

**JANUARY 3, 2024
SUBMITTALS**

2022-COA-447 (IURS)
39 JACKSON PLACE

STREET TREE LOCATION EXHIBITS | IHPC HEARING | 01.03.2024

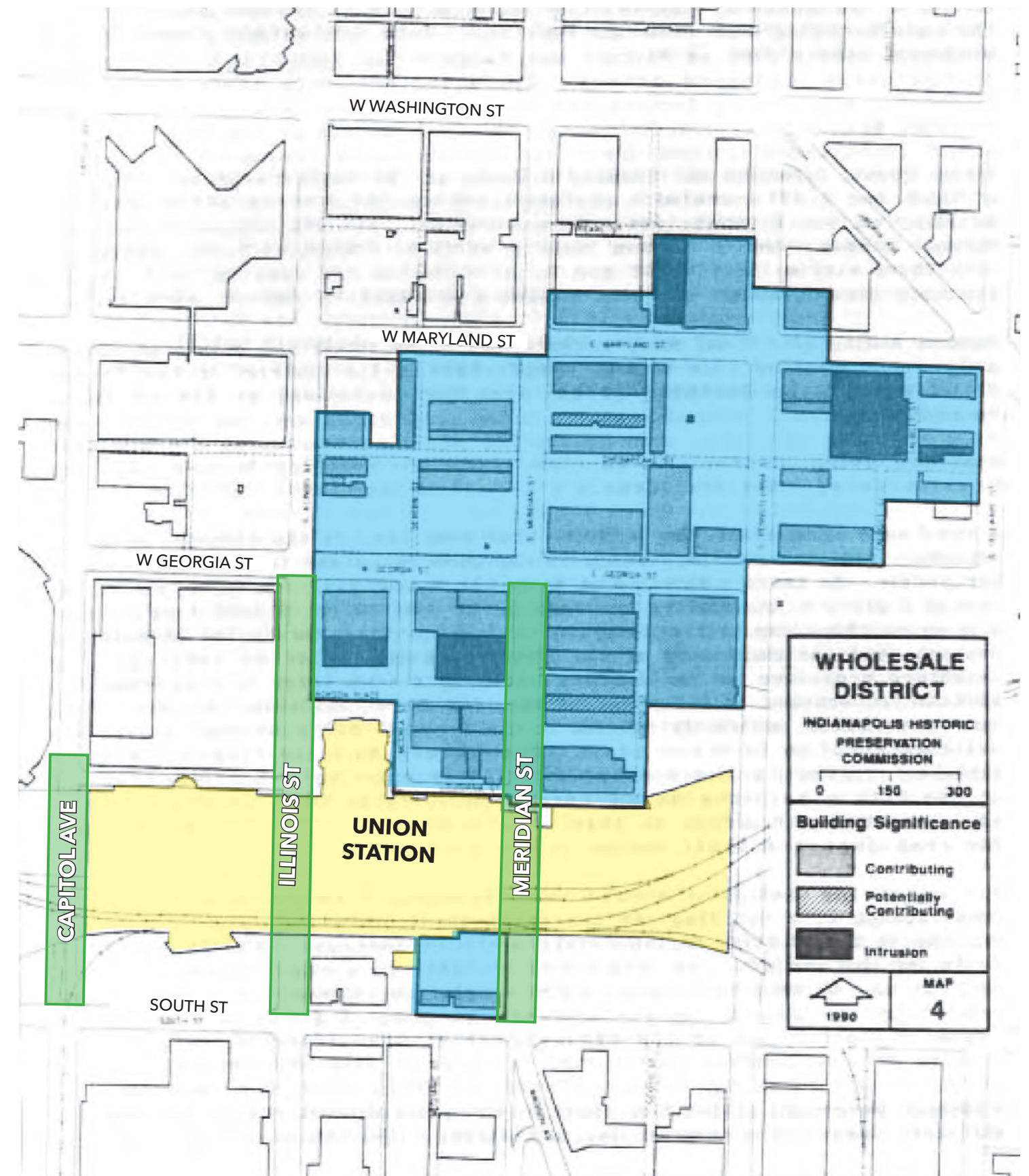
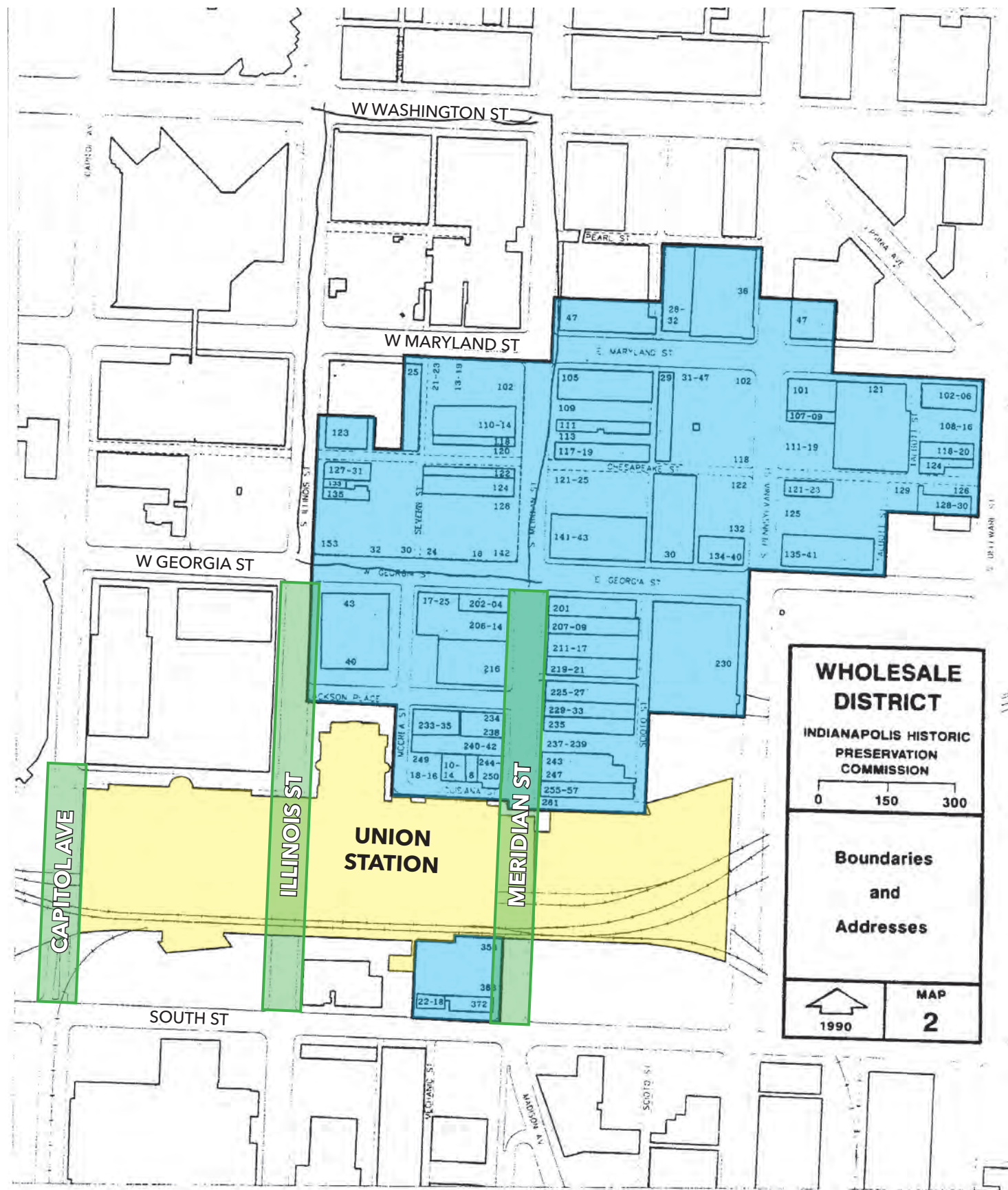
UNION STATION BRIDGE AND STREET ENHANCEMENT PROJECT



PREPARED BY:



WHOLESALE DISTRICT MAPS



INDIANAPOLIS REGIONAL CENTER DESIGN GUIDELINES

CA 4.6: URBAN FORESTRY & PLANT MATERIAL

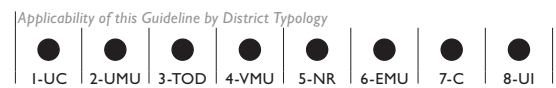
The density of development in the Regional Center produces an “urban heat island” created by the absorption of heat by pavement and buildings. Planting materials can mitigate this effect while also reducing pollution and stormwater runoff and creating a more aesthetic environment.

PRINCIPLES SUPPORTED

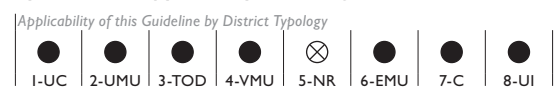
3. Adaptability and Sustainability
4. Public Realm
5. Character and Vitality

GUIDELINES ● Required ● Recommended ○ Information ⊗ Not Applicable

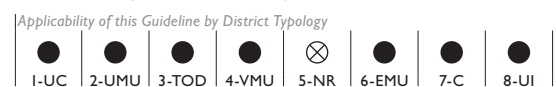
CA 4.6.1 Plant materials are to be selected to exhibit seasonal coloration and flowers. All landscape design is to emphasize seasonal variation.



CA 4.6.2 In parking zones, deciduous shade trees (minimum of four inch caliper) are to be provided and maintained at a minimum of one tree for each 1,600 square feet of paving in order to achieve 25 percent canopy coverage in 10 years of growth. Required trees may be clustered in islands, but only if such clustering will not impact the target of 25 percent of the parking zone being covered by tree canopy in 10 years of growth.

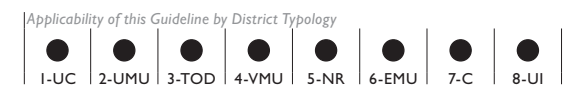


CA 4.6.3 Tree islands in parking lots should be a minimum of 130 square feet per tree with irrigation or 150 square feet per tree without irrigation. This minimum requirement may be waived if the pavement is permeable. All tree islands shall be curbed to prevent damage to the tree.

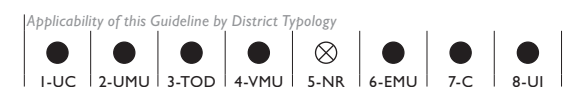


CA 4.6.1: Plant materials should be selected to exhibit seasonal change, such as spring flowers, fall color or winter interest.

CA 4.6.4 Planting materials selected must be suitable to urban conditions. Trees with shallow root systems that could severely impact paved areas, or be severely impacted by paved areas, should be avoided. A wide range of species might be used depending on general conditions such as hardiness and site-specific conditions related to performance, soil, sunlight, exposure to pollutants, etc. Each site plan will be reviewed to determine the appropriateness of the proposed plant material.

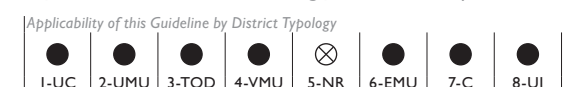


CA 4.6.5 Interior trees should be selected that have large canopies in order to maximize the surface area of pavement covered by the tree canopy. Perimeter trees should be selected that are columnar in order to visually maintain the urban “wall” of the corridor. Also consult guidelines relating to the adjacent public corridor for guidelines relating to street trees.

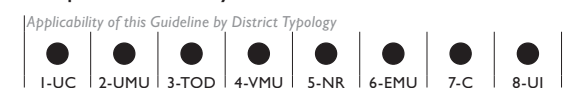


CA 4.6.6 Clear sightlines between three feet and seven feet above the sidewalk and/or parking grade are to be maintained to promote visibility and safety.

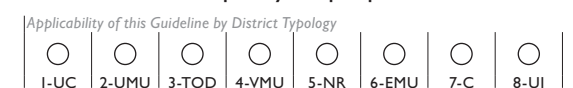
Refer to Guideline CA4.4: Screening for additional requirements.



