone towards the curb. Benches shall be provided at retail Frontages at a minimum of one per Block face. Benches shall be located facing the Street with their backs against the building fronts. Benches built into building facades are encouraged and may encroach upon the sidewalk to a max. depth of 2 feet. Bicycle Racks are required at a minimum of one per 200 linear feet of sidewalk edge on all streets east of 3rd Avenue, inclusive.

**Rear Lanes:** Wherever possible, Rear Lanes shall be the principal location of utilities such as water, sewer, electricity, gas, cable television, and trash pickup. Rear Lanes may be used for large commercial deliveries but not for mail or package service. Rear Lanes shall have a reverse crown, with French drains where necessary. Transformers, lift stations, traffic-control boxes, utility meters, HVAC equipment, and other such machinery shall not be located at Frontages or where they are readily visible at Frontages, but shall instead be located in Rear Lanes and parking lots.

## VI. PARKING

**General Approach:** Parking demand in mixed-use development functions differently from parking demand in conventional suburban development, for several reasons:

- A pedestrian-friendly environment allows people to walk rather than drive such that, for example, a resident or office worker does not need a parking space at a nearby store or restaurant.
- Large amounts of on-street parking contribute to the number of spaces available.
- A collective parking supply (rather than site-by-site) allows the system to function and be regulated as an integrated organism.
- Complementary uses surrounding the collective parking supply allow spaces to serve different functions around the clock, such that, for example, a single space can serve an office worker during the day and a resident at night.

These four factors—a park-once environment, on-street parking, collective supply, and complimentary loads—all impact the off-street parking requirements, as follows:

**Park-Once Environment:** Efficiencies due to increased pedestrian activity lead to the following general requirements:

- Single-family homes, including Townhouses, shall provide a minimum of 2 off-street spaces per unit. Unlike with other uses, these shall be located on site, and are thus not impacted by the factors that follow.
- All other Residential uses shall provide a minimum of 1.5 spaces per unit, on or off site.
- All other uses shall provide a minimum of 3 spaces per 1000 interior square feet, on or off-site. Sidewalk dining is encouraged and thus shall not count towards this total.

**On-Street Parking:** Parking supply calculations shall include adjacent on-street parking spaces as the full equivalent of off-street parking spaces.

**Collective Parking Supply:** Parking calculations may be made comprehensively across multi-Block areas. If not otherwise assigned, any spot within a 3-minute walk (1000 feet) of its use may be counted towards that use.

**Complimentary Loads:** The minimum required quantity of parking may be reduced when shared parking is used. The following share factors shall be used to determine the reductions due to shared parking:

- Residential and Office: 1.4
- Residential and Retail: 1.2
- Residential and Lodging: 1.1
- Office and Retail: 1.3
- Office and Lodging: 1.7
- Retail and Lodging: 1.3

To determine the Shared Parking Factor, divide the sum of the parking requirements for two functions by the applicable ratio to arrive at the total number of required spaces. For example, a combination of 10,000 square feet of retail and 40 apartments would be required to provide on- and off-street parking totaling  $((10 * 3) + (40 * 1.5)) / 1.2 = (30 + 60) / 1.2 = 75$  spaces.

Shared parking, to qualify as such, shall be located within 500 feet of each use.

## VII. PARKING DESIGN

**Structured Parking:** Parking structures shall be hidden entirely from Primary Frontage view by being set behind an occupied building edge. While as little as 20 feet of single-loaded building depth can hide a garage, the more economical solution is to place a double-loaded building against the sidewalk, separated from the garage by an interior courtyard. In this configuration, the garage walls shall receive a Green Screen or another sort of planted edge to improve the quality of the courtyard. Entries into structured parking lots shall be no wider than necessary to provide required access, and never wider than 50 feet across.

**Recommended Structure Location:** Although not required, a large parking structure is recommended for the center of the Block directly northwest of the Central Square.

**Surface Parking:** Any new surface lots on shall contain a 5-foot-min. wide landscape strip between each 60-foot parking aisle, holding shade trees planted approximately 30 feet on-center.

