



**CRITICAL AREAS MAP**

**Legend**

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

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

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

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

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

## CRITICAL AREAS

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

### *Critical Area 1*

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

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

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

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

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

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

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

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

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

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

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

**Recommendations:**

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

developed in appropriate open space uses, such as parks.

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

*Critical Area 2*

**Location:** Broad Ripple Village

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

**Recommendations:**

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

*Critical Area 3*

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

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

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

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

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

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

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

#### **Recommendations:**

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

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

#### *Critical Area 4*

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

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