CA 4.6.7 All trees in parking zones or adjacent to a pedestrian way or activity zone must maintain a clear height zone of no less than nine feet. Only deciduous trees are permitted to be planted in the public sphere (right-of-way) or adjacent to the pedestrian way.

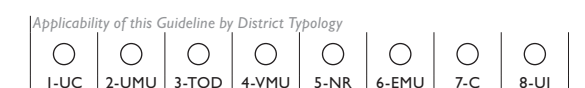


CA 4.6.8 Alternative, documented systems of reducing urban heat build up may be proposed.



CA 4.6.6: These planting beds along Washington Street maintain sightlines between three and seven feet above the sidewalk to promote public safety.

CA 4.6.9 Designers should consult the Indianapolis Metropolitan Planning Area Multi-Modal and Public Space Design Guidelines for information related to plantings in the public right-of-way. Designers should also refer to current City Ordinances that regulate maintenance, planting and trees.



INDIANAPOLIS REGIONAL CENTER & METROPOLITAN PLANNING AREA MULTI-MODAL CORRIDOR AND PUBLIC SPACE DESIGN GUIDELINES

Urban Forest, Planting Systems and Green Infrastructure

For multi-modal systems to work, they need to entice users to use them. A key component of making these places inviting is an effective and functional urban forest and planting system.

An urban forest consists of the trees within an urban area and includes tree-lined roadways, open green spaces, undeveloped forests, parks, along with other public and private spaces. The Urban Forest System is a tool that promotes walkability and district identity by making walking more safe and comfortable. Distances are perceived to be shorter when the pedestrians attention is focused on scenic views and routes are clearly perceived as safe, convenient, and attractive. The planting structure should also be designed to make the system safer, more attractive, cooler in the summer, shielded from wind in the winter, and better able to handle stormwater.

There are thus different elements of the streetscape that serve the green infrastructure in different ways. These include, clear zone height, separation zone width (to allow room for the roots and their sustenance), the nature of the plant/tree roots (e.g. will they destroy sewage pipes in search of water), tree canopy (rainwater and CO2 capture, sunlight filtering, etc.). Additionally, there is a certain performance that each element of the streetscape can serve: whether or not the plants require more maintenance in terms of dropping their leaves or whether they will help buffer noise, absorb CO2 and rainwater, allow light through the canopy and so forth. Any choice of planting should avoid non-native invasive selections. Some of these elements of the streetscape include:

- Small Trees may be used in alleys, off-street corridors and parks. They have mostly an aesthetic appeal, but can also be used for functional/edible landscaping for an area, provided someone or some group takes on the task of maintaining and using the “fruits” of the trees.
- Medium Trees constitute the bulk of the street trees within the Regional Center, mostly because of the space requirements for larger trees.
- Large Trees should be planted wherever possible as they are critical to the performance of the green infrastructure system, consuming nearly twice the stormwater and CO2 that medium trees do. Furthermore, they add icon status to streets graced with them and the associated wayfinding, legibility and placemaking qualities.
- Understory elements can include hedges and shrubs. These are good for buffering or low-screening (e.g. a parking lot), provided they do not exceed a height that screens view over them. Visibility across buffer areas is critical to maintaining safety. Planting boxes can be used to separate neighboring Pedestrian Activity Zones. In the public realm, they should never screen eye view from the street or the building.
- Groundcover and Swales serve many functions including slowing of rainwater absorption, maintaining cleanliness and cooling of the street as well as being a repository for snow in winter. As a result, plant choice should be tolerant to salt, sand and waste including animal waste.

RECOMMENDED OVERSTORY URBAN STREET TREE SPECIES



Espresso Kentucky Coffee Tree

Gymnocladus dioica 'Espresso-JFS'

50' H x 35' W

- Fast growing, oval-shaped canopy
- Adaptable to urban conditions
- Seedless male cultivar
- Provides filtered shade



Triumph Elm

Ulmus x 'Morton Glossy'

50-60' H x 25-40' W

- Vase-shape canopy
- Excellent resistance to DED, elm leaf miner, and elm leaf beetle



Autumn Gold Ginkgo

Ginkgo biloba 'Autumn Gold'

35-50' H x 35-50' W

- Symmetrical, round growth habit
- Fruitless male cultivar



Shademaster Honeylocust

Gleditsia triacanthos 'Shademaster'

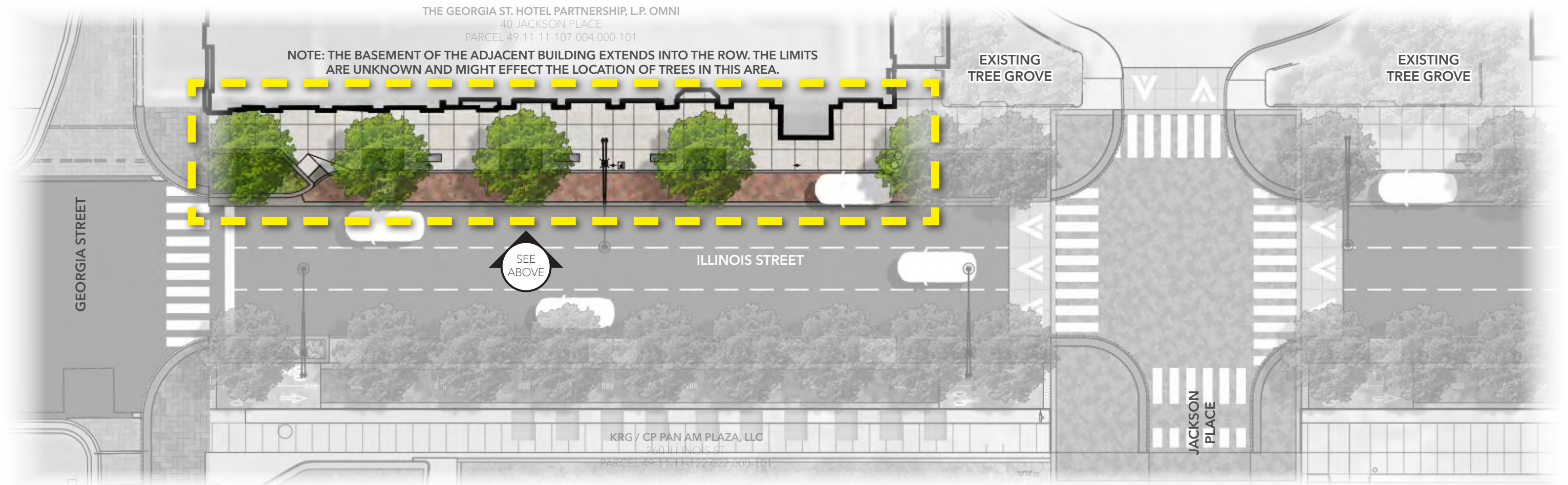
50-75' H x 20-40' W

- Upright, ascending branches with irregular vase shape canopy
- Seedless
- Provides filtered shade with quick growth