**Building Orientation:** Buildings that abut Rear Lanes or parking lots at their rears shall allow only secondary access from these edges, maintaining principal orientation towards their Frontages. Specifically:

- Retail uses may provide one rear door (or double-door) for use by employees and suppliers. Supermarkets and other businesses from which the typical buyer leaves with a heavy burden of products may also allow customers to use this door.
- Office and residential uses may have a single rear door (or double-door), but this door shall be clearly hierarchically inferior to the front door.

In both of the above cases, the Frontage door must be located in a place that appears appropriate to a front-loaded business, and must be kept unlocked whenever any other access doors are unlocked.

**Paseos:** The above regulations function properly when regular Paseos are provided between rear parking lots and front sidewalks. Paseos shall maintain a minimum width of 10 feet, with a wider area suggested at mid-way, perhaps 25 feet square, containing a shade tree, benches, and a fountain or similar amenity. Paseos may be uncovered or may be located underneath a continuous upstairs story, in which case no mid-way widening is recommended. Paseo edges are considered Primary Frontages for the purposes of the Regulations. When buildings separate rear parking from front sidewalks, Paseos are required such that no more than 400 feet of continuous building edge ever separates rear parking from front sidewalk.

### VIII. BUILDING USES

**Mixed Use:** This plan is intended to include a healthy mix of a wide range of uses, including Retail, Residential, Office, Lodging, Institutional, and other non-nuisance uses.

**Retail:** Ground-floor Retail (or dining/entertainment) use is required at certain Frontages and allowed at others, as indicated in the Plan. Such use is prohibited at all other Frontages.

**Office:** While the Regulations are flexible, the Plan anticipates that office and institutional uses will be located principally in buildings surrounding the Monon trail and to its east. These buildings would ideally alternate with multifamily buildings (or lodging) for most efficient sharing of parking.

**Lodging:** While not required, it is recommended that a hotel be included in the development. An ideal location is on the Central Square.

**Location for Shared Parking:** Any large office development shall locate its parking to be shared with a large amount of adjacent residential or hotel units.

**Residential:** While the Regulations are flexible, the Plan anticipates the following distribution of different residential building types:

- Multi-family buildings surrounding the Monon trail and to its east. These buildings would ideally alternate with office buildings, for most efficient sharing of parking.

- Rowhouses surrounding the pedestrian Mews.
- Freestanding houses on narrow lots in Rear-Lane-served locations west of 3rd Avenue SW.
- Freestanding houses on wider lots in non-Rear-Lane-served locations west of 3rd Avenue SW.

### IX. GENERAL BUILDING DESIGN

**Rowhouse Requirements:** The following rules apply to Rowhouses:

- All Rowhouses on a given Block segment shall be attached into a single group. In other words, gaps between Rowhouses shall only occur at rights of way.
- Rowhouses at Street corners shall locate their entrance on the long façade (turning the corner).
- Rowhouse lots shall be between 12 feet and 25 feet in width, with that distance supplemented on corner lots by any required corner Setback.
- Two Rowhouse types are permitted in the Redevelopment Area.
  - *Traditional Rowhouses* place a rear garage against a Rear Lane, separated from the principal structure by a patio no less than 15 feet deep. A rear wing or breezeway may connect the house to the garage, as long as a 12-foot patio width is maintained. Each patio shall contain a shade tree.
  - *Tuck-under Rowhouses* contain their garages within the rear of the principal structure, and thus do not provide a rear garden. A rear deck above the back half of the garage is recommended. Tuck-under Rowhouses are prohibited at Rear Lane Openings.

**Freestanding House Requirements:** The following rules apply to freestanding houses:

- Freestanding house lots in Rear-Lane-served locations shall be between 30 feet and 60 feet in width.
- Freestanding house lots in non-Rear-Lane-served locations shall be between 50 feet and 80 feet in width. These houses shall place their garages a minimum of 20 feet behind the Frontage Line.
- Freestanding houses shall have side setbacks of 5 feet minimum.