ILLINOIS STREET EAST GEORGIA STREET TO JACKSON PLACE



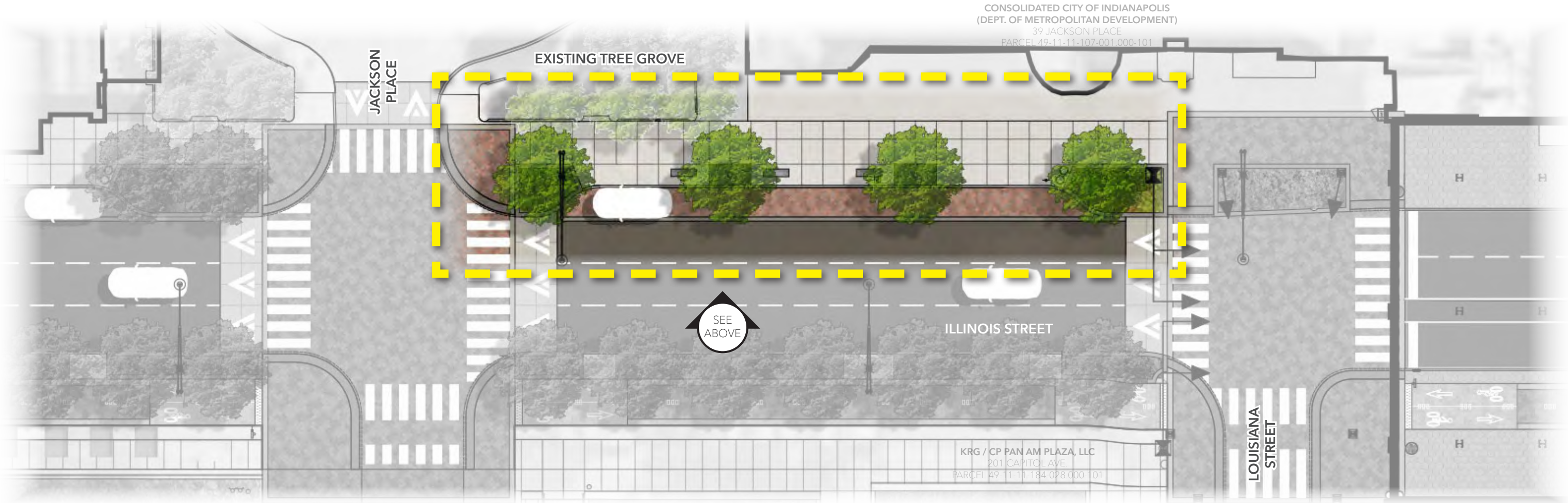
ELEVATION



ILLINOIS STREET EAST JACKSON PLACE TO LOUISIANA STREET



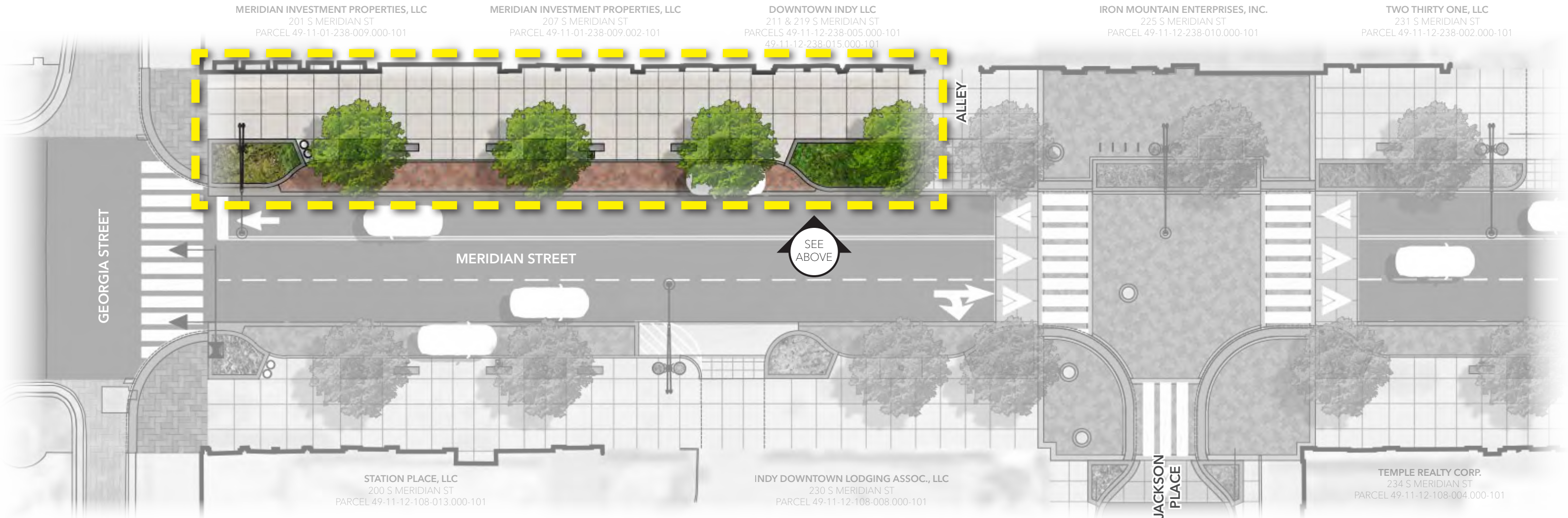
ELEVATION



MERIDIAN STREET EAST GEORGIA STREET TO JACKSON PLACE



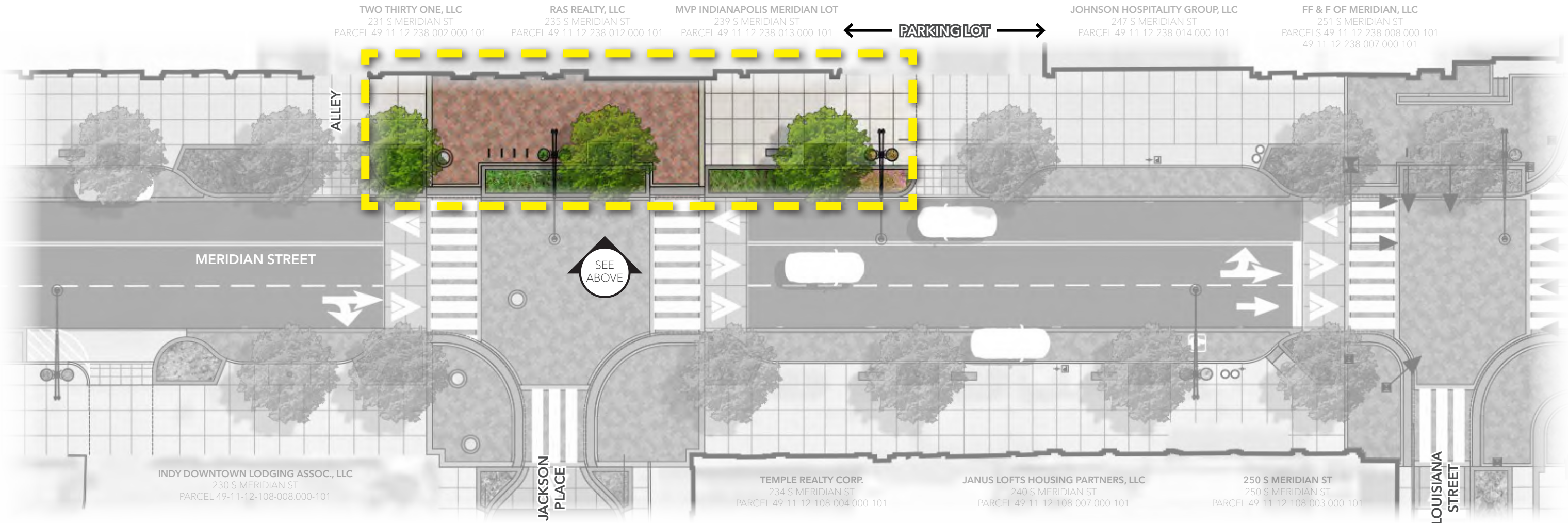
ELEVATION



MERIDIAN STREET EAST JACKSON PLACE TO LOUISIANA STREET



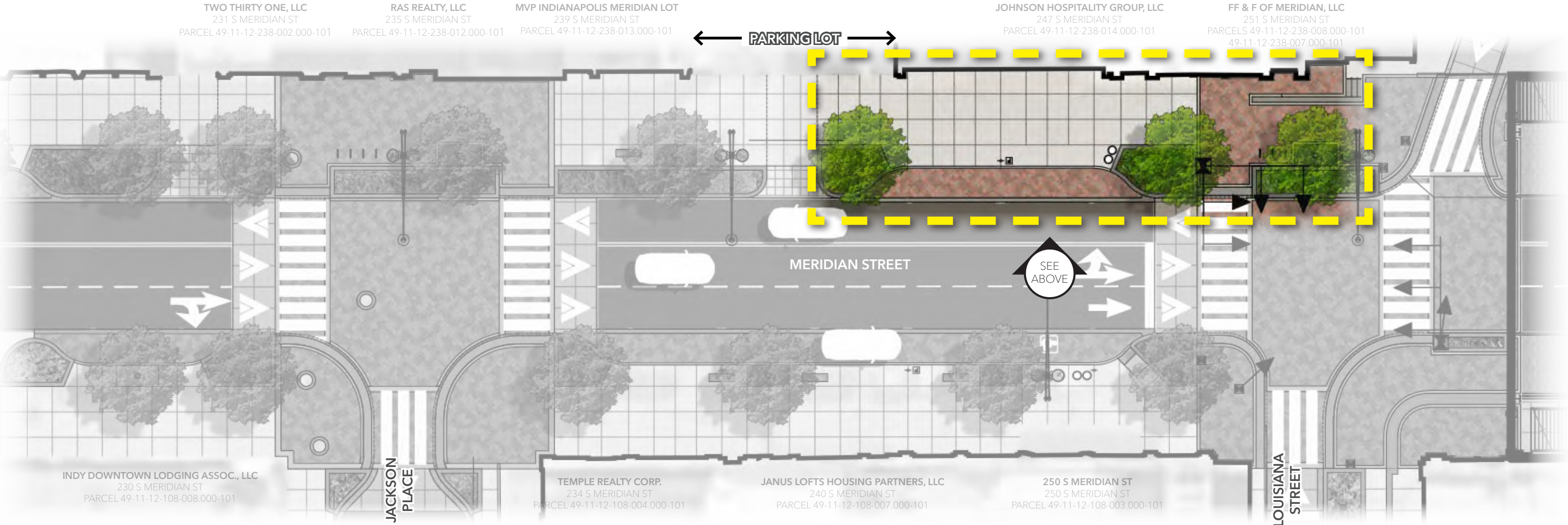
ELEVATION



MERIDIAN STREET EAST JACKSON PLACE TO LOUISIANA STREET



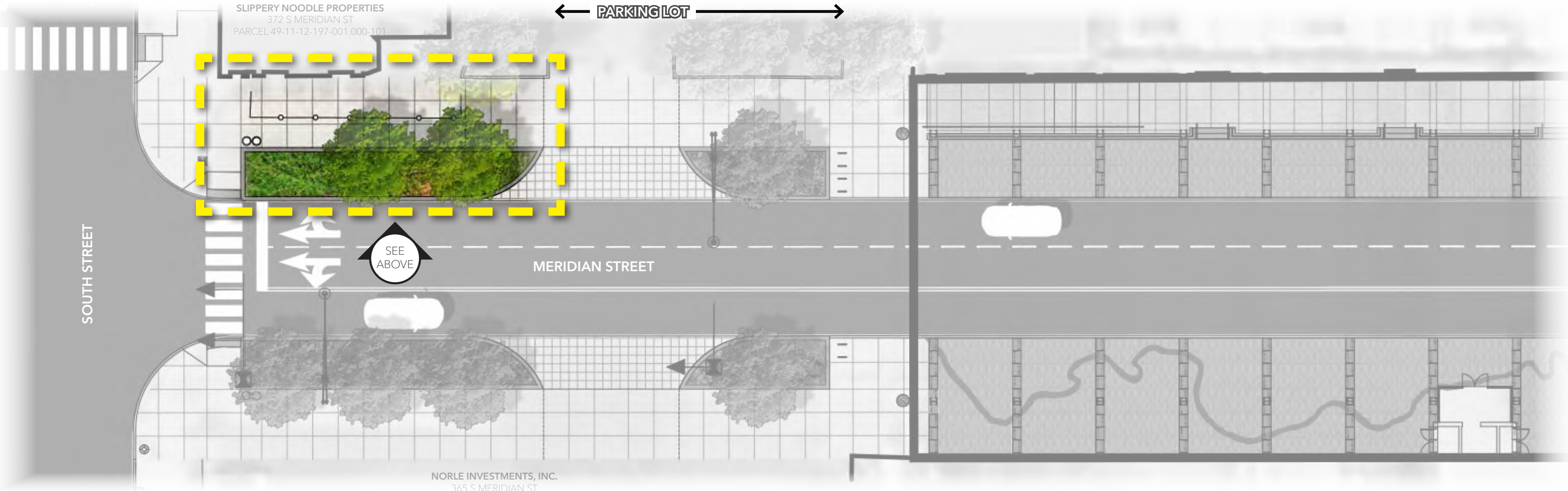
ELEVATION



MERIDIAN STREET WEST SOUTH STREET TO UNDERPASS



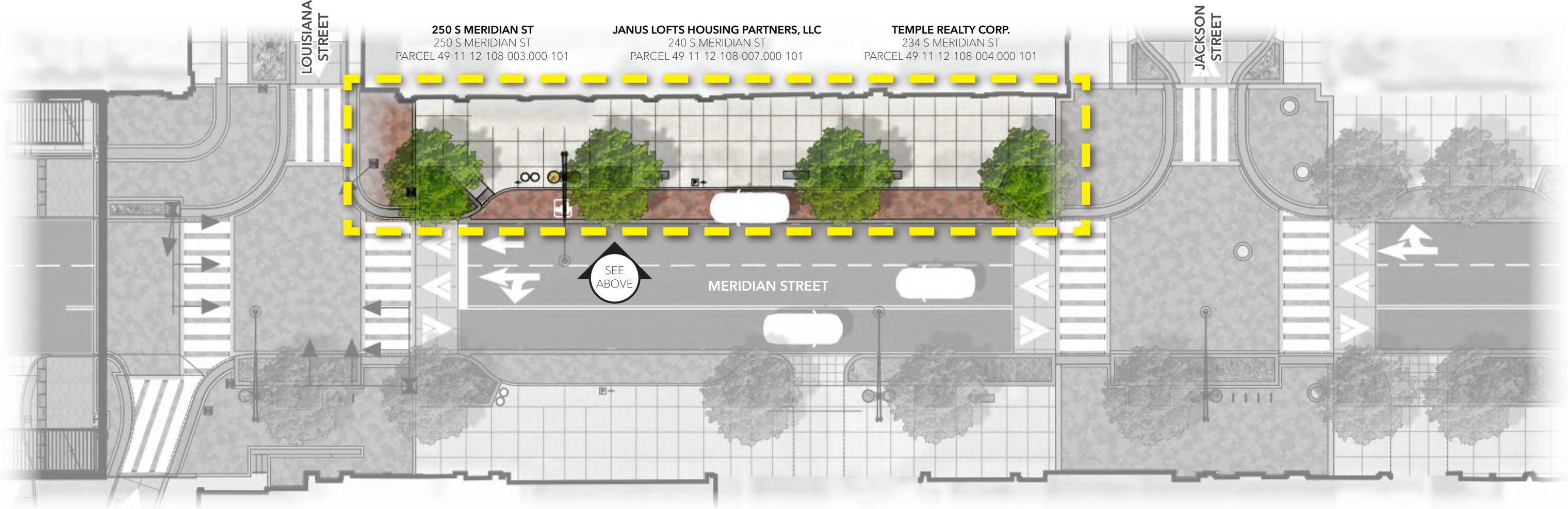
ELEVATION



MERIDIAN STREET WEST LOUISIANA STREET TO JACKSON STREET



ELEVATION

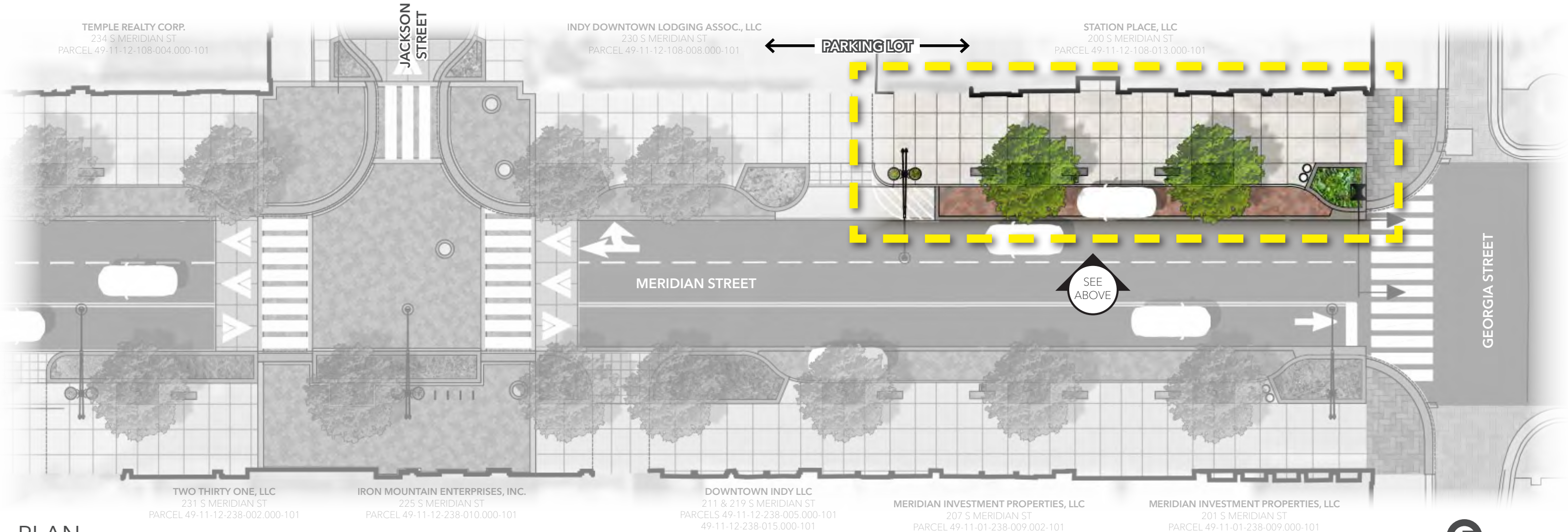


PLAN
79

MERIDIAN STREET WEST JACKSON PLACE TO GEORGIA ST



ELEVATION



Per your request, we added information regarding estimated growth rates and the approximate size of the trees at various stages of growth. As you can imagine, there are many variables (e.g., tree species, soil conditions, water availability, maintenance, etc.) that can affect tree growth rates, especially in an urban area. We used pictures (see below) of existing trees of similar species along the Indianapolis Cultural Trail, which we believe have similar conditions to the proposed trees, to determine the approximate size of the trees shown in the exhibit.

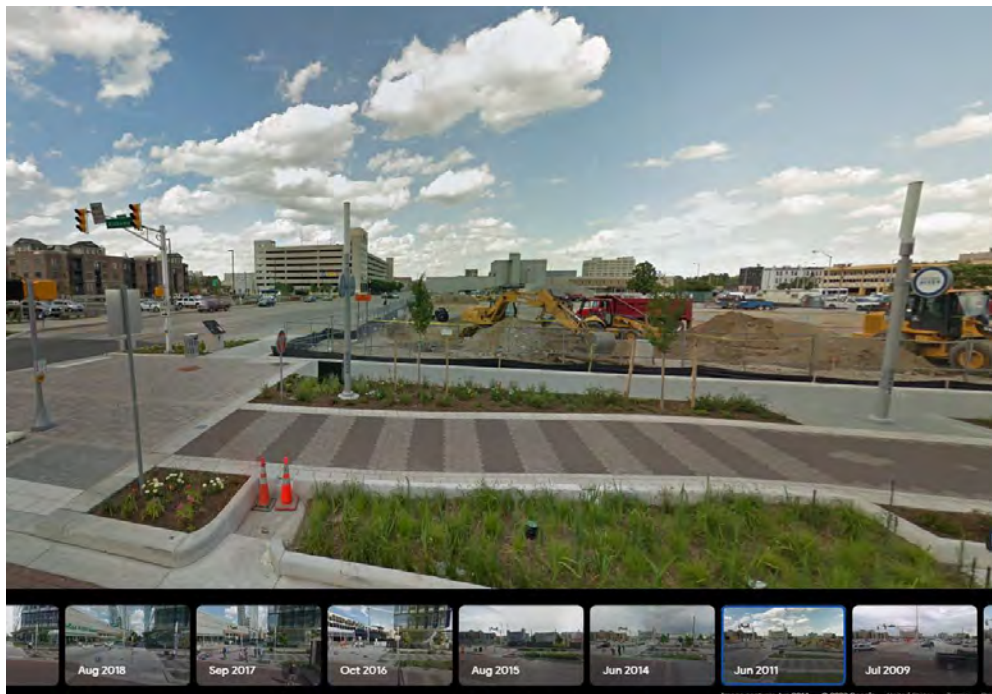
In the Union Station Exhibit:

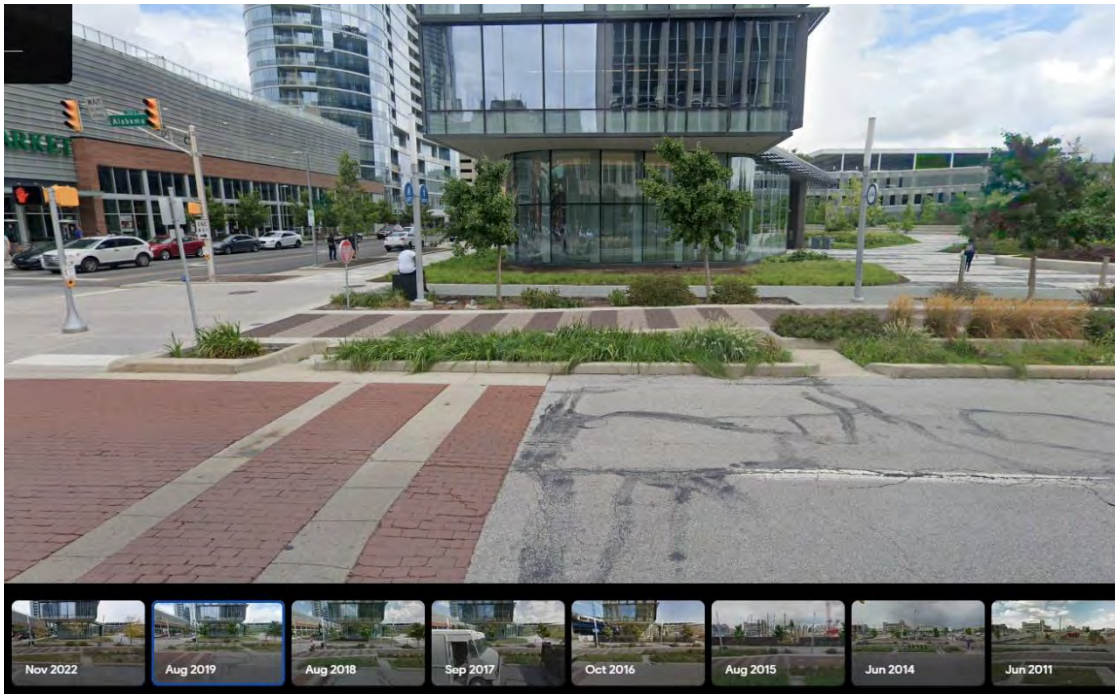
- Reference Height: Wholesale District Light Pole is 30' tall
- Trees:
 - Installed Height - Approx. 14' Tall
 - 12-15 Year Growth - Approx.. 20' Tall
 - Approximate average spacing is 40-50' o.c.

Below are samples of the reference images along the Indianapolis Cultural Trail tree that we used as precedents for approximate growth rates.

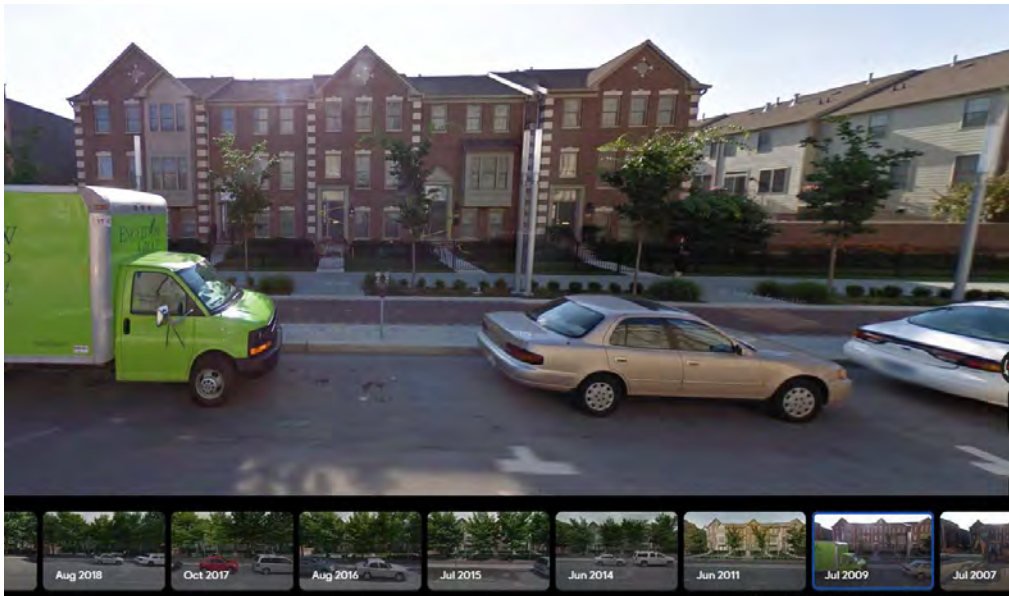
- Reference Height: ICT light pole is 16' tall
- Trees:
 - Installed Height (see below)
 - Approximate average spacing is 20-25' o.c. (spacing is much closer than for Union Station)

Alabama and Market Street – Ginkgo (8 Year Growth)
2011 – Trees Approx. 12' Tall
2019 – Trees Approx. 16' Tall





219 Alabama Street – Elm (13 Year Growth)
 2009 – Trees Approx. 16' Tall
 2022 – Trees Approx. 30' Tall

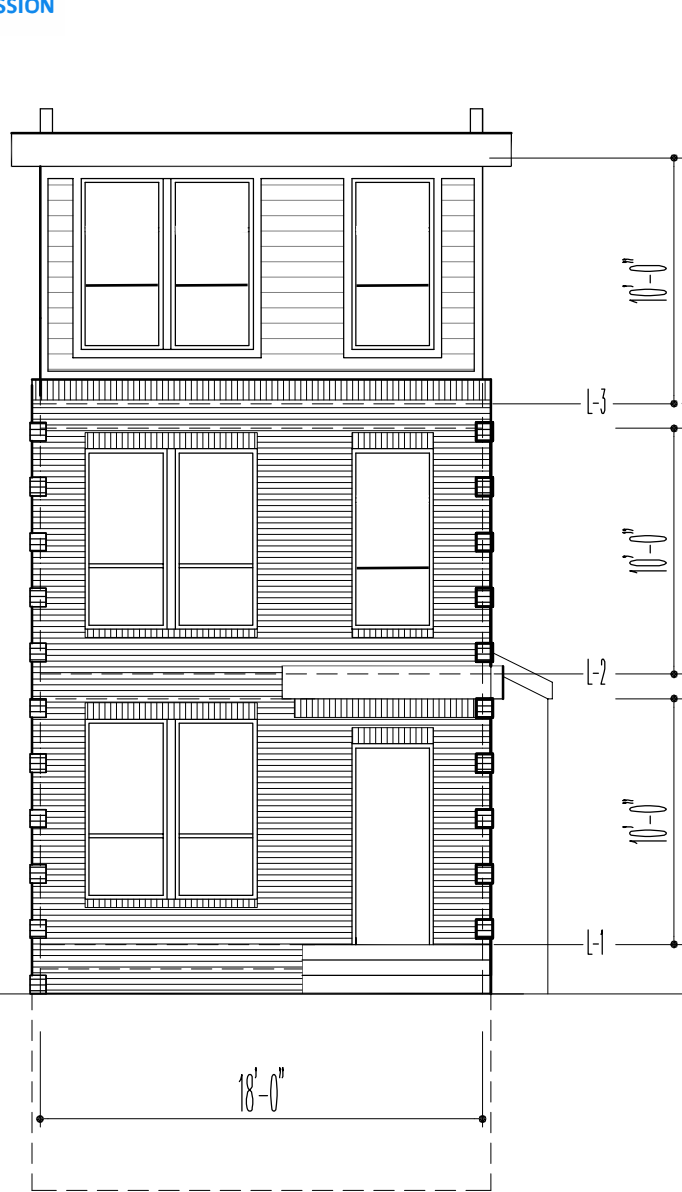


2021-COA-053 (LS)
521 LEON ST.