**Granny Flats:** Granny Flats are allowed on all Rear-Lane-served lots containing single-family houses, and are required on all single-family lots at Rear Lane Openings—including Rowhouse lots. For non-Rowhouse lots, an additional parking space for the Granny Flat shall be provided next to the garage or in a 3-car garage. For Rowhouse lots, this parking requirement is waived, and any additional tenant shall be welcome to park on-street. Granny Flats may contain a finished (third floor) attic story.

## X. HEIGHTS

**Building Heights:** Each Frontage is assigned a minimum and a maximum allowed building height, as further defined in the Regulations. When two different height requirements meet at a corner, the taller requirement takes precedence around the corner to a distance of at least 30 feet but no more than 80 feet from the Frontage Line. Heights are measured in reference to the sidewalk at the center of the front façade.

**Attics:** Buildings may contain an additional story in the roof if the floor of said story is no more than 3 feet below the eave line.

**Towers:** To encourage an interesting skyline, building areas with a footprint of less than 200 square feet shall have no height limit.

**Story Heights:** Retail spaces shall have a minimum ceiling height of 12 feet, but 18 feet is recommended. Office spaces shall have a minimum ceiling height of 10 feet. Residential spaces shall have a minimum ceiling height of 8 feet for upper stories and 9 feet for the first floor.

**Ground Floor Heights:** All retail spaces shall be located on a ground floor placed at grade. Buildings with residential first floors shall locate all first-floor residences a minimum of 18 inches above adjacent sidewalk grade. This requirement becomes 3 feet when said floors are located within 5 feet of the sidewalk edge. Handicapped access, when provided on a building with an elevated first floor, shall be located in non-Frontage locations whenever possible.

**Tall Frontages:** One-story commercial buildings, where permitted, shall maintain a minimum 20 foot parapet height at the Frontage Line. Single-family houses with sections of different height shall place the taller section at the Frontage Line and the lower section behind.

## XI. BUILDING FRONTS

**Frontages:** The Regulating Plan distinguishes between Primary Frontages and Secondary Frontages. While all Frontages are assigned specific Setback distances, Primary Frontages require a higher level of urban performance than Secondary Frontages.

**Frontage Setbacks:** All Frontages are assigned Setbacks in the Plan. Along Primary Frontages, Setbacks specify the proper location of the building façade, as further defined in these Regulations. Along Secondary Frontages, Setback distances are understood instead as minimums, at or behind which the building edge shall be located.

**Primary Frontages:** All buildings shall place a building edge along no less than 80% of their Primary Frontage Lines. (For freestanding houses, that number shall be calculated after side setbacks have been subtracted from the total.) The small gaps in Frontage allowed by that percentage shall not occur at building corners, with the exception that corners may be rounded or chamfered.

**Street Walls:** With the exception of freestanding single-family houses, all buildings shall place a Street Wall along those portions of the Frontage Line where no building is present. (Where a portion of a building is set back from the Frontage Line, such a wall is not required.) This requirement applies to

both Primary and Secondary Frontages. Said wall shall be between 18 inches and 3 feet in height along Primary Frontages. Its height along Secondary Frontages shall be between 3 feet and 5 feet if enfronting a surface parking lot or other unattractive use, and otherwise between 18 inches and 3 feet in height. Street Walls at Primary Frontages may contain gates for pedestrian access, and openings for vehicular access in locations where Curb Cuts are explicitly allowed. Street Walls at Secondary Frontages may include gates for pedestrian access as well as openings for vehicular access as reasonably warranted.

**Sight Triangles:** While they improve visibility, sight triangles increase vehicle speeds and can undermine pedestrian safety. Any requirements pertaining to sight triangles in currently enforced codes shall be waived when in conflict with the Frontage Lines in the Regulating Plan, or with these Regulations' tree-planting requirements.