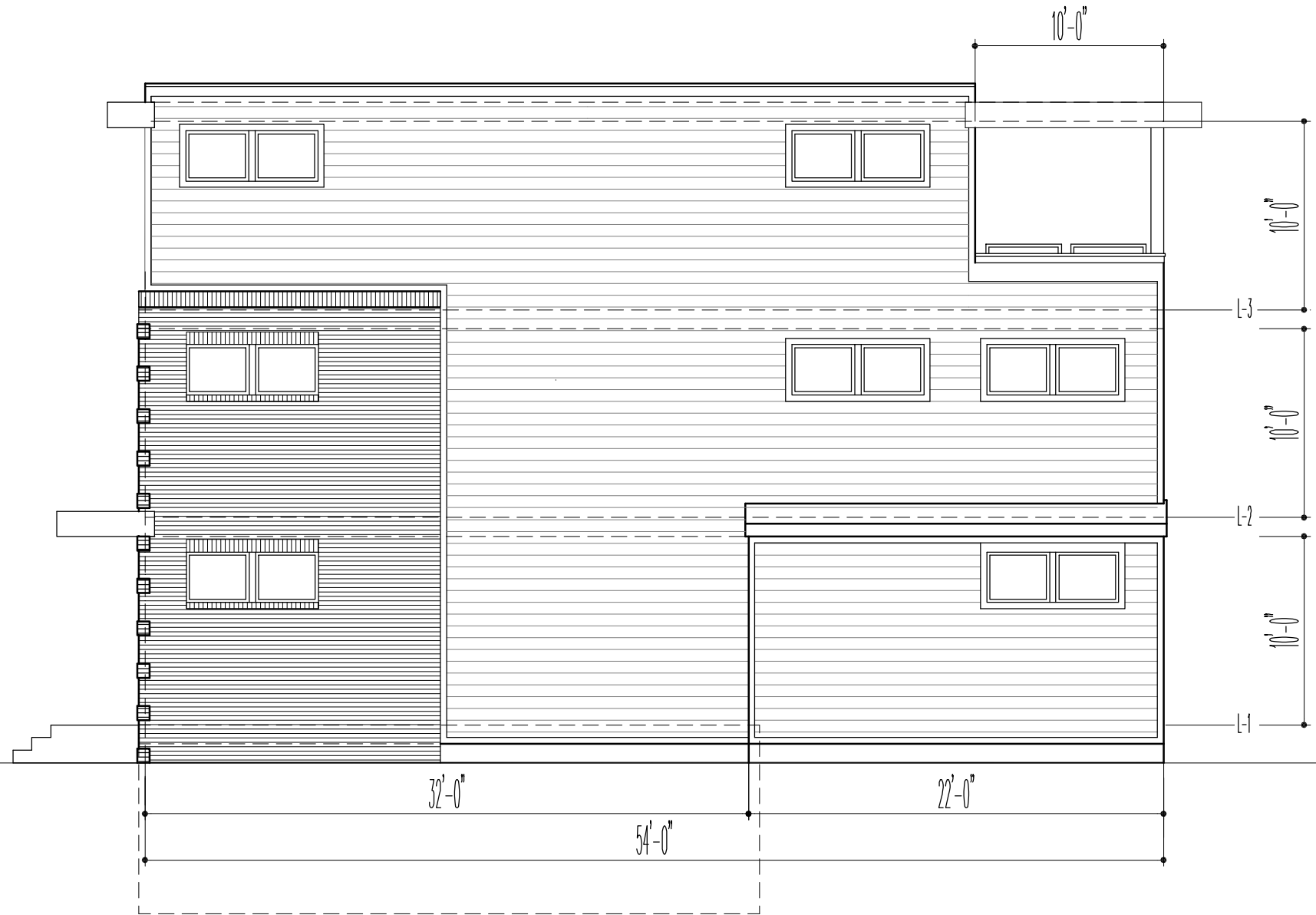
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DECEMBER 14, 2023

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



WEST ELEVATION-521



SOUTH ELEVATION- 521



*Leon Street
of Lockerbie*

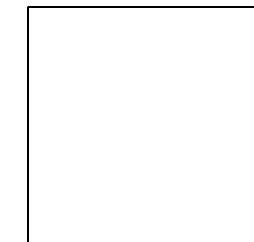
511-521 LEON ST.
INDIANAPOLIS, IN 46204

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Issue Date: 12.11.2023
Designed By: TKW/ CSE
Drawn By: CSE
Checked By: TKW

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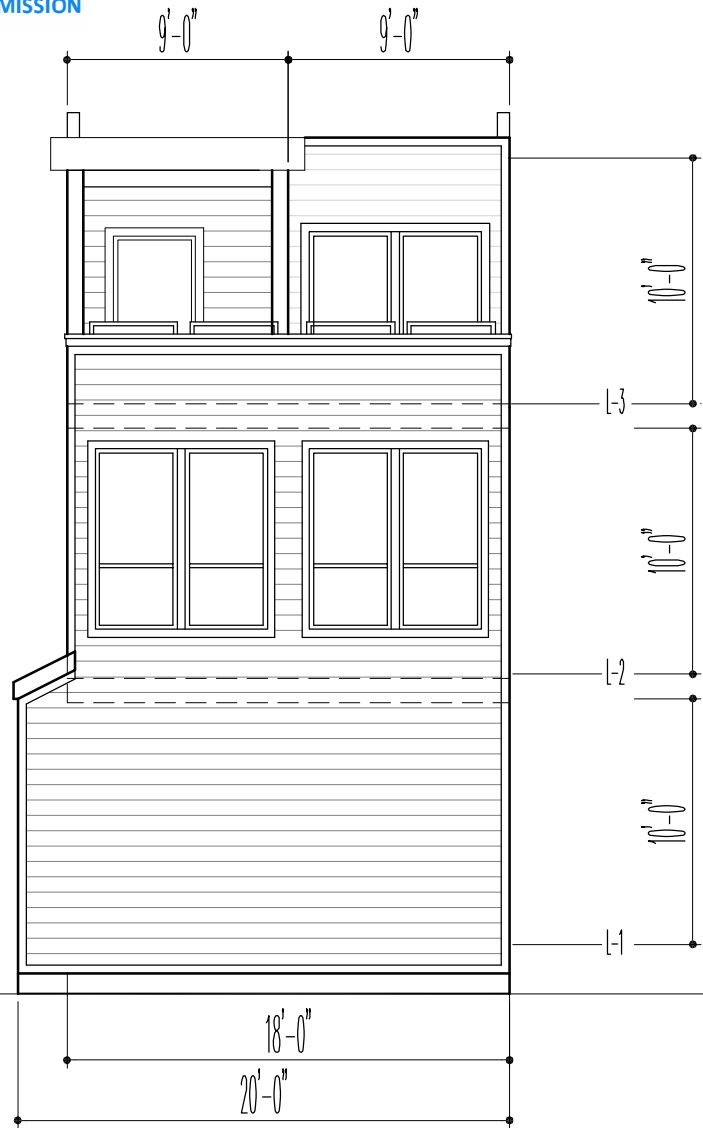


ELEVATIONS
521 LEON ST.
1/8"-1'-0"

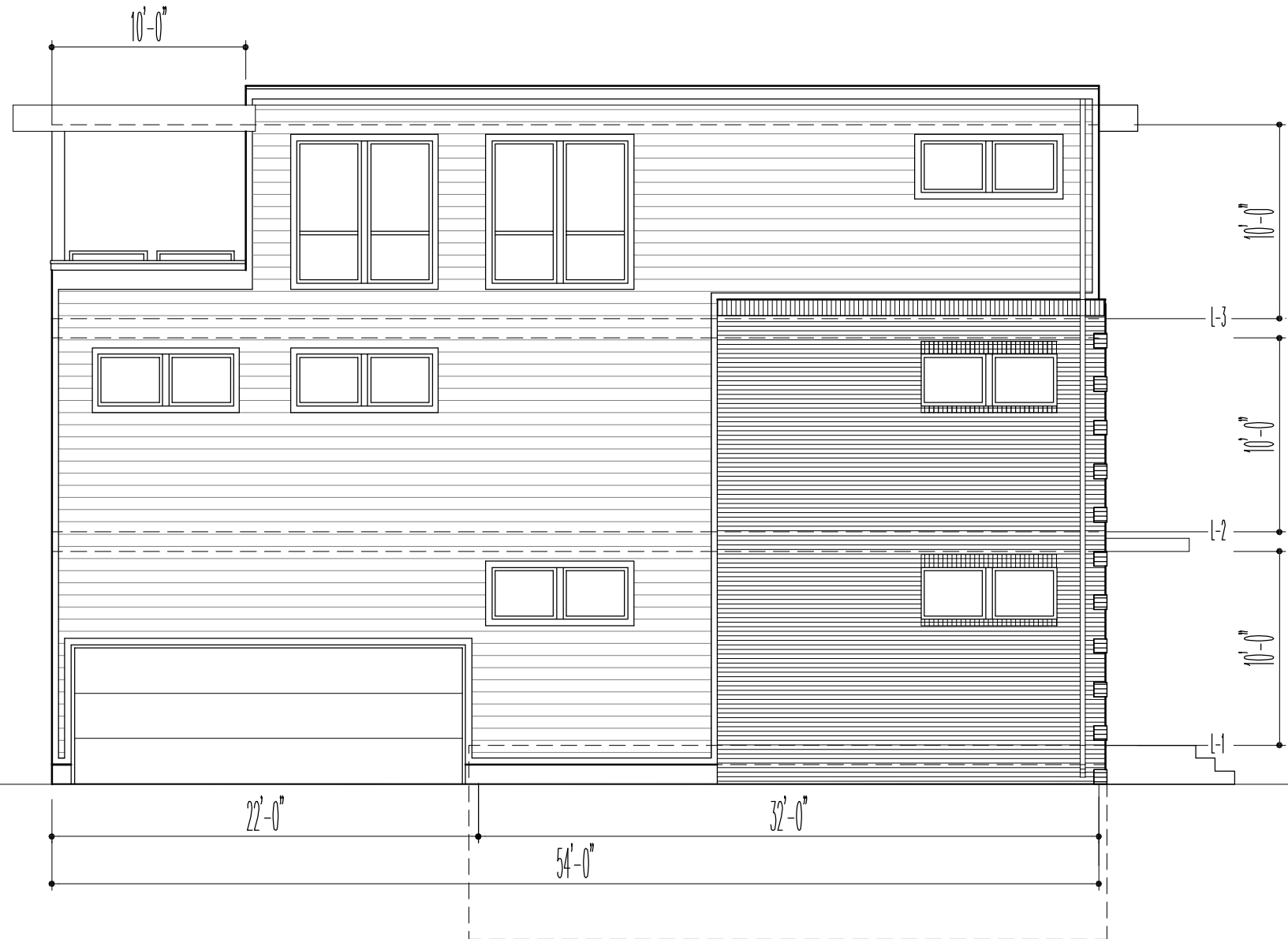
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DECEMBER 14, 2023

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



EAST ELEVATION-521



NORTH ELEVATION- 521



*Leon Street
of Lockerbie*

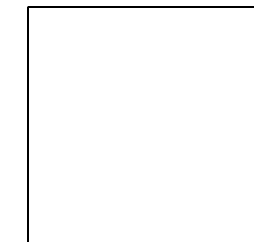
511-521 LEON ST.
INDIANAPOLIS, IN 46204

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Project No.: 19DS023
Issue Date: 12.11.2023
Designed By: TKW/ CSE
Drawn By: CSE
Checked By: TKW

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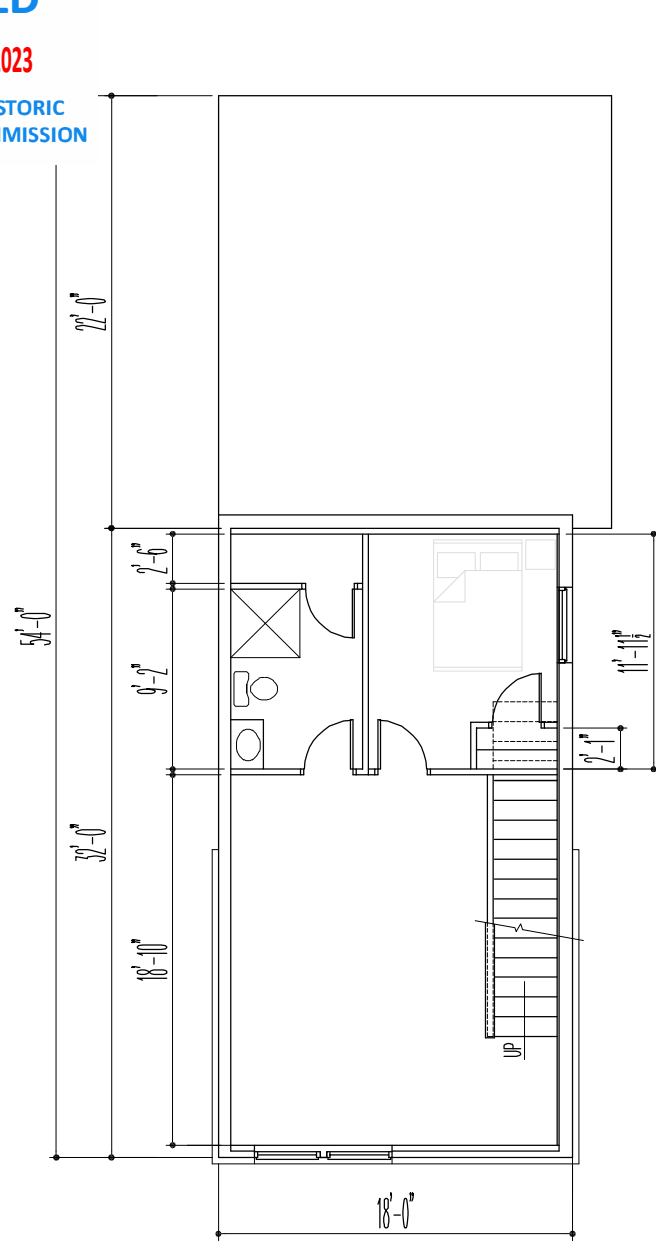


ELEVATIONS
521 LEON ST.
1/8"-1'-0"

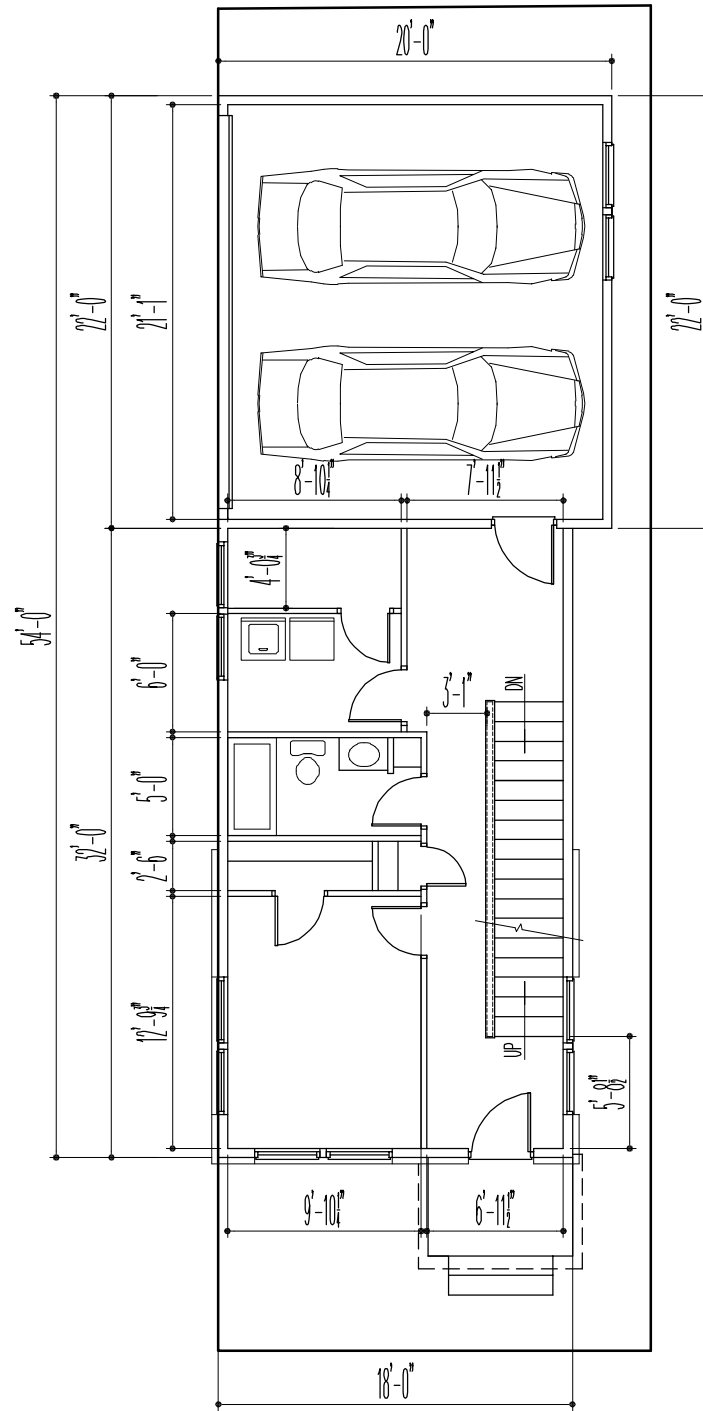
RECEIVED

DECEMBER 14, 2023

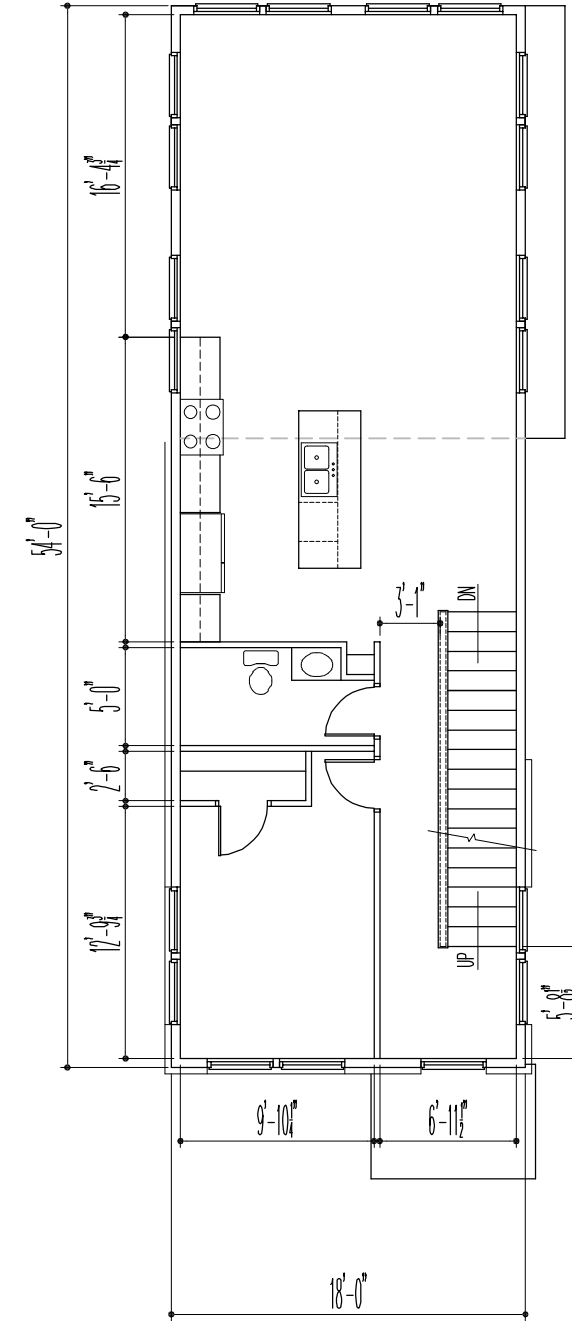
INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



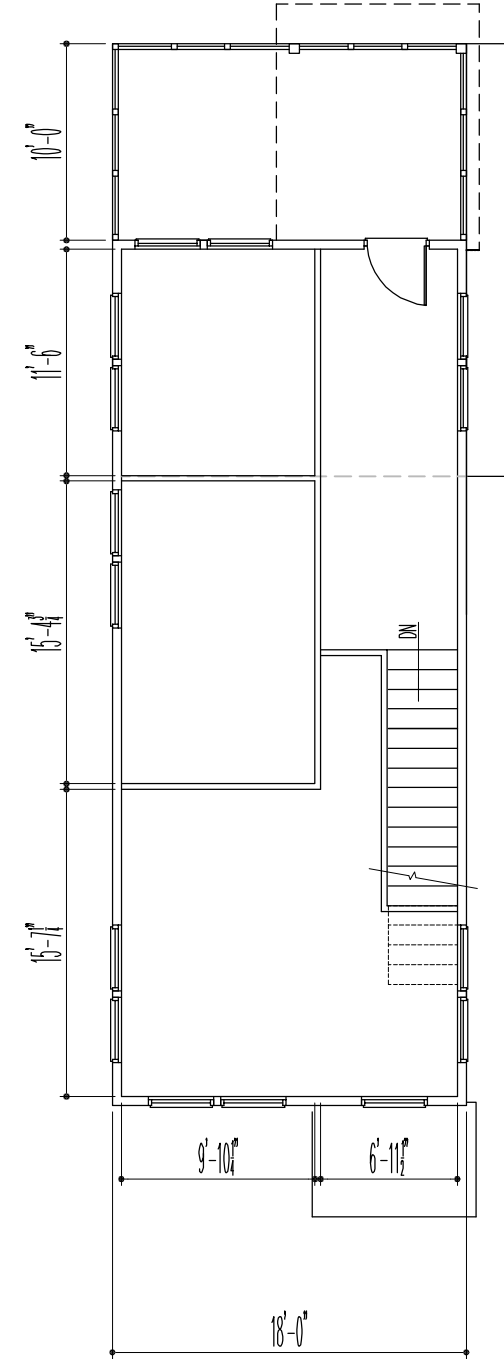
521_L-B



521_L-1



521_L-2



521_L-3



*Leon Street
of Lockerbie*

521 LEON ST.
INDIANAPOLIS, IN 46204

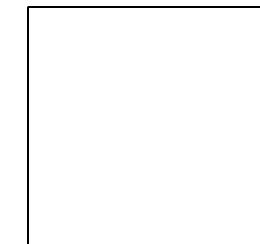


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Project No.: 21DS023
Issue Date: 12.11.2023
Designed By: TKW/ CSE
Drawn By: CSE
Checked By: TKW

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FLOOR PLANS (B)
521 LEON ST.
1" = 10'-0"

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DECEMBER 14, 2023

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PRESERVATION COMMISSION



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DECEMBER 14, 2023

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DECEMBER 14, 2023

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



**2023-COA-482 (HMP) &
2023-VHP-008
318-320 E. 19th ST.**

Detailed Description: Request for Variance of Development Standards

Subject Property: 318-320 E 19th Street, Indianapolis IN 46202

Petitioner: Leslie S Linton, Managing Member and Owner of Property (318 E. 19th St, LLC)