**Rear Lane Openings:** To limit views into Rear Lanes, all single-family houses at Rear Lane Openings shall place a rear garage including an upstairs Granny Flat on the Frontage Line with a 0-foot setback from the Rear Lane. All other buildings at Rear Lane entrance corners shall maintain a 0-foot setback from the Rear Lane at the corner.

**Vista Terminations:** The Plan contains numerous locations on buildings that are perspectively framed by a long view down a Street—called a Vista Termination. Buildings located at Vista Terminations shall respond with an appropriately-scaled architectural feature, such as a tower or multi-story portico, in order to properly receive the vista. These shall be aligned properly to be framed symmetrically in the vista. Proper Vista Terminations include large bay windows, prominent gables, grouped window compositions, towers, and cupolas.

**Extension Required:** Certain significant Vista Terminations present the further requirement of a full-height building Extension that occupies the building Setback and reaches to Property Line, as indicated in the Regulating Plan. These Extensions shall be between 20 feet and 50 feet in width.

**Materials:** Building materials shall be used in a manner appropriate to their intrinsic formal properties, including their structural capacities as demonstrated in openings and spans. Metal elements shall be natural colored galvanized steel, stainless steel, anodized or electrostatic plated aluminum, marine-grade aluminum, copper, or bronze. Wood elements shall be painted or sealed with an opaque or semi-solid stain, except walking surfaces, which may be left natural. Siding shall be wood or cementitious (Hardie Board or equivalent) and present 8 inches maximum siding width to the weather. All stucco shall be steel trowled with no evidence of the mark of the trowel. Sand cement render shall be applied without control joints. Corner beads are prohibited. Exterior trim shall be indistinguishable from wood when painted and shall be sized appropriately to its location.

**Wall Configurations:** Each building façade shall contain at most two different wall materials (not counting foundation walls and trim). Building walls shall be one color per material used (excluding trim). Materials may only transition across horizontal lines, for example, between building stories, and not across vertical lines, except in the case of attachments such as bay windows. When two materials are stacked horizontally, the heavier-looking material shall sit below the lighter-looking material, such as brick below Hardie-board or stone below stucco. When a material transition occurs around a corner, the transition shall occur at a distance from the corner that is appropriate for the materials represented, for example 12 or 16 inches for brick. Expansion joints shall be a rational part of the wall composition and shall be colored to match the wall. Trim, except at stucco, is required where there is a change in material or plane. Trim around lights, outlets, vents, meters, etc. shall match the wall color, not the object color.

**Style:** Buildings shall not present a historical pastiche. Buildings designed in a traditional style shall limit themselves to that style alone and shall embody that style convincingly. Keystones, quoins, and superimposed multiple gables (one gable overlapping another) are prohibited. Double front doors are prohibited on single-family homes.

## XII. BUILDING ATTACHMENTS

**Location:** Any attachments such as bay windows, balconies, porches, stoops, awnings, and eaves shall extend forward of the line of the building front. Single-family houses shall provide either a stoop or a porch at the front door. All other buildings shall provide some form of shelter from rain at the front door.

**Encroachments:** Awnings are the only first-floor attachments allowed to occupy the public right-of-way. On the second floor and above, balconies, bay windows, eaves, lights, and signs may occupy the public right-of-way. No attachment may extend above a vehicular roadbed at a height of less than 15 feet, or above a sidewalk at a height of less than 7 feet. Attachments other than roof eaves may not extend over adjacent private properties.

**Attachment Dimensions:** Bay windows and balconies shall be no more than 3 feet deep; stoops shall be 3 feet to 6 feet deep; porches shall be between 6 feet and 10 feet deep.

**Limited Balconies:** Balconies, porches, and loggias shall not constitute more than 50% of any facade.

**Railings:** Railings shall have top and bottom rails. The openings between spindles or balusters may not exceed 4 inches. Bottom rails shall clear the floor.

**Privacy Walls and Fences:** Single-family houses shall provide a wall or fence 5 feet to 6 feet in height between rear yards and against Rear Lanes where no garage is present.

**Postal Number:** Every building shall have a postal number applied within 5 feet of the entrance area. This may not be taller than six inches, unless constructed as a signature sculptural element.

**Yard Trees:** All single-family homes with front setbacks of 10 feet or greater shall be required to plant a front yard tree of a species matching the adjacent street tree if front attachments (such as a front porch) within the Setback pro-

vide an available space no less than 100 square feet in size. Said tree shall be located 5 feet from the front property line and 5 feet minimum from any side property line.

## XIII. OPENINGS

**Fenestration Ratio:** The ratio of fenestration to area of the building façade shall be between 25% and 75%, except for retail Frontages where it shall be 60% to 95%. Retail establishments shall place windows regularly at all Frontages. Each facade shall be measured independently.

**Blank Walls:** Walls at Primary Frontages may not be blank, and shall have at least one window per structural bay per floor, in a pattern that suggests habitation.

**Window Materials:** Windows shall have clear (not tinted) glass.

**Window Panes:** Each building façade shall be composed of windows that are all constructed from the same size or proportion of window pane, with the exception of a single custom window used in one or several special locations.

**Mullions:** Mullions, if used, shall either be true divided lights or be affixed to the exterior surface of the window to cast a shadow line. Mullions are recommended for residential windows where stylistically appropriate, and discouraged for retail windows.

**Shutters:** Vertically hinged shutters, when provided, shall coincide in size to the opening with which they are associated, such that closing them would cover the window area.

**Grouped Windows:** When two or more windows occur in a single opening or dormer, they shall be separated by a 4"x4" post.

### XIV. ROOFS

**Rooftop Equipment:** The screening of rooftop mechanical equipment is required. All rooftop mechanical equipment shall be screened from view from all directions, and from all elevations of equal height or lower, to minimize the negative aesthetic impact upon the view from neighboring buildings and from street level. Said screening shall be consistent with the architecture of the building.

**Dormers:** Dormers shall be habitable and sized no larger than necessary to hold window(s) and framing.

**Skylights:** Bubble skylights shall not be visible at Primary Frontages. Flush skylights, where visible at Primary Frontages, shall be organized into a composed pattern.

### XV. RETAIL DESIGN

**No Malls:** All retail spaces shall give direct access to a public sidewalk. No retail space may exist above the ground floor except as a mezzanine within a space that faces a ground-floor sidewalk.

**Awnings:** Retail Frontages shall contain awnings for a minimum of 50% of the total retail Frontage. Awnings shall be a minimum of 6 feet deep and shall be metal with colored fabric or glass. Fabric awnings shall have a metal structure covered with canvas or synthetic canvas, and be rectangular in shape with straight edges and no side panels or soffit. Awnings shall not be backlit or used as signs, except for a possible single inscription on the flap, not to exceed 6 inches in height. All awnings on a single shop shall have the same depth, material, and color. Fabric awnings are not permitted on residential buildings.

**Kneewall:** Front glazing on retail establishments shall begin above a kneewall located 12 inches to 18 inches above sidewalk grade.

**Blocked Windows:** Drug stores and other commercial tenants shall not place inner partitions in windows that significantly block views into the store.

**Interior Lighting:** All retail establishments shall be lit in the incandescent (warmer) spectrum, whatever technology is used. Small spotlights are recommended rather than a uniform wash of light.

**Sidewalk extension:** All retail uses shall pave their Setbacks to match the adjoining sidewalk.

**Alcove:** All retail uses shall locate their primary entrances within a small additional setback between 30 and 100 square feet in size, paved to match the sidewalk.

**Sidewalk Use:** Retail establishments are encouraged to place tables, chairs, and temporary displays on the public sidewalk as long as a 5-foot-wide clear corridor is maintained for pedestrians. Rails and other barriers separating tables from the pedestrian flow are not permitted (unless state law requires said rails for alcohol sale), nor is any permanent construction in the public sidewalk. Outdoors, restaurants shall use ceramic, glass, metal and cloth for plates, glasses, silverware, tablecloths and napkins, rather than paper and plastic products.