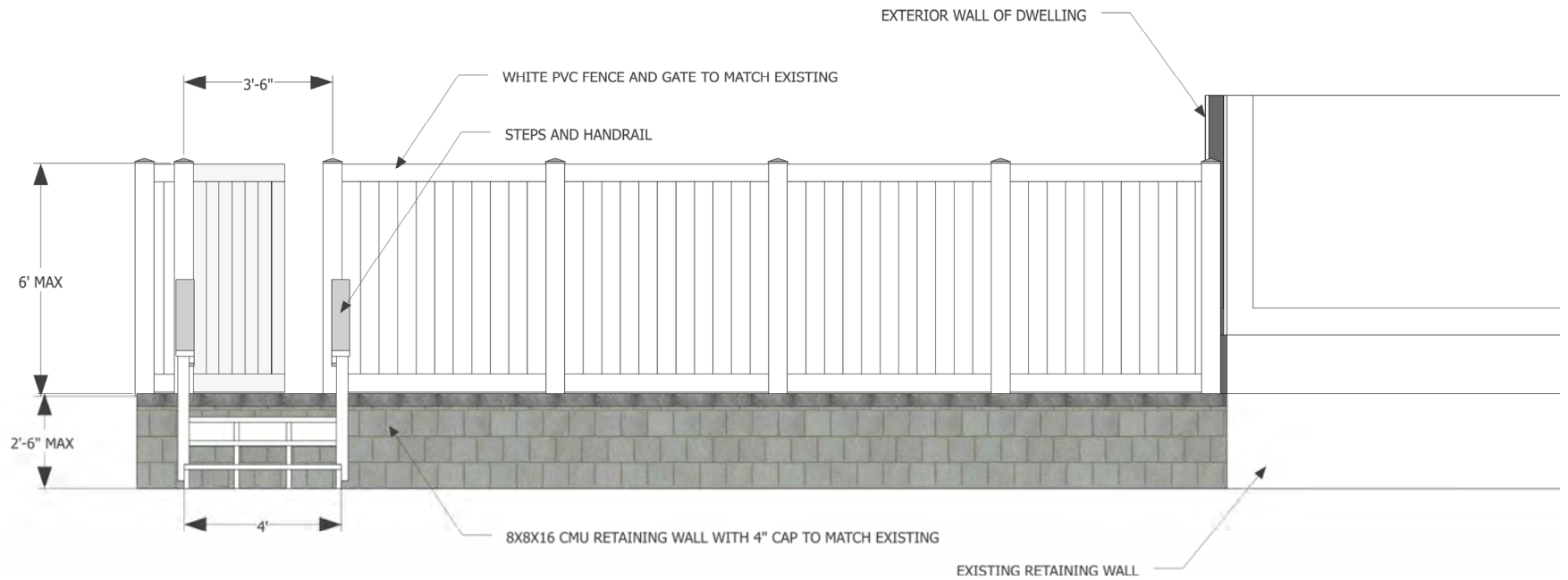
1. The subject property is located in Herron-Morton Place.
2. Petitioner has a pending request for Certificate of Appropriateness (2023-COA-482 (HMP) seeking to extend an existing retaining wall. The retaining wall would support construction of a small yard behind 318 E. 19th St. while leaving a designated area on-site for trash receptacles for the dwellings at 318 and 320 E. 19th St.
3. The retaining wall will, however, prevent parking in the area where Petitioner proposes green space/yard behind 318 E. 19th St. Petitioner is advised that Zoning Ordinance Chapter 744, Article IV, Section 2, Table 744-402-1 requires one on-site parking space per dwelling unit and that a variance from Development Standards must issue for the proposed project to move forward.
4. Due to the slope / stairs in the front of this duplex dwelling and the very narrow setback between the building and the alley, the only available space for the required parking spaces (one for 318 and one for 320) would be in the 17 foot wide strip running from the rear patio of 318 E. 19th Street to the rear property line. 320 E. 19th St is essentially landlocked and would need a designated space in the same area. This would prevent construction of even a small green space/yard for the occupants of 318 E. 19th Street.
5. Unlike most properties in Herron-Morton Place, this duplex dwelling is located on lots of very limited size (2423 sq. ft for 318 and 2439 sq. ft for 320). There is no room for a garage. As described in the Herron-Morton Place Historic Area Conservation Plan (The Plan), many of the neighboring properties feature “large lots with rear yards accessible from alleys [and] offer ample space for recreation and on-site parking.”
6. When Petitioner initially developed and listed 318 and 320 for sale in May 2023, the plan was for gravel parking behind both units that would allow two tandem parking spaces for each unit that would directly run along the patios for each duplex unit. Many interested parties have toured the property and been favorably impressed by the interior and exterior rehabilitation of the property, but a recurrent complaint has been the lack of a rear yard. Young families have insisted that their small children needed a safe, private green space outside and the property as it was then planned did not provide that.
7. The Plan recognizes that “zoning classifications contain development standards and uses that do not, in all cases, conform to the unique character of Herron-Morton Place.” The Plan further recognizes that variances may be required “to conform to the height, massing, setbacks or other constraints of existing historic development.” (p. 293).

8. The unique nature of this property with a pre-existing large building on a small lot with very narrow rear setback mitigates in favor of allowing a waiver of off-street parking in this specific and unique situation.
9. The Petitioner's proposal to extend the existing retaining wall to allow construction of a fenced yard improves the property in a way consistent with Herron-Morton Place redevelopment, and is likely to appeal to and support urban living for young families.

RECEIVED

November 29, 2023

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



WEST ELEVATION AS SEEN FROM ALLEY

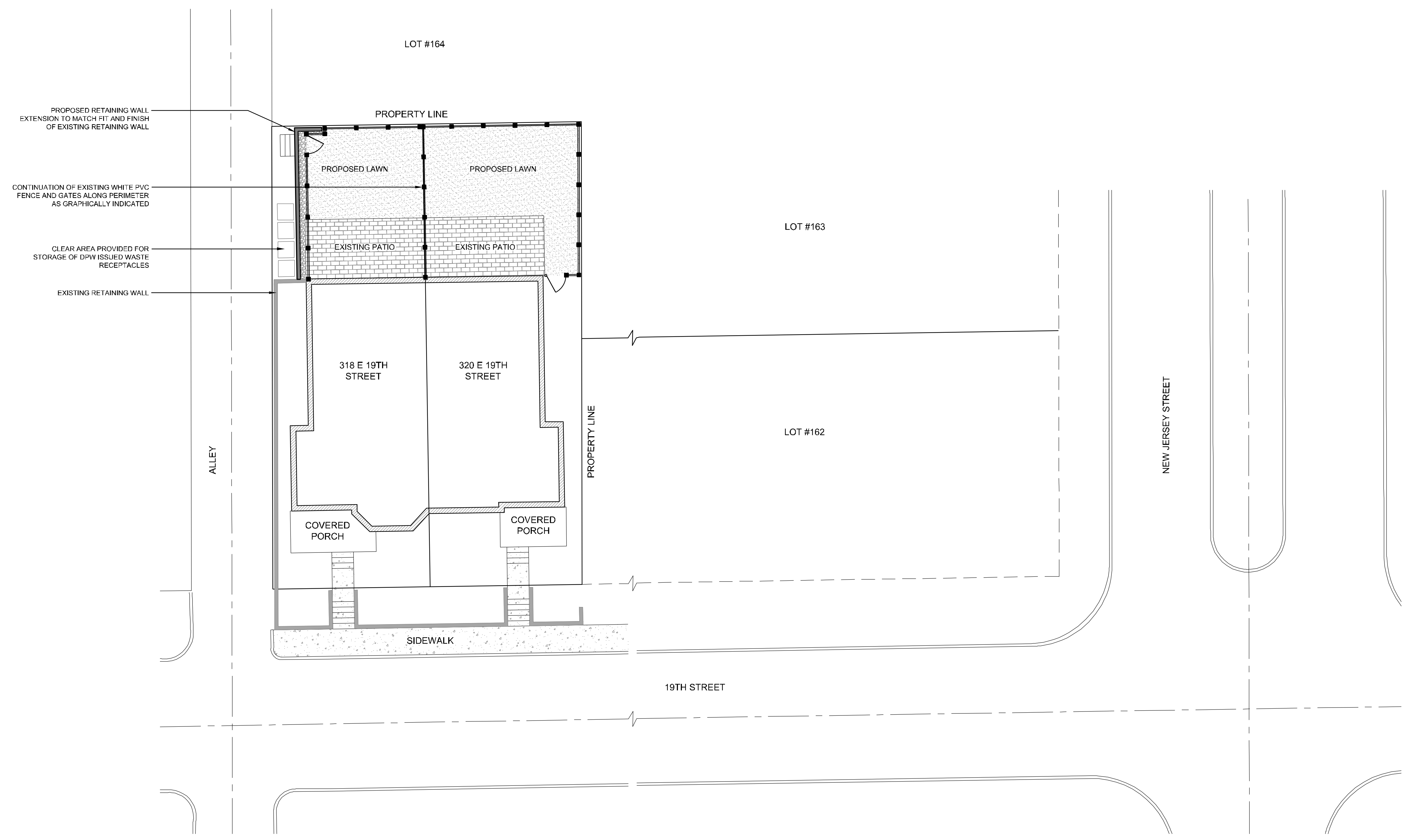
Date:	10/27/2023
Drawn by:	LE
Reviewed by:	
Job Number:	
Issued for:	Date:

TOWNHOME YARD RENOVATION
318 -320 E 19TH ST, INDIANAPOLIS, IN
 318 -320 E 19TH STREET LLC
 318-320 E 19TH STREET, INDIANAPOLIS, IN 46202

IHPC BACKYARD RENOVATION SDP
RENOVATION PLAN

NOT FOR CONSTRUCTION

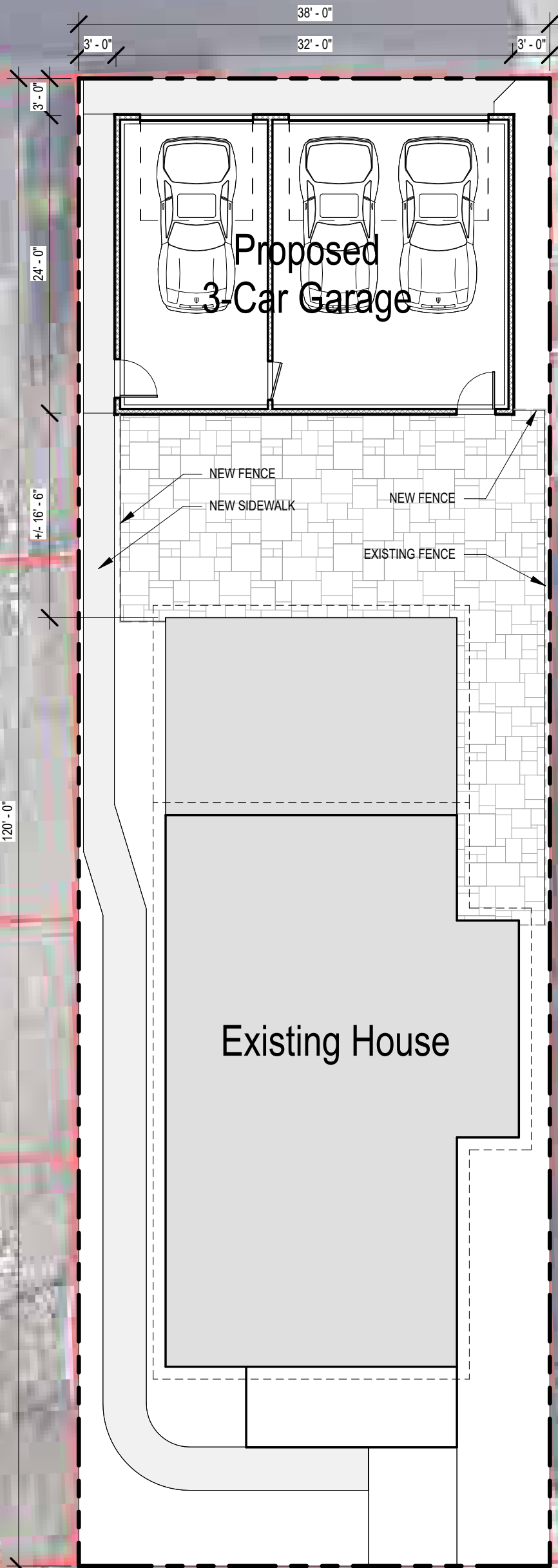
Sheet Number:
LA001



- PROPOSED RETAINING WALL EXTENSION TO MATCH FIT AND FINISH OF EXISTING RETAINING WALL
- CONTINUATION OF EXISTING WHITE PVC FENCE AND GATES ALONG PERIMETER AS GRAPHICALLY INDICATED
- CLEAR AREA PROVIDED FOR STORAGE OF DPW ISSUED WASTE RECEPTACLES
- EXISTING RETAINING WALL

2023-COA-515 (LS)
512 E. NEW YORK ST.

Alley (E. Tippecanoe St.)



• CONFIRM GRADE

Proposed
3-Car Garage

NEW FENCE

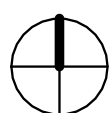
NEW SIDEWALK

NEW FENCE

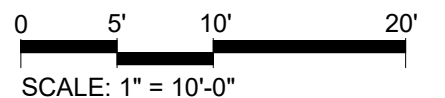
EXISTING FENCE

Existing House

E. New York Street



north



SCALE: 1" = 10'-0"



Lockerbie Street

Alley (E. Tippecanoe St.)

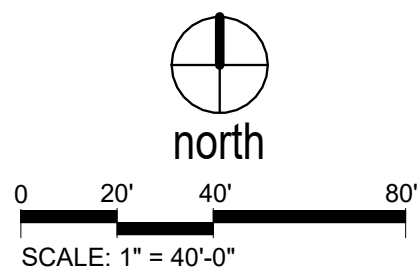
N. East Street

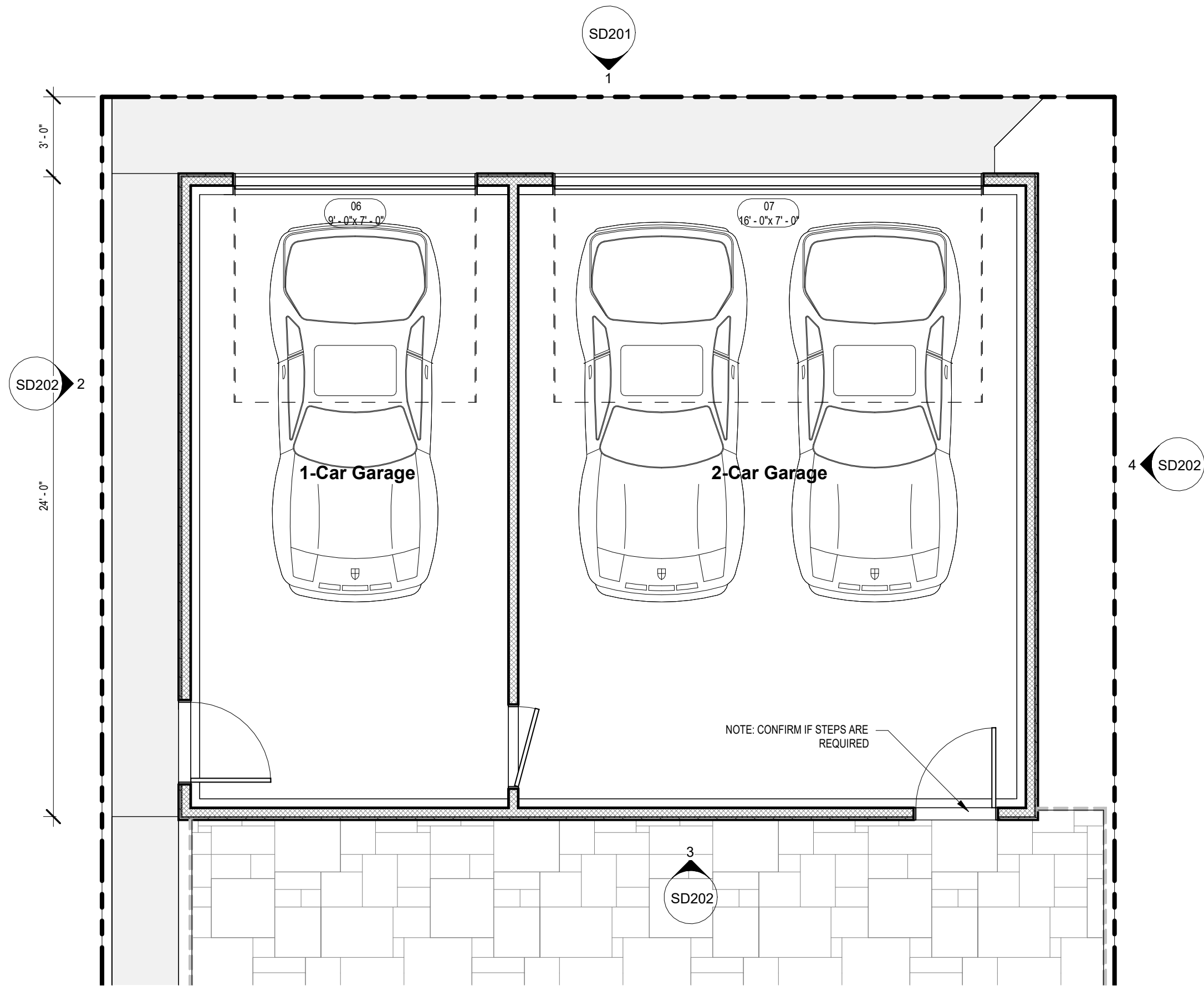
E. New York Street

512

PROJECT LOCATION

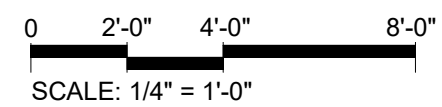
Floor Plan
1 Area Plan
 1" = 40'-0"

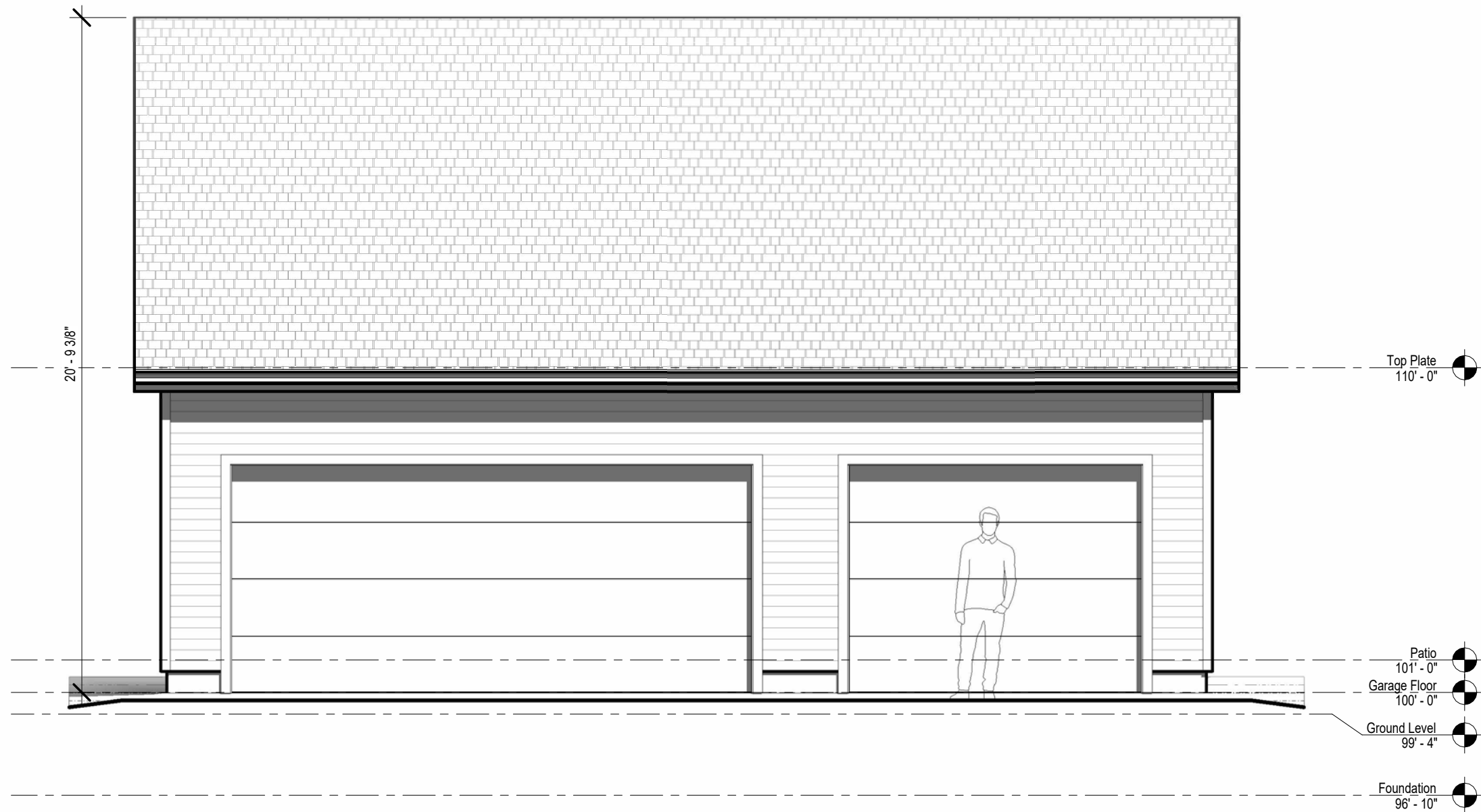




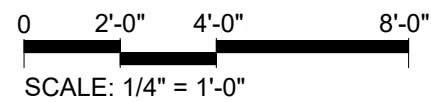
Floor Areas	
Name	Area
Garage	768 SF
Carriage House	768 SF
Grand total	768 SF

Floor Plan
1 Garage Plan
 1/4" = 1'-0"





Building Elevation
1 North
 1/4" = 1'-0"

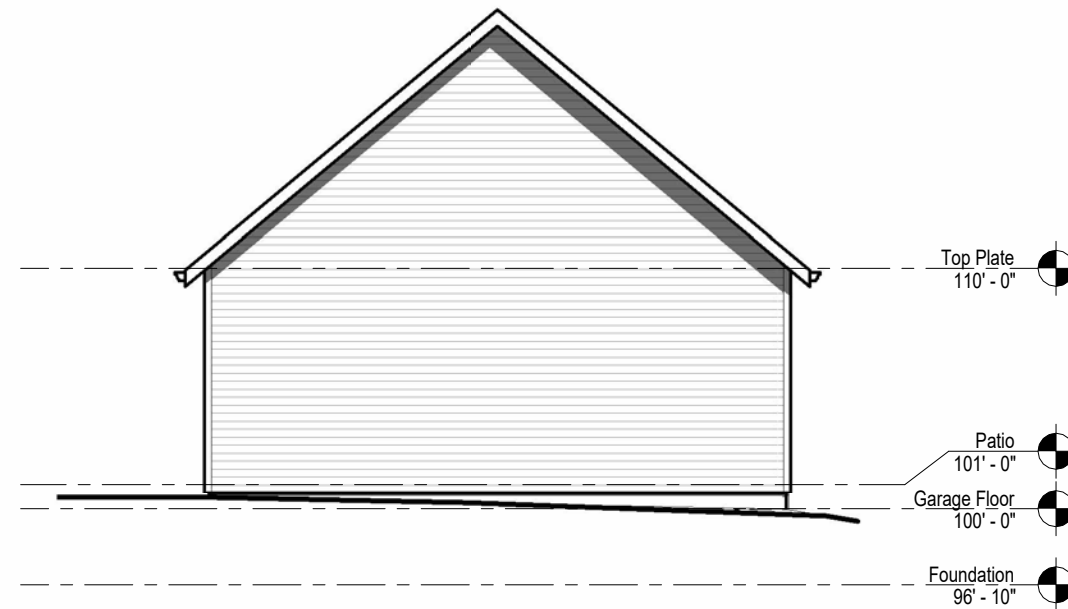




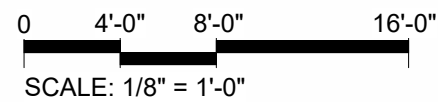
Building Elevation
3 South
 1/8" = 1'-0"



Building Elevation
2 West
 1/8" = 1'-0"



Building Elevation
4 East
 1/8" = 1'-0"





3D View
1 Perspective