### XVI. RETAIL SIGNAGE

**Limitations:** The shop-front door, signage and lighting shall be designed as a unified design. There are four types of signage permitted on businesses: a) a signage band, b) a pedestrian blade sign, c) a window logo, and d) an awning band. These are further limited as follows:

**Sign Band:** Each building may have a single sign band 60% maximum of the width of the building Frontage max., with a height not to exceed eighteen inches. If a building hold multiple tenants, the use of the sign band width shall be divided among tenants on a pro-rata basis determined by their ground-floor square footage. The sign shall be integrally designed with the building or the associated storefronts in material and color. The sign band may not be internally lit.

**Blade Sign:** One two-sided blade sign is permitted for each business with a door on the sidewalk level. The blade sign shall be securely affixed to the facade or storefront and may project over the sidewalk at a minimum height of 8 feet. The blade sign may not exceed 5 square feet (including mounting hardware) in area in any shape and may not be translucent.

**Logo:** A logo (or the name of the store in permanently-affixed cutout lettering) may be inscribed on the storefront glass (one per business per building face). Logos shall not exceed 1 foot in height and lettering shall not exceed 6 inches in height. Upstairs businesses are also allowed logos with the same limitations.

**Other Signage:** Billboards and other freestanding advertisements are prohibited, as are rooftop, flashing, moving, or intermittently illuminated signs. No sign shall be attached above the second story of any structure.

## XVII. DETAILS

**Consistency:** Streets, squares, and other public spaces shall be designed with a common vocabulary of paving, curbing, fencing and walls, landscaping, signage, and lighting. This does not mean that all details will be consistent, but rather that all details will be understood to belong to the same family and/or era of design.

**Block Variety:** The appearance of a “project” or of “megabuildings” shall be avoided by not allowing the same exterior design to be used on block after block of buildings. While even smaller units of design are encouraged, no more than 250 feet of continuous Street Frontage may appear to have been designed by a single architect.

**Building Variety:** Buildings used repeatedly in the plan, such as Rowhouses and apartment houses, may only be repeated with similar facades to the degree that such repetition adds up to a total front footage of 300 feet or less. For example, a 25 foot-wide Rowhouse may be repeated only 12 times. Beyond this point, a truly distinct façade shall be introduced, as if a different architect was responsible. The one exception to this rule is along the Pedestrian Mews, where each block of Rowhouses can be matched by an identical block across the Mews, for a symmetrical outcome.

**Eyesores:** Antennas, radar dishes, chain link fence, Vinyl fencing, barbed wire, razor wire, and chicken wire shall not be permitted where visible from Primary Frontages. Dumpsters and trash shall be screened behind enclosures built for that purpose, and said enclosures shall not occur at Primary Frontages.

## XVIII. EXISTING BUILDINGS AND USES

**General:** In a number of locations on the Regulating Plan, mostly on Range Line Road, requirements are shown for properties containing existing buildings and uses. While these requirements pertain to the replacement of existing buildings and uses with new ones, they do not mandate such replacement, and such redevelopment can only occur with the owner’s consent. Existing uses are thus “grandfathered” in. However, when existing buildings and uses are replaced, they shall be replaced according to the requirements of these Regulations.

**Range Line Road:** The Regulating Plan indicates Frontage Lines and other requirements for certain lots along Range Line Road, but not all. Unmarked properties are not considered in need of replacement. However, whenever any unmarked property on Range Line Road between Main Street and 6th Street SE is replaced, its replacement shall take one of two configurations: (1) if it contains retail use on the ground floor, it shall treat its front property line as a Primary Frontage Line; or (2) if it contains no retail use on the ground floor, it shall enfront a Primary Frontage Line that is set back 10 feet from the front property line. In both cases, on-site parking shall be located only in the rear half of the property.



**MIDTOWN REDEVELOPMENT PLAN, CARMEL, IN**  
**SPECK & ASSOCIATES LLC.**